

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

NOVEMBER 12, 2019

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

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

5:30 P.M. CALL TO ORDER:

ROLL CALL: Messina, Fleming, Ingalls, Luttrupp, Mandel, Rumpler, Ward

PLEDGE:

APPROVAL OF MINUTES:

October 8, 2019

PUBLIC COMMENTS:

COMMISSION COMMENTS:

STAFF COMMENTS:

ADMINISTRATIVE ITEM: ***ITEMS BELOW ARE CONSIDERED TO BE ACTION ITEMS.

1. Applicant: City and ignite cda
Request: Review of the Urban Renewal Plan for the Health Corridor District Urban Renewal Project of the Coeur d'Alene Urban Renewal Agency, doing business as ignite cda for conformity with the City of Coeur d'Alene's Comprehensive Plan and forward to the City Council any recommendations on conformity with the Comprehensive Plan.

PUBLIC HEARINGS:

1. Applicant: Active West, LLC
Location: S. of Beebe Blvd & N. of Bellerive Rd.
Request: A 23-lot, plud 1 commercial lot known as "The Union"
QUASI-JUDICIAL, (S-4-19)
2. Applicant: The City of Coeur d'Alene
Location: 2598 E. Seltice
Request:
 - A. A proposed 60 acre PUD known as "Atlas Waterfront PUD"
QUASI-JUDICIAL, (PUD-4-19)
 - B. A proposed 415-lot preliminary plat known as "Atlas Waterfront 1st Addition".
QUASI-JUDICIAL, (S-3-19)

ADJOURNMENT/CONTINUATION:

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

Motion by _____,seconded by _____ , to adjourn meeting; motion carried unanimously.

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



MINUTES



**PLANNING COMMISSION
MINUTES
OCTOBER 8, 2019
LOWER LEVEL – COMMUNITY ROOM
702 E. FRONT AVENUE**

COMMISSIONERS PRESENT:

Tom Messina, Chairman
Jon Ingalls, Vice-Chair
Michael Ward
Peter Luttrupp
Lewis Rumpler
Brinnon Mandel

STAFF MEMBERS PRESENT:

Hilary Anderson, Community Planning Director
Mike Behary, Associate Planner
Shana Stuhlmiller, Public Hearing Assistant
Randy Adams, Deputy City Attorney

COMMISSIONERS ABSENT:

Lynn Fleming

CALL TO ORDER:

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

APPROVAL OF MINUTES:

Motion by Luttrupp, seconded by Rumpler, to approve the minutes of the Planning Commission meeting held on September 10, 2019. Motion approved.

COMMISSION COMMENTS:

None.

STAFF COMMENTS:

Hilary Anderson, Community Planning Director provided the following statements:

- She noted that on the November 12th Planning Commission meeting agenda they will have the master plan and economic feasibility study for the Health Corridor prepared by HDR for a determination if the Health Corridor urban renewal documents are in compliance with the Comprehensive Plan. They will also have an application for the Atlas Waterfront PUD and Subdivision.
- CDA 2030 and MIG were part of the Envision Coeur d'Alene event held a few weeks ago with a great turnout. One of the things they did at that event that we will be doing tonight as part of the Planning Commission meeting is playing the "Growing Better Places" board game. The results of tonight's game will be shared with MIG. She added that they now have 10 board games available for the public to check out and there is an option for staff to facilitate games for groups of 8-10 people who want to play the game.

PUBLIC COMMENTS:

None.

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

1. Applicant: Active West, LLC
Location: The property is located along Beebe Blvd.
Request: A proposed 3.6 acre PUD "The Union" in the C-17 zoning district.
QUASI-JUDICIAL, (PUD-3-19)

Mike Behary, Associate Planner, presented the staff report and stated that Active West, LLC is requesting approval of a proposed Planned Unit Development on 3.6 acres which will allow 23 residential lots and one commercial mixed-use lot to be known as "The Union" in the C-17 zoning district.

Mr. Behary provided the following statements:

- The existing site is currently vacant.
- The proposed PUD will be a mixed-use development that will have public streets and is adjacent to Beebe Boulevard.
- The applicant has indicated that the commercial mixed-use development is proposed to be a three-story structure. The first two floors of commercial uses are proposed to consist of office spaces with the possibly of a restaurant, a coffee shop, or some similar type of use on the first floor. The third floor will consist of three residential units.
- All of the required parking for the mixed-use will be provided on the proposed commercial lot.
- The remaining 23 lots will have single family attached and detached houses on them.
- The 23 lots will be comprised of seven single family detached houses and 16 single family attached dwellings. Attached single family dwellings share a common wall with another home that is separated by a property line.
- The applicant has submitted building elevations for the proposed mixed-use facility and the proposed residential dwellings.
- The applicant has also submitted a PUD site plan that shows the proposed site layout and the building locations on the proposed PUD.
- The applicant has indicated a five-foot building setback from the side property lines for the residential lots, which will equate to a ten-foot setback from structures.
- The applicant is proposing to install the streets and the subdivision infrastructure for the project in one phase.
- The applicant will provide street connection to Beebe Boulevard as well as making a connection to Lakewood Drive to the north. The applicant is also proposing to stub the new street to the east for the future connection to Lacrosse Avenue.
- The applicant has indicated that if the PUD is approved, infrastructure construction would begin February 1, 2020. The proposed PUD will have a density of 7.2 units per acre which is less than the 17 units per acre that is allowed in the C-17 zoning district.
- The open space requirement for a PUD is no less than 10% of the gross land area. The applicant's proposed project will have a total of 10% of the total gross land area dedicated toward public open space. The proposed open space will consist of three public open space areas.
- One of the open space areas will be located at the northwest end of the property and is part of the mixed-use development. The public open space will be a patio area that can be accessed by the public directly off of Centennial Trail and off of Beebe Boulevard.
- The second open space area is a 10-foot trail connection and grass area that will provide trail

connectivity to Centennial Trail and to the trail that accesses north to Riverstone.

- The third open space area is located on the southeast part of the property and can be accessed by the public directly off of the Centennial Trail. The open space is proposed to have picnic tables, turf grass, box planters, and native grasses with boulder and wildflower plantings. The public open space area will also have a public sidewalk connection to Lakewood Drive's sidewalk to the north.
- The applicant will have to submit a subdivision application for the site that will require a public hearing if the PUD is approved. The applicant is aware of the requirement and has indicated that he will apply for the Subdivision for "The Union" after the PUD has gone thru the public hearing process.

PLANNED UNIT DEVELOPMENT MODIFICATION REQUESTS:

The applicant is requesting the following deviations from existing standards:

- Front Setback: 10 feet rather than 20 feet
- Rear Setback: 8 feet rather than 25 feet
- Side Yard Setback: 5 feet and 5 feet rather than the 5 feet and 10 feet required for lots without alley access.
- Minimum Lot Area: 2,175 SF rather than 5,500 SF
- Minimum Lot Width/Frontage: 27 feet rather than 50 feet
- Right-of-Way width: 34 feet rather than 55 feet
- Sidewalk on only one side of the street.
- Mr. Behary provided various maps showing location and aerial views of the property.
- He noted the required findings for the project.
- He stated that the Comprehensive Plan designates the property as Transition-Spokane River District.
- He provided a drawing of the PUD Site Plan, a typical lot layout and setbacks, Generalized Land Use Map, existing zoning and various site photos of the property. He also provided renderings of the building elevations.
- He noted the various staff comments in the staff report.
- He provided a copy of the open space map and site plan.
- He stated that there are nine proposed conditions.

Mr. Behary concluded his presentation.

Commission comments:

Commissioner Ingalls stated that in the staff report it noted that the Homeowners Association (HOA) would be responsible for continued maintenance of all street, traffic signage and required signalization. Mr. Behary explained the applicant made a mistake and copied and pasted the language from the District that was approved last month and accidentally pasted it to the narrative for the project and that the streets will be public, not private.

Commissioner Ingalls commented that if the streets will be public, the city will be responsible for maintenance and care of them and that the developer will install signage initially and later the city will assume maintenance. Mr. Behary stated that was correct and that Chris Bosley, City Engineer was present to answer any questions regarding the design of the road.

Commissioner Ingalls inquired if the street width was going to be 25' feet. Mr. Behary stated that was correct.

Commissioner Ingalls inquired if the applicant was intending to have parking on the street and if that is true, he indicated that he feels the street would be too narrow.

Commissioner Ingalls said that in the past they have voiced concerns that the street on the south end that is not considered a cul-de-sac and questioned if someone is going down that road how are they supposed to turn around. He inquired if staff is aware of a plan for the road to connect to Lacrosse. Mr. Behary explained that the plan is that the applicant will provide a stub to the south for a future connection. He is not sure about the timing when the city will be doing that but, for now, a stub to the south will be added for a future connection.

Commissioner Ingalls said if the timing is not certain, shouldn't the terminus on the right side be such that a person could use that area for snow storage or a car and fire truck could use it as a turnaround until the connection to Lacrosse happens. Mr. Behary suggested that the Planning Commission could add a condition stating that until a connection happens, that area could be used as a temporary snow storage area until future connections are completed.

Commissioner Ingalls noted that the Centennial Trail in on one side, with a public street on one side, and wondered if the lots would be considered double frontage. Mr. Behary stated that the Centennial Trail is not considered a street, so the lots would not be considered double frontage.

Commissioner Ingalls said that he would like clarification on the amount of open space and noted that in the past, they have had workshops on what the definition of open space is and how much is useable. He commented that he doesn't know of any requirement in the Planned Unit Development (PUD) that the amount of public space is required to be open to the public, but for this project the applicant is intending for the open space to be private. Mr. Behary stated that was correct. Commissioner Ingalls inquired if the applicant is providing open space as a "carrot" to help with deviations the developer has requested. Mr. Behary explained that 10% open space is a requirement for a PUD.

Commissioner Ingalls asked about open space and, if it is considered to be a "benefit" for availability to the public, how that would be recorded. Mr. Behary explained that if the PUD is approved, the applicant would have to comply with the PUD site plan approvals that the commission approved.

Commissioner Mandel said that the PUD modification request doesn't seem insignificant in terms of setbacks and the right-of-way width and dimensions. She added that she doesn't see any common response from the staff report and asked if that is because it's from the R-12 zoning district. Ms. Anderson stated that most PUD's do change the setbacks so it is consistent and on those lots they will still be required to maintain 5'/5' on the sides, so it's 10' feet between buildings, unless they are connected. She added that the other lots are reduced because of the proximity to the trail, which the applicant can address.

Commissioner Mandel asked if the PUD is consistent with other prior PUD requests and modifications. Ms. Anderson stated that it is, and explained that on the road right-of-way it would be helpful to have the City Engineer address that question, but the design would not allow any parking on the street. She added that the ultimate goal would be that the more primary connection would be Lakewood to Lacrosse and it would be more emphasized with how the curb design would be designed.

Chairman Messina commented that from reading staff's traffic report, he concurred with Commissioner Ingalls that it's a little bit "out there" based on what is going on at Riverstone, as well as connectivity down the road, and said that he hoped the applicant would address that question.

Public Testimony open.

Dennis Cunningham, applicant, provided the following statements:

- He said that the process has been a long road and he has worked with staff, BLM, DEQ, EPA, ignite cda, the city and Avista to get this project started.
- He explained that the original plan for the property was to do stacked flats, which had been a popular design around the country, but they decided to stay in the C-17 guidelines and came up with about 61 units and couldn't get the numbers to work and so they decided to build small infill products which they are proposing.
- He said they had a lot of challenges on the project and came up with a mixed-use building on the end and a plaza that would utilize the use of the Centennial Trail to help move people to the different amenities in Riverstone.
- He explained that the residential lots are smaller to help provide a product that will be affordable.
- He explained that they pushed the parking requirement to 1.25 more than what is required so we would have enough parking on the weekends if the plaza office people aren't there to provide some over flow parking.
- He explained the intent to narrow the road width was to reduce the speed of traffic in that area by making the street narrow.
- He stated that by placing the sidewalk on the north side, it would provide people coming into the Riverstone area the ability to use the sidewalk to get on the Centennial Trail.
- He stated that the project is a mix of townhomes and noted that in 2007 some of the original Planning Commissioners worked on Meadow Ranch, Riviera Place and the District, which have similar setbacks.
- With regard to open space, Mr. Cunningham explained that the intent was to extend the plaza so that you could get into a boat and park and that the design of the plaza will be similar to the area where LaPeep is located. He explained that another option is they could fence the area and maintain the PUD open space to remain private, but with the proposed development sitting on the Centennial Trail, there will be a lot of pedestrian traffic.
- He noted we had a temporary fire turnaround that met the Fire Department requirements with an agreement not to build on those lots until Lacrosse was extended or Lakewood connected. He added that when connection to Lakewood became a requirement, they decided not to do the turnaround.
- He suggested that the commission ask the City Engineer and the Community Planning Director about the connection to Lacrosse.
- He explained that they have presented the PUD first and after the discussion tonight they will talk with staff and fine-tune some grading and utility connections that need to tie into the project.

The applicant concluded his presentation.

Commission comments:

Commissioner Ingalls inquired about the turnaround on the south end and commented that he doesn't think it is a good location but understands that the vision is to get the connection to Lacrosse. He explained that the project, if approved, has two benefits. One is the public open space and the other benefit is to provide another access out of Riverstone. He noted that he feels that maybe the project will "open the door" to make that connection happen.

Mr. Cunningham said that he believes that a future connection is a goal for everyone to happen.

Commissioner Ingalls asked about the street width of 25'-26' feet and commented that he assumes once there is a connection to Lacrosse hopefully traffic will be minimized.

Mr. Cunningham said that is why they don't see the preliminary plat application tonight and that probably after input tonight the street won't "T" the way it is presented. He believes the city wants Lakewood to come around to Lacrosse to provide traffic flow from the other commercial buildings and commented that in November they plan to submit the subdivision plan that will look similar to the PUD with a few modifications.

Chairman Messina inquired about the existing residential lots that will have garages and guest parking and if those visitors would be allowed to park in the commercial area. Mr. Cunningham explained that the city requirement is that the guests would park in the driveway and could use the overflow parking in the Plaza.

Chairman Messina stated that there is an existing problem at Riverstone with people parking on public streets and he doesn't want to see it happen here. He said that he doesn't want to approve something that is going to make the problem worse.

Mr. Cunningham explained that they have met the City Parking Standards and if they are being asked to provide more, then that is a different conversation. He commented that as you come into these urban infill areas, the idea is to not use your car and maybe the people living in those units will not have two cars. He suggested that people tell their visitors to park in their driveways.

Commissioner Luttrupp asked if LaPeep has a parking requirement and will the proposed development be the same or more.

Ms. Anderson explained that with LaPeep there was a reduction through the PUD with the parking and driveway lengths in Bellerive. There was not a reduction in the parking for the commercial uses, but it was for the mixed use at the Riverfront House.

Commissioner Mandel asked if it was the assumption on the street width that ultimately Lacrosse would connect to Lakewood and that would it be the primary connection into Riverstone, and that the proposed PUD would be a little "spoke" off of that, but not be a primary ingress/egress for traffic from Northwest and Lacrosse coming into Riverstone.

Mr. Cunningham explained that was not his assumption, but he heard it from city staff and consultants of the traffic study looking at flow.

Clark Emerson said that he is amazed that the project has gotten this far from looking at the proposal. He commented that he understands Mr. Cunningham but the applicant bought the property with the dimensions as they are and it's not up to them to make it work financially for him. He said that the applicant said that he meets the parking requirements and questioned how he is meeting them by asking the public to give up the size of the street. Mr. Emerson said that he doesn't understand why the professionals have allowed the applicant to spend his money doing a project when there are so many deficiencies that it is a joke. He asked if the project already comes to the Commission with recommendations from staff for approval.

Chairman Messina explained that there is no prior approval and that is why they are having a public hearing. He added that the applicant can talk to staff and staff may make some recommendations as far as what they can/can't do and the applicant makes the decision if they want to go forward or not.

Mr. Emerson said that Commissioner's Mandel and Ingalls brought up some good points and that he gets the feeling that as much as Mr. Cunningham has been involved with staff, staff has basically made him feel that the proposal could be approved. He suggested that when the commission is making their decision to please look beyond the constraints of the property, because it is not their fault that the property is small, or what Mr. Cunningham paid for the property and that he could put three or four houses in and they don't want another project that is built that has so many deficiencies that will be causing problems down the road.

Chairman Messina explained that staff doesn't talk to any applicant and say that their project will be approved. He added that it is the responsibility of the Planning Commission to make the decision to approve or deny.

Commissioner Luttrupp commented that the City has certain code requirements and when there is something that goes against code, they can approve a project with conditions.

Mr. Emerson said that he sympathizes with Mr. Cunningham's challenges with the size of the property but doesn't believe the public has to wave basic requirements of sidewalk, street width, etc. to allow him financially to make the project work; and whether it meets the standard and is it practical if Lacrosse is going to be a through street out to Northwest Boulevard is a question a lot of the residents living in Bellerive have.

Ms. Anderson stated that there have been discussions to try and work together to figure out the Lacrosse connection.

Chairman Messina said that they can place a condition if the Commission says there needs to be a turnaround at the end until the last two lots are built or the road is built.

Tom Miller said that all public hearing notices were sent out and not all homeowners in Bellerive received the notice in the mail. Mr. Behary explained that they send notices to property owners within 300 feet of the property and that the applicant is required to post a notice on the property. Mr. Miller said that Mr. Cunningham's property is two parcels, the railroad property on the north side and the Southside is 1.2 acres that was owned by ignite cda. Two years ago, ignite cda said they were going to sell the land and put it on the open market and Mr. Miller said he was not sure how Mr. Cunningham got it, but it's in his name. He added that the parcel is 1.82 acres and current assessed value is \$1000.00 and is aware that Mr. Cunningham paid \$5.74 in taxes. Mr. Miller added that since it was a heavy industrial site for many years it has a significant amount of hazardous materials embedded in the dirt today. He explained that the applicant's parcel will have to be remediated between 18-24 inches to get all of the chemicals and toxic waste out of there. He further explained that the applicant, through a PUD, is asking for significant modifications to the setbacks which are up to a 75% reduction. He commented that traffic is all over the place and his concern is when they connect the new road they will have the trail going at a 45-degree angle, and that Lacrosse and Tilford need to connect. He added that all the homes the applicant is building are turning into rentals.

Commissioner Luttrupp explained that when the City sends out notices they are instructed by City Code on how the notices are sent out. He is confident that if the City said they sent a notice, they did, and that maybe Mr. Miller's property wasn't within that 300-foot radius. Mr. Luttrupp said that a comment by Mr. Emerson mentioned "toxic" soil and asked if the property is either a superfund site or brownfield site. He asked if the City has any responsibility to insure that the soils are adequate to support the buildings being proposed.

Ms. Anderson explained that the applicant does have a letter that states an environmental study was done on phase 1 and phase 2 and they were cleared for development.

Mary Jo Kringas said that it is a really congested spot and she knows that people will continue to park on the street because she lives in a neighborhood that has a lot more parking and people still park on the street. She said that she is worried if they need a fire truck to go down the street and is concerned that liability is not being addressed. She stated that in her opinion there is not any room to do anything on the street and feels that the lot size has been cut significantly to push all the houses in there and it's too dense.

Karen Schomer said that most of her questions have been addressed but wanted to address some issues important to her. She explained the issue with parking on Bellerive and said that she feels people will continue to park on the street in Bellervie because they will not get a ticket. She explained that residents

living on Bellerive Lane are required to use the Parking Boss to call in their guests so they are allowed to park. She added that she is concerned about her property values since the area is very condensed. Ms. Schomer said that she is familiar with Active West and likes their style of home, which is more for older people and providing dense homes usually built behind gates. She said that the residents of Bellerive asked for a gate and were turned down because a gate gives the illusion the area is not open to the public. She is concerned about traffic and that people don't respect parking and explained that her driveway was blocked by two different vehicles on two different days, and on one of those days drove her car to the end of her driveway so she sat on her tailgate waiting for people to come out of the Parade of Homes to move their car so she could get out.

Karen Hanson said that she appreciates the design of the homes that the applicant has brought forward and was surprised that the parcel is combined into two lots, one is the Union Pacific property and questioned if the property has been purchased.

Ms. Anderson clarified that the properties are combined in this request.

Ms. Hanson said that her concern is the property considered buildable is only half of the width and is already tight in this area. She questioned how future development is going to continue when you have a parcel of land that is too small. She added that if they are concerned about the hammerhead and the continuation of Lacrosse, she doesn't see how this project will work.

Chairman Messina said they he can't comment on future development and can only address the project in front of them. He said that he understands the question, but doesn't know what is going to happen to the other parcels in the future.

Ms. Hanson asked if the applicant could eliminate a few of the lots to make room for the turnaround until the development was done and also asked if the applicant could eliminate some lots to be developed at a later date.

Chairman Messina commented that they will have some discussion especially about the turnaround at the end and the applicant can address that question when he does his rebuttal.

Ms. Hanson asked if the street width the applicant is proposing has been approved.

Ms. Anderson stated that Chris Bosley, City Engineer could answer those questions and in the staff report it is noted that there is not anything that is a concern with the project meeting all the safety requirements with the proposed width.

Lee Derrooge said that it would be helpful if there was a traffic study done that would answer some of the questions presented tonight. He said that he also thinks that a Phase Two Environmental Report would be helpful to see what is to be cleaned up on the site. He said that he is in favor of the project.

John Pulsipher said that it is good to hear people who are passionate about their city and he sympathizes with staff. He said that Mr. Cunningham has it all wrong and should have come in with a C-17 building to maximum height and underground parking and that he's sure it would look beautiful to the neighbors. He commented that he works in the area and is concerned about ingress/egress to Riverstone and is excited that the applicant is proposing a PUD to block off Lakewood and he isn't saying that. He thinks the applicant is working with the City and trying to make sure ingress/egress to Riverstone is better, which will make it safer for all of the people living in Bellerive, so ultimately it is a compromise and he commented that he feels the project will be a win/win for the City and the applicant.

Commissioner Luttrupp asked the City Engineer come up and address some of the questions.

Chris Bosley, City Engineer, said he wanted to clarify some things that were brought up such as the width of the street and noted that the minimum width is set by the Fire Department and that the applicant's original proposal did include on-street parking with some curb extensions for a swale area to calm traffic, but it would have been more of a problem for clearing snow than if they didn't have any parking on the street. He said that it is his preference to have no parking on the street. He explained that in years past, they we have overbuilt many streets to include on-street parking and the residents wanted the parking either restricted or removed, and now they have wide streets with speeding problems and get many calls on those.

He explained the idea for the project was to have a narrow street that met Fire Department requirements but calmed traffic. He said that he doesn't want traffic to come to Beebe Boulevard where traffic would have to come up to Riverstone Drive and then require them to put in something like a roundabout to mitigate traffic. He noted that it was a recommendation of a larger traffic study that was done for the Atlas Mill Site and that the Lacrosse extension going out to Northwest Boulevard is a very desirable connection to provide that third point of access for Riverstone, as well as putting in another crossing point across Northwest Boulevard onto Lacrosse where Winton Elementary is located. He said that it would be a critical connection they don't have because after the Lakewood intersection with Northwest Boulevard, the next opportunity is down at Hubbard. He explained that Lacrosse is a much-needed connection and if this street wasn't going to be part of it, they wouldn't have the opportunity to make that connection. He addressed the Centennial Trail angle that has been something staff has been looking at for a long time to solve and noted that they discussed with the applicant different ways to do that. He noted on the map where the Centennial Trail location is and pointed out where it connects is a weird angle across the property. He commented that they have two options they will discuss with the applicant, and will work with him to help improve the trail.

Ms. Anderson asked if Mr. Bosley could address the City standard required on how to address storm water during construction activities and how to make sure if there were any contaminants that they won't go onto Bellerive.

Mr. Bosley explained that the ordinance states that all storm water needs to stay onsite and they have the Idaho Department of Environmental Equality Best Management Practices, or BMP's, that are required for containing the storm water and not letting it off the property during construction. He explained there is potential for disturbing some of the soils during construction, but right now the soils are all completely exposed for any winds or rains to come out and disturb them, and he explained that by capping them would give us a better opportunity, if not removed, to not have them disturbed and doesn't see this as an issue as far as stormwater getting off the site during construction.

Commissioner Ward asked if proposed Street "A," which has been approved by the Fire Department, is a similar approach they have put in place that has been tried on East Sherman, so that the traffic flow goes from 35 down to 25 as it goes further away from downtown and heads towards Fernan.

Mr. Bosley said that is the pilot project and narrowing the streets does help calm traffic.

Commissioner Ingalls said that if the project is approved, it is a compromise and has some benefits for both the developer and the city. He commented that the applicant has developments all over town such as Meadow Ranch and The Circuit, which are behind a gate and he could have developed the proposed project the same way and have developed other projects in the city with the same standards. He inquired if you would agree with the last person who gave testimony that there are some benefits in having the street remain as public rather than behind a gate and it opens things up for the whole community to get through the development in a better way, especially if they get the Lakewood connection.

Mr. Bosley explained that the proposed project will build 1/3 of the street, with 2/3 to be constructed through other means; and if the opportunity didn't exist they would be looking at connections to Bellerive. They did look at the connection of Davidson into the Merriet Creek Loop but that had some safety concerns and they are looking for the third point of access out of the development. Mr. Bosley added that

it was part of the recommendations of the larger traffic study done for the Atlas Mill site and next week they will be going to the City Council with an agreement with the Idaho Transportation Department (ITD) to take over control of their signals on Northwest Boulevard and Ramsey. Currently, ITD controls all six signals from Lakewood to Golf Course Drive, and the City is hoping to take those over and once they do that and upgrade the way they want them, they will have the opportunity to coordinate all those signals and if the signal comes in at Lacrosse that would be coordinated with them as well.

Commissioner Ingalls asked if the project, as presented, helps or hurts traffic. Mr. Bosley said that it helps traffic.

Rebuttal:

Mr. Cunningham provided the following statements:

- He explained that the project is two pieces of property and that they did purchase the property, which is 1.8 acres. He noted that the Union Pacific (UP) parcel is now in escrow to purchase that lot.
- He stated that the Environmental Study with Phase 1 was provided to DEQ and that they have documentation stating that both sites can be developed for residential and commercial use.
- He explained the requested PUD setbacks and said that there are some setbacks and deviations in Bellerive that are not allowed by code today and that why we are requesting 5' setbacks on either side of the homes.
- He said that they are trying to build a few smaller homes.
- He explained the topography and noted that the site is balanced and that there are some areas further on the end that has more room where there might be a two foot slope that tapers off. He also commented that they did drop the road so we wouldn't have a bunch of grade changes.
- He explained that he owns two homes in Riviera Court that are rentals. and, he has a rental in Riviera Walk but he might put it up for sale. In Riviera Place he was thinking about placing a few homes for rent, but might put them up for sale instead. Mr. Cunningham said that out of all the properties he owns, he would estimate that 15% are rentals.
- He addressed the storm water requirements and said that they have met the state requirements and that some of the storm water will be held on the sidewalk side of the road and handled in the front yard with the swales. He said that the storm water will be controlled on site.
- He said if the streets get bigger they will have to go "vertical" and explained that to stay in the current zoning he can build 61 units on the property and is proposing only a third of what he can build.
- In conclusion, Mr. Cunningham said that they are trying to get a good product that might attract some younger people who can own a property in the area.
- He explained the turnaround at the end of the road and that he is working with staff and that the Fire Department has some requirements on they radius and they will be working with them. Mr. Cunningham said if there needs to be a temporary turnaround, they accepted that when they heard that Lakewood would need to be connected, so if a temporary solution is needed, that is fine with him.

Chairman Messina asked if there was a condition on the project that there is a temporary turn around until connectivity is provided.

Mr. Cunningham said that the condition would be acceptable to him.

Public testimony closed.

Discussion:

Commissioner Ingalls said that Mr. Bosley verified that the project, if approved, would be good for traffic. He added that he sees the benefits of the use of the open space along the Centennial Trail for the public. He commented that the applicant could have proposed a gate at the end of the parking lot and just had a strip of land that would be a private road without a connection. The applicant could have had the property as his "Own Little Island." Commissioner Ingalls added that the applicant is willing to work with the City to redo the trail angle. He feels that the project is a collaboration and synergy between the developer and the City which puts a bigger burden on the developer because there are some unknowns. He thinks it is good project because of the collaboration and they stress connectivity, but this could be a standalone project.

Commissioner Mandel said that she concurred with Commissioner Ingalls' comments and that the strip of property is really awkward and feels that there are other similar pieces of awkward land that don't have a "Clean slate in the middle of Kansas" to work from. She addressed the right-of-way and ownership in regard to who owns what and thinks the opportunity to unlock some investment in the area and accelerate what they know is a priority of the City, developers, and communities in Riverstone to have that Lacrosse connection, so finding ways to not put up a block of commercial that would obstruct views creates similar or worse parking traffic issues. She added that what is provided is some open space and public access, which is a good compromise, and feels that they do need a mix of housing as well as volume/density in the City. She added that finding ways to win/win and understanding the bad and the opportunity to unlock some investment and have the Lacrosse Connection and not putting up a block of commercial, along with good public access and needed mixed housing is a win/win. She said that she understands the concerns about parking in Bellerive and thinks that when Lacrosse is connected it will alleviate those, but also noted that that is not what they are discussing today and if they can find ways to help the congestion through smart development and the Lacrosse connection and to accelerate that process is good for the City and Riverstone.

Commissioner Ward said he was thinking it was going to be a public street and looking at the streetscape he assumes there is going to be a strip of green at the top of street "A" and if they put in "no parking signs" people are not going to follow that and the signs will be ignored. He suggested that maybe another condition could be added to provide some decorative bollards placed along the sides of the roads to keep traffic from parking on the sidewalk. He said it would give the illusion of the curb of the street and the sidewalk to protect the pedestrians and the trail users and diminish any opportunity to park on the sidewalks. He commented that he feels this would be a better way than putting up "no parking" signs.

Ms. Anderson said that is a great idea, but not so great for plowing snow and suggested standard curbs on the north side instead of rolled curbs so so it is harder for a vehicle to mount.

Commissioner Luttrupp said that he was encouraged about the discussion on the public/private road and about the public space, especially along the trail, and commented that those two things are great additions. He further commented that he is encouraged with all the discussion in previous meetings regarding open space. He noted Mr. Bosley's comments on traffic and said that they have talked about traffic a lot and maybe they need a good class for all the public regarding traffic.

Commissioner Rumpler said they have had extensive conversations in previous hearings and workshops about infill and noted that the city has limited amounts of land for development, that are getting smaller and smaller, and that this is a great example how it is getting difficult sometimes. He commented that he feels they all are in support of the idea of development and trying to execute as much as possible of reasonable development and infill in the City and said that they just don't have that much available land to develop anymore. He said that he thinks this project is a great collaboration but commented that it won't solve all the problems in Bellerive. He said that he is encouraged that the project will help traffic and supports the project.

Motion by Ingalls, seconded by Mandel, to approve Item PUD-3-19. Motion approved.

ROLL CALL:

Commissioner Ingalls	Voted	Aye
Commissioner Mandel	Voted	Aye
Commissioner Luttrupp	Voted	Aye
Commissioner Rumpler	Votes	Aye
Commissioner Ward	Voted	Aye

Motion to approve carried by a 6 to 0 vote.

10 MINUTE RECESS: *CDATV RECORDING ENDS.

The meeting was called back to order by Chairman Messina at 7:41 p.m.

*****ITEM BELOW NOT CONSIDERED AN ACTION ITEM.**


1. Growing Better Places Game – Envision Coeur d'Alene Activity

ADJOURNMENT/CONTINUATION:

Motion by Rumpler, seconded by Luttrupp, to adjourn the meeting. Motion approved.

The meeting was adjourned at 8:56 p.m.

Prepared by Shana Stuhlmiller, Public Hearing Assistant



ADMINISTRATIVE

DATE: November 12, 2019
TO: PLANNING COMMISSION
FROM: TONY BERNS, IGNITE CDA, EXECUTIVE DIRECTOR, AND CITY OF COEUR D'ALENE
SUBJECT: REVIEW OF THE URBAN RENEWAL PLAN FOR THE HEALTH CORRIDOR URBAN RENEWAL PROJECT FOR CONFORMITY WITH THE COMPREHENSIVE PLAN

DECISION POINT:

Review the Urban Renewal Plan for the Health Corridor Urban Renewal Project for conformity with the City of Coeur d'Alene's Comprehensive Plan and forward to the City Council any recommendations on conformity with the Comprehensive Plan.

HISTORY:

In 1956, the Kootenai Hospital District was created. Since that time, medical care facilities and services have been provided in what is now the Coeur d'Alene Health Corridor.

This Project Area lies centrally within the Coeur d'Alene metro area. The Northwest Boulevard and US-95 interchanges serve as major entry/exit points for the area. To the west across Northwest Boulevard lies the Riverstone development, a mixed-use district with a number of land uses and site elements envisioned for the Project Area. An existing residential neighborhood borders the Project Area to the south and commercial development comprises the majority of the Project Area's eastern half. The Project Area is anchored by Kootenai Health, an Idaho public hospital district, and its associated campus and includes other medical service buildings, creating a "health corridor" from US 95 to Northwest Boulevard, along Ironwood Drive.

The existing Project Area is comprised of a mix of businesses looking to expand, including Kootenai Health, and under-performing properties inhibiting the area's desired growth. These properties have confusing street access and parking lot layouts, and lack pedestrian and bicycle amenities. There are a large number of smaller, either vacant or dilapidated properties around the perimeter of the Kootenai Health campus. The majority of the Project Area was developed by many owners in a haphazard way, with a mixed use of commercial, office, and residential buildings.

Much of the area's traffic is from staff, patients, and visitors to the Kootenai Health campus and several other medical service buildings within the area. Due to limited access points and high traffic volumes, the Project Area is easily overwhelmed and regularly experiences significant congestion. An internal street network and realignment of Ironwood Drive would assist in improving mobility within the Project Area.

The existing sewer and main water systems servicing the corridor are well distributed throughout the Project Area. However, new streets or the realignment of the existing network will necessitate construction of new sewer and water lines. The existing gas and electrical line service of the Project Area is adequate, but will be realigned along the

proposed street network, while the Kootenai Health fiber-optic network will be expanded along with its campus development.

The Project Area includes vacant and underutilized land, obsolete buildings and infrastructure, zoning that does not reflect modern land uses, an inadequate transportation network, and fractured property ownership that inhibits new investment, along with a lack of public space and amenities. The foregoing conditions have arrested or impaired growth in the Project Area.

While Coeur d'Alene population grew 25% between 2000 and 2010, Kootenai Health's staff grew 44%. While local population rose a further 15% between 2010 and 2017, Kootenai Health's employment grew 71%.

In 2018, an eligibility study for the area was prepared by Panhandle Area Council. It was determined that the Health Corridor was a deteriorating and/or, deteriorated area as defined by Idaho Code Sections 50-2018(8) and (9), and 50-2903(8).

In 2019, the City and ignite cda completed a master planning and financial feasibility analysis to establish "what it would take" to create a market driven development that would adequately fund, primarily through land sales and ignite cda tax increment financing ("TIF"), the site purchase, remediation, and infrastructure improvements.

The Plan proposes improvements for the development of commercial and retail areas, anchored by Kootenai Health, mixed-use, residential, cultural and recreational centers, medical facilities, educational facilities, and other public facilities and improvements, including but not limited to streets, streetscapes, bridge, stormwater improvements, water and sewer improvements, environmental remediation/site preparation, public parking, parks and open space, and pedestrian/bike paths and trails.

The preparation and approval of an urban renewal plan, including a revenue allocation financing provision, gives the City additional resources to solve the public infrastructure problems in this area. Revenue allocation financing should help to improve the situation. In effect, property taxes generated by new developments within the area may be used by the Agency to finance a variety of needed public improvements and facilities. Finally, some of the new developments may also generate new jobs in the community that would, in turn, benefit area residents.

The master plan and financial feasibility model demonstrate that, based on estimated costs and revenues, the Health Corridor District can be redeveloped and achieve the City and ignite cda objectives.

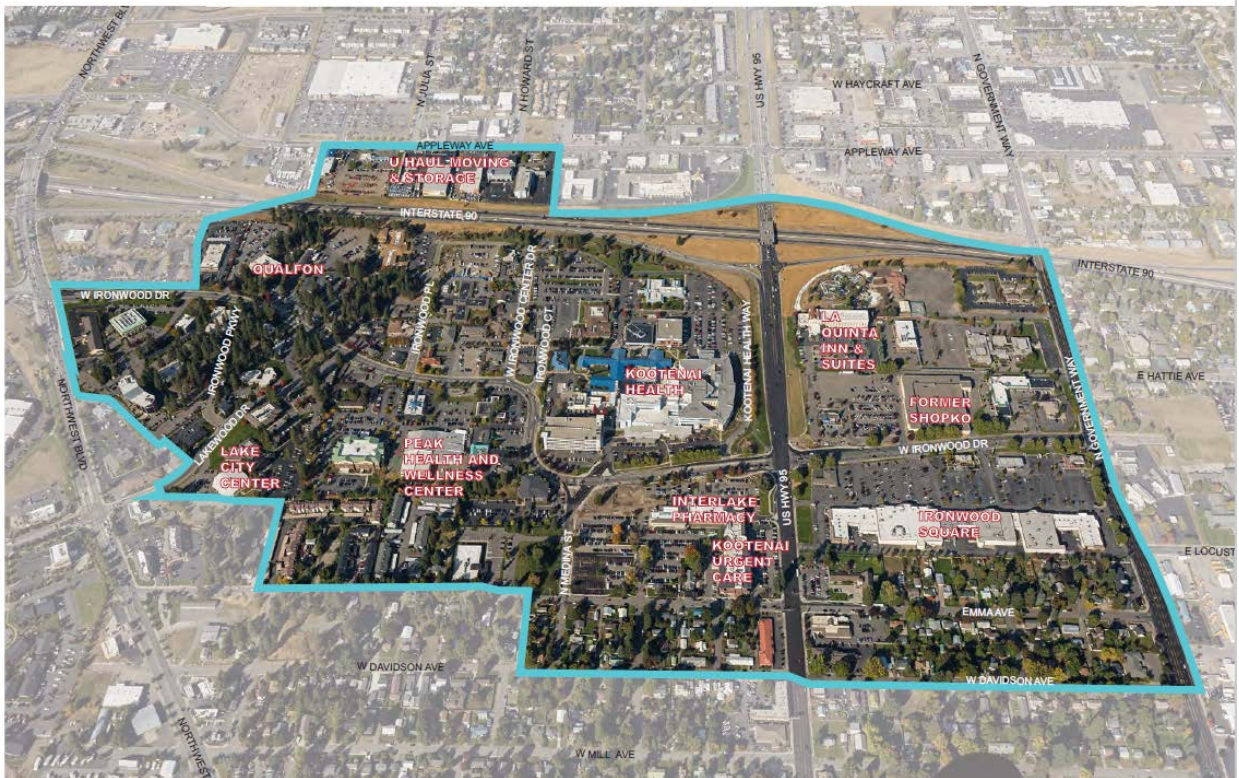
On October 9, 2019, at a Special Call Board meeting, ignite cda adopted the Urban Renewal Plan for the Health Corridor Urban Renewal Project (the "Health Corridor District Plan") via Resolution 20-01: Approval of Health Corridor District Urban Renewal Plan. The submission of the Health Corridor District Plan to the Planning Commission is the next step in the process of eventual consideration of the Health Corridor District Plan for adoption by the City Council.

FINANCIAL ANALYSIS:

Attachment 4 of the Health Corridor District Plan contains the economic feasibility study of the proposed Health Corridor District performed by HDR Engineers and Leland Consulting Group. A hard copy is attached for your review.

PERFORMANCE ANALYSIS:

The district boundary for the Health Corridor is shown below and outlined in blue. The size of the proposed district is 264 acres.



The Planning Commission must review the Urban Renewal Plan for the Health Corridor District Urban Renewal Project and determine that it does or does not conform to the City's Comprehensive Plan. If the plan does not conform, the Commission may make recommendations to the City Council on changes that would bring the plan into conformance with the Comprehensive Plan.

In considering this request, the following Comprehensive Plan goals and objectives should be considered:

Goal #1: Natural Environment

Our Comprehensive Plan supports policies that preserve the beauty of our natural environment and enhance the beauty of Coeur d'Alene.

Objective 1.01 Environmental Quality:

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

Objective 1.09 Parks:

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

Objective 1.11 Community Design:

Employ current design standards for development that pay close attention to context, sustainability, urban design, and pedestrian access and usability throughout the city.

Objective 1.12 Community Design:

Support the enhancement of existing urbanized areas and discourage sprawl

Objective 1.13 Open Space:

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

Objective 1.14 Efficiency:

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

Objective 1.16 Connectivity:

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

Goal #2: Economic Environment

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

Objective 2.01 Business Image & Diversity:

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

Objective 2.02 Economic & Workforce Development:

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

Objective 2.03 Business Enhancement & Urban Renewal:

Support the efforts of local and regional economic development agencies such as Jobs Plus, Inc. and Ignite cda.

Objective 2.05 Pedestrian & Bicycle Environment:

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

Objective 2.06 Cooperative Partnerships:

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

Goal #3: Home Environment

Our Comprehensive Plan preserves the qualities that make Coeur d'Alene a great place to live.

Objective 3.01 Managed Growth:

Provide for a diversity of suitable housing forms within existing neighborhoods to match the needs of a changing population.

Objective 3.02 Managed Growth:

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

Objective 3.05 Neighborhoods:

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

Objective 3.06 Neighborhoods:

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

Objective 3.08 Housing:

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

Objective 3.13 Parks:

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

Objective 3.14 Recreation:

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

Objective 3.16 Capital Improvements:

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

Objective 3.18 Transportation:

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

Goal #4: Administrative Environment

Our Comprehensive Plan advocates efficiency and quality management.

Objective 4.01 City Services:

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

Objective 4.03 Project Financing:

Manage in-house finances (and appropriate outside funding, when necessary).

QUALITY OF LIFE ANALYSIS:

The Health Corridor District Plan:

- Encourages private development / investment in the Health Corridor District and the City of Coeur d’Alene,
- Encourages the creation of public spaces for the community,
- Will prevent and arrest decay of the Health Corridor District due to the inability of existing financing methods to provide needed public improvements (e.g. water, sewer, roads),
- Will increase the assessed valuation of the taxable property in the Health Corridor District via public/private partnerships (i.e. encourages the long-term growth of the community’s tax base).

DECISION POINT RECOMMENDATION:

Staff recommends that the Planning Commission adopt the finding that the Urban Renewal Plan for the Health Corridor Urban Renewal Project is in conformity with the Coeur d’Alene Comprehensive Plan.

Attachment:

Health Corridor District Urban Renewal Plan

**URBAN RENEWAL PLAN FOR THE
HEALTH CORRIDOR DISTRICT URBAN RENEWAL PROJECT**

COEUR D'ALENE URBAN RENEWAL AGENCY
(formerly known as Lake City Development Corporation and now known as ignite cda)

CITY OF COEUR D'ALENE, IDAHO

Ordinance No. _____

Adopted _____

Effective _____

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Attachments

- Attachment 1 Map of Urban Renewal Project Area and Revenue Allocation Area
- Attachment 2 Legal Description of Urban Renewal Project Area and Revenue Allocation Area
- Attachment 3 Properties Which May be Acquired by the Agency
- Attachment 4 Economic Feasibility Study
- Attachment 5 Maps Depicting Expected Land Use and Current Zoning Map of the Project Area

100 INTRODUCTION

This is the Urban Renewal Plan (the “Plan”) for the Health Corridor District Urban Renewal Project (the “Project”) in the city of Coeur d’Alene (the “City”), state of Idaho. Attachments 1 through 5 attached hereto (collectively, the “Plan Attachments”) are incorporated herein and shall be considered a part of this Plan.

The term “Project” is used herein to describe the overall activities defined in this Plan and conforms to the statutory definition of an urban renewal project. Reference is specifically made to Idaho Code §§ 50-2018(10) and 50-2903(13) for the various activities contemplated by the term “Project.” Such activities include both private and public development of property within the urban renewal area. The term “Project” is not meant to refer to a specific activity or development scheme. The Health Corridor Project Area is also referred to as the “Project Area.”

This Plan was prepared by the Board of Commissioners, consultants, and staff of the Coeur d’Alene Urban Renewal Agency, also known as ignite cda (the “Agency”) and reviewed and recommended by the Agency pursuant to the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended (the “Law”), the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended (the “Act”), and all applicable local laws and ordinances.

Idaho Code § 50-2905 identifies what information the Plan must include with specificity as follows:

- (1) A statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable property within the municipality;
- (2) A statement listing the kind, number, and location of all proposed public works or improvements within the revenue allocation area;
- (3) An economic feasibility study;
- (4) A detailed list of estimated project costs;
- (5) A fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds are repaid, upon all taxing districts levying taxes upon property on the revenue allocation area;
- (6) A description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred;
- (7) A termination date for the plan and the revenue allocation area as provided for in section 50-2903(20), Idaho Code. In determining the termination date, the plan shall recognize that the agency shall receive allocation of revenues in the calendar

year following the last year of the revenue allocation provision described in the urban renewal plan; and

- (8) A description of the disposition or retention of any assets of the agency upon the termination date. Provided however, nothing herein shall prevent the agency from retaining assets or revenues generated from such assets as long as the agency shall have resources other than revenue allocation funds to operate and manage such assets.

This Plan includes the above information with specificity.

The proposed redevelopment of the Project Area as described in this Plan conforms to the Coeur d'Alene Comprehensive Plan (2007-2027) (the "Comprehensive Plan"), as may be amended from time to time, and adopted by the Coeur d'Alene City Council (the "City Council"). The proposed land uses in the Project Area are consistent with the characteristics of the central metro area of the City, the zoning designation applicable to the Project Area are C-17, C-17L, R-17, and R-12, which currently allows a full range of commercial and residential uses at varying degrees of density. The Agency intends to rely heavily on any applicable City design standards.

This Plan is subject to the Plan modification limitations and reporting requirements set forth in Idaho Code § 50-2903A. Subject to limited exceptions as set forth in Idaho Code § 50-2903A, if this Plan is modified by City Council ordinance, then the base value for the year immediately following the year in which modification occurs shall be reset to the then current year’s equalized assessed value of the taxable property in the revenue allocation area, effectively eliminating the Agency’s revenue stream. Should the Agency have any outstanding financial obligations, the City shall not adopt an ordinance modifying this Plan unless written consent has been obtained by any creditors, including but not limited to lending institutions and developers who have entered into reimbursement agreements with the Agency.

A modification shall not be deemed to occur when “[t]here is a plan amendment to support growth of an existing commercial or industrial project in an existing revenue allocation area...” Idaho Code § 50-2903A(1)(a)(iv). The proposed development of the Project Area is primarily a commercial project. Any adjustment to the list of improvements and/or revenue stream to support growth of the proposed commercial project is not a modification under Idaho Code § 50-2903A.

Further, a modification shall not be deemed to occur when “[t]here is a plan amendment to make technical or ministerial changes to a plan that does not involve an increase in the use of revenues allocated to the agency.” Idaho Code § 50-2903A(1)(a)(i). Annual adjustments as more specifically set forth in the Agency’s annual budget will be required to account for more/less estimated revenue and prioritization of projects. Any adjustments for these stated purposes are technical and ministerial and are not modifications under Idaho Code § 50-2903A.

This Plan provides the Agency with powers, duties, and obligations to implement and further the program generally formulated in this Plan for the redevelopment, rehabilitation, and revitalization of the area within the boundaries of the Project Area. The Agency retains all powers allowed by the Law and Act. This Plan presents a process and a basic framework within which plan implementation, including contracts, agreements and ancillary documents will be presented and by which tools are provided to the Agency to fashion, develop, and proceed with plan implementation. The Plan has balanced the need for flexibility over the twenty (20)-year timeframe of the Plan to implement the improvements identified in Attachment 4, with the need for specificity as required by Idaho Code § 50-2905. The Plan narrative addresses the required elements of a plan set forth in Idaho Code § 50-2905(1), (7) and (8). Attachment 4, together with the Plan narrative, meets the specificity requirement for the required plan elements set forth in Idaho Code § 50-2905[(2)-(6)], recognizing that actual Agency expenditures are prioritized each fiscal year during the required annual budgeting process.

101 General Procedures of the Agency

The Agency is a public body, corporate and politic, as defined and described under the Law and the Act. The Agency is also governed by its bylaws as authorized by the Law and

adopted by the Agency. Under the Law, the Agency is governed by the Idaho open meeting law, the Public Records Act and the Ethics in Government Act of 2015, Chapters 1, 2 and 4 of Title 74, Idaho Code; reporting requirements pursuant to Idaho Code §§ 67-450B, 67-450E, 50-2903A and 50-2913; and the competitive bidding requirements under Chapter 28, Title 67, Idaho Code, as well as other procurement or other public improvement delivery methods.

Subject to limited exceptions, the Agency shall conduct all meetings in open session and allow meaningful public input as mandated by the issue considered or by any statutory or regulatory provision.

The Agency may adopt separate policy statements. Any modification to any policy statement is a technical or ministerial adjustment and is not a modification to this Plan under Idaho Code § 50-2903A.

102 Procedures Necessary to Meet State and Local Requirements:

Conformance with the Idaho Urban Renewal Law of 1965, as Amended

Idaho law requires that an urban renewal plan be prepared for an area deemed eligible as an urban renewal area by the City Council. The Project Area was reviewed and determined to be eligible by Agency Resolution No. 19-02 on December 19, 2018. The Project Area was deemed eligible by the City Council by adoption of Resolution No. 18-065 on December 18, 2018.

With the adoption of Resolution No. 18-065, the City Council found the Project Area to be a deteriorated area and/or a deteriorating area existing in the City as defined by the Law and Act and authorized the preparation of an urban renewal plan.

The Plan was prepared and submitted to the Agency for its review and approval. The Agency approved the Plan by the adoption of Agency Resolution No. 20-01 on October 9, 2019, and submitted the Plan to the City Council with its recommendation for adoption.

In accordance with the Law, this Plan was submitted to the Planning Commission of the City. After consideration of the Plan, the Commission reported to the City Council that this Plan is in conformity with the City's Comprehensive Plan.

Pursuant to the Law and Act, the City Council having published due notice thereof, a public hearing was held on this Plan. Notice of the hearing was published in the *Coeur d'Alene Press*, a newspaper having general circulation in the City. The City Council adopted this Plan on [_____], 2019, by Ordinance No. [_____].

103 History and Current Conditions of the Area

This Project Area lies centrally within the Coeur d'Alene metro area. The Northwest Boulevard and US-95 interchanges serve as major entry/exit points for the area. To the west across Northwest Boulevard lies the Riverstone development, a mixed-use district with a number

of land uses and site elements envisioned for the Project Area. An existing residential neighborhood borders the Project Area to the south and commercial development comprises the majority of the Project Area's eastern half. The Project Area is anchored by Kootenai Health, an Idaho public hospital district, and its associated campus and includes other medical service buildings creating a "health corridor" from US 95 to Northwest Boulevard, along Ironwood Drive.

The existing Project Area is comprised of a mix of businesses looking to expand, including Kootenai Health, and under-performing properties inhibiting the area's desired growth. These properties have confusing street access and parking lot layouts and lack pedestrian and bicycle amenities. There are a large number of smaller, either vacant or dilapidated properties, around the perimeter of the Kootenai Health campus. The majority of the Project Area was developed by many owners in a haphazard way, with a mixed use of commercial, office, and residential buildings.

Much of the area's traffic is from staff, patients, and visitors to the Kootenai Health campus and several other medical service buildings within the area. Due to limited access points and high traffic volumes, the Project Area is easily overwhelmed and regularly experiences significant congestion. An internal street network and realignment of Ironwood Drive would assist in improving mobility within the Project Area.

The existing sewer and main water systems servicing the corridor are well distributed throughout the Project Area. However, new streets or the realignment of the existing network will necessitate construction of new sewer and water lines. The existing gas and electrical line service of the Project Area is adequate, but will be realigned along the proposed street network, while the Kootenai Health fiber-optic network will be expanded along with its campus development.

The Project Area includes vacant and underutilized land, obsolete buildings and infrastructure, zoning that does not reflect modern land uses, inadequate transportation network, fractured property ownership that inhibits new investment, along with a lack of public space and amenities. The foregoing conditions have arrested or impaired growth in the Project Area.

The Plan proposes improvements for the development of commercial and retail areas, anchored by Kootenai Health, mixed-use, residential, cultural and recreational centers, medical facilities, educational facilities, other public facilities and improvements, including but not limited to streets, streetscapes, bridge, stormwater improvements, water and sewer improvements, environmental remediation/site preparation, public parking, parks and open space, pedestrian/bike paths and trails.

The preparation and approval of an urban renewal plan, including a revenue allocation financing provision, gives the City additional resources to solve the public infrastructure problems in this area. Revenue allocation financing should help to improve the situation. In effect, property taxes generated by new developments within the area may be used by the Agency to finance a variety of needed public improvements and facilities. Finally, some of the

new developments may also generate new jobs in the community that would, in turn, benefit area residents.

104 Purpose of Activities

The description of activities, public improvements, and the estimated costs of those items are intended to create an outside limit of the Agency's activity. The Agency reserves the right to change amounts from one category to another, as long as the overall total amount estimated is not substantially exceeded. The items and amounts are not intended to relate to any one particular development, developer, or owner. Rather, the Agency intends to discuss and negotiate with any owner or developer who seeks Agency assistance. During such negotiation, the Agency will determine, on an individual basis, the eligibility of the activities sought for Agency funding, the amount the Agency may fund by way of percentage or other criteria including the need for such assistance. The Agency will also take into account the amount of revenue allocation proceeds estimated to be generated from the developer's activities. The Agency also reserves the right to establish by way of policy, its funding percentage or participation, which would apply to all developers and owners.

Throughout this Plan, there are references to Agency activities, Agency funding, and the acquisition, development, and contribution of public improvements. Such references do not necessarily constitute a full, final, and formal commitment by the Agency but, rather, grant to the Agency the discretion to participate as stated subject to achieving the objectives of this Plan and provided such activity is deemed eligible under the Law and the Act. The activities listed in Attachment 4 will be determined or prioritized as the overall Project Area develops and through the annual budget setting process.

The Agency reserves the right to prioritize the projects described in this Plan and to retain its flexibility in funding the various activities. The Agency also reserves its discretion and flexibility in deciding which improvements should be funded and at what level, whether using its own funds or funds generated by other sources.

The activities listed in Attachment 4 are also prioritized by way of importance to the Agency by the amounts funded, and by year of funding, with earlier years reflecting the more important activities, achievement of higher objectives, long term goals, and commitments.

200 DESCRIPTION OF PROJECT AREA

The boundaries of the Project Area and the Revenue Allocation Area are shown on the Project Area and Revenue Allocation Boundary Map, attached hereto as Attachment 1 and incorporated herein by reference, and are described in the Legal Description of the Project Area and Revenue Allocation Area, attached hereto as Attachment 2 and incorporated herein by reference. For purposes of boundary descriptions and the use of proceeds for payment of improvements, the boundary shall be deemed to extend to the outer boundary of rights-of-way or other natural boundary unless otherwise stated.

300 PROPOSED REDEVELOPMENT ACTIONS

301 General

The Agency proposes to eliminate and prevent the spread of deteriorating conditions and deterioration in the Project Area by:

- a. The acquisition of real property for reconfiguration of property, street and bridge improvements and realignment, right-of-way improvements infrastructure and utility improvements, public parks, pedestrian facilities and trails, and to encourage development opportunities consistent with the Plan, including but not limited to future disposition to qualified developers;
- b. The demolition or removal of certain buildings and improvements for public rights-of-way for streets and bridges, utilities, walkways, and other improvements, for public facility building sites, to eliminate unhealthful, unsanitary, or unsafe conditions, enhance density, eliminate obsolete or other uses detrimental to the public welfare or otherwise to remove or to prevent the spread of deteriorating or deteriorated conditions;
- c. The participation by property owners in projects within the Project Area to achieve the objectives of this Plan;
- d. The management of any property acquired by and under the ownership and control of the Agency;
- e. The relocation assistance to displaced Project Area occupants as a result of any Agency activity, as required by law;
- f. The elimination of environmental deficiencies in the Project Area by site remediation;
- g. The engineering, design, installation, construction, or reconstruction and realignment of streets, bridges and utilities, including, traffic flow enhancers, removal, burying, or relocation of overhead utilities; extension of electrical distribution lines and transformers; improvement of irrigation and drainage ditches and laterals; addition of fiber optic lines or other communication systems; and improvement of storm drainage facilities, flood control facilities, public parking facilities, and other public improvements, including but not limited to, stormwater improvements, water, and sewer improvements, fire protection systems, roadways, curbs, gutters, and streetscapes, which for purposes of this Plan, the term streetscapes includes sidewalks, lighting, landscaping, benches, bike racks, public art and similar amenities between the curb and right-of-way line; and other public improvements, including parks, pedestrian/bike paths and trails, plazas, open space and other recreational facilities; other public

improvements related to the development of mixed-use residential, commercial, cultural and recreational facilities, medical facilities, educational facilities, and other public facilities that may be deemed appropriate by the Board;

- h. The disposition of real property through a competitive process in accordance with this Plan, Idaho law, including Idaho Code § 50-2011, and any disposition policies adopted by the Agency;
- i. The redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan;
- j. The rehabilitation of structures and improvements by present owners and their successors;
- k. The preparation and assembly of adequate sites for the development and construction of facilities for mixed-use, residential, commercial, and retail areas, cultural and recreation centers, medical facilities, educational facilities and other public facilities and improvements;
- l. To the extent allowed by law, lend or invest federal funds to facilitate redevelopment; and
- m. In conjunction with the City, the establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project Area, including commitment of funds for planning studies, achieving high standards of development, and leveraging such development to achieve public objectives and efficient use of scarce resources.

In the accomplishment of these purposes and activities and in the implementation and furtherance of this Plan, the Agency is authorized to use all the powers provided in this Plan and as permitted by the Law and the Act.

302 Urban Renewal Plan Objectives

Urban renewal activity is necessary in the Project Area to combat problems of physical deterioration or deteriorating conditions. As set forth in greater detail in Section 103, the Project Area has vacant and underutilized land, obsolete buildings and infrastructure, zoning that does not reflect modern land uses, inadequate transportation network, fractured property ownership that inhibits new investment, along with a lack of public space and amenities.

The provisions of this Plan are applicable to all public and private property in the Project Area. The provisions of the Plan shall be interpreted and applied as objectives and goals, recognizing the need for flexibility in interpretation and implementation, while at the same time not in any way abdicating the rights and privileges of the property owners which are vested in

the present and future zoning classifications of the properties. All development under an owner participation agreement shall conform to those standards specified in Section 303 of this Plan.

This Plan must be practical in order to succeed. Particular attention has been paid to how it can be implemented, given the changing nature of market conditions. Transforming the Project Area into a vital, thriving part of the community requires an assertive strategy. The following represents the key elements of that effort:

- a. Initiate simultaneous projects designed to revitalize the Project Area. From street, bridge and utility improvements to significant new public or private development, the Agency plays a key role in creating the necessary momentum to get and keep things going.
- b. Develop new mixed-use residential, commercial, and retail areas including opportunities for medical, community, cultural, recreational and educational facilities and improvements, as well as encourage other economic development opportunities.
- c. Secure and improve certain public open space in critical areas.

Without direct public intervention, the Project Area has and could conceivably remain unchanged for the next twenty (20) years or develop slowly and inefficiently. The Plan creates the necessary flexible framework for the Project Area to support the City's economic development while complying with the "specificity" requirement set forth in Idaho Code § 50-2905.

Land use in the Project Area will be modified to further development through property reconfiguration for utilization as commercial, mixed-use, retail, residential, medical facilities, educational facilities, cultural and recreational facilities, and other public facilities and improvements, including but not limited to street and bridge construction, reconstruction and realignment, streetscapes, traffic flow enhancers, water and sewer improvements, stormwater improvements, environmental remediation/site preparation, public parking, community facilities, parks, pedestrian/bike paths and trails. A Master Plan has been developed for the Project Area. In implementing the activities described in this Plan, the Agency shall give due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of residents in the general vicinity of the site covered by the Plan.

303 Participation Opportunities and Participation Agreements

The Agency shall enter into an owner participation agreement with any existing or future owner of property, in the event the property owner receives assistance from the Agency in the redevelopment of the property. The term "owner participation agreement" is intended to include all participation agreements with a property owner, including reimbursement agreements. By

entering into an owner participation agreement, the Agency may allow for an existing or future owner of property to remove his property and/or structure from future Agency acquisition.

Each structure and building in the Project Area to be rehabilitated or to be constructed as a condition of the owner participation agreement between the Agency and the owner pursuant to this Plan will be considered to be satisfactorily rehabilitated and constructed, and the Agency will so certify, if the rehabilitated or new structure meets the standards set forth in an executed owner participation agreement and meets the conditions described below:

- Any such property within the Project Area shall be required to conform to all applicable provisions, requirements, and regulations of this Plan. The owner participation agreement may require as a condition of financial participation by the Agency a commitment by the property owner to meet the greater objectives of the land use elements identified in the Comprehensive Plan and applicable zoning ordinances. Upon completion of any rehabilitation each structure must be safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition that will continue throughout an estimated useful life for a minimum of twenty (20) years.
- All such buildings or portions of buildings which are to remain within the Project Area shall be rehabilitated or constructed in conformity with all applicable codes and ordinances of the City.
- Any new construction shall also conform to all applicable provisions, requirements, and regulations of this Plan, as well as, to all applicable codes and ordinances of the City.

All owner participation agreements will address phasing issues, justification and eligibility of project costs, and achievement of the objectives of the Plan. The Agency shall retain its discretion in the funding level of its participation. Obligations under owner participation agreements shall terminate no later than the termination date of this Plan—December 31, 2039. The Agency shall retain its discretion to negotiate an earlier date to accomplish all obligations under any owner participation agreement.

In all participation agreements, participants who retain real property shall be required to join in the recordation of such documents as may be necessary to make the provisions of this Plan applicable to their properties. Whether or not a participant enters into a participation agreement with the Agency, the provisions of this Plan are applicable to all public and private property in the Project Area.

In the event a participant fails or refuses to rehabilitate, develop, use, and maintain its real property pursuant to this Plan and a participation agreement, the real property or any interest therein may be acquired by the Agency in accordance with Section 305.1 of this Plan and sold or leased for rehabilitation or development in accordance with this Plan.

Owner participation agreements may be used to implement the following objectives:

- Encouraging property owners to revitalize and/or remediate deteriorated or deteriorating areas of their parcels to accelerate development in the Project Area.
- Subject to the limitations of the Law and the Act, providing incentives to property owners to encourage utilization and expansion of existing permitted uses to develop vacant and deteriorated parcels, particularly those parcels requiring environmental remediation.
- To accommodate improvements and expansions allowed by City regulations and generally consistent with the Master Plan for the Project Area.
- Subject to the limitations of the Law and Act, providing incentives to improve nonconforming properties so they implement the design guidelines contained in this Plan to the extent possible and to encourage an orderly transition from nonconforming to conforming uses over the next twenty (20) years.
- Provide for advance funding by the developer/owner participant of those certain public improvements related to or needed for the private development. In that event, the Agency will agree as set out in the owner participation agreement to reimburse a portion of, or all of, the costs of public improvements identified in the owner participation agreement, including any agreed upon interest rate, if any, from the revenue allocation generated by the private development. Though no specific advance funding by a developer/owner participant is shown in the cash analysis attachments, this Plan specifically allows for such an advance.

304 Cooperation with Public Bodies

Certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in the planning, undertaking, construction, or operation of this Project. The Agency shall seek the aid and cooperation of such public bodies and shall attempt to coordinate this Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The Agency, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. The Agency will seek the cooperation of all public bodies which own or intend to acquire property in the Project Area. All plans for development of property in the Project Area by a public body shall be subject to Agency approval, in the event the Agency is providing any financial assistance.

Subject to applicable authority, the Agency may impose on all public bodies the planning and design controls contained in this Plan to ensure that present uses and any future development by public bodies will conform to the requirements of this Plan. The Agency is authorized to

financially (and otherwise) assist any public entity in the cost of public land, buildings, facilities, structures, or other improvements of the Project Area as allowed by the Law and Act.

The Agency intends to cooperate to the extent allowable with the City for the construction of community, recreational and educational facilities, other public facilities and improvements, including, but not limited to streets and bridges, traffic flow enhancers, streetscapes, water and sewer improvements, environmental remediation/site preparation, public parking, community facilities, parks, and pedestrian/bike paths and trails. The Agency shall also cooperate with the City on various relocation, screening, or underground projects and the providing of fiber optic capability. To the extent any public entity, including the City, has funded certain improvements such as water and sewer facilities or storm drainage improvements, the Agency may reimburse those entities for those expenses. The Agency also intends to cooperate and seek available assistance from state, federal and other sources for economic development.

In the event the Agency is participating in the public development by way of financial incentive or otherwise, the public body shall enter into an agreement with the Agency and then shall be bound by the Plan and other land use elements and shall take into consideration those standards specified in Section 303 of this Plan.

This Plan does not financially bind or obligate the Agency to any project or property acquisition; rather, for purposes of determining the economic feasibility of the Plan certain projects and expenditures have been estimated and included in the analysis. Agency revenue and the ability to fund reimbursement of eligible Project Costs is more specifically detailed in any participation agreement and in the annual budget adopted by the Agency Board.

Likewise, this Plan does not financially bind or obligate the City to fund or financially participate in any projects. For purposes of determining economic feasibility of the Plan, a City contribution was studied and included in the analysis. The City and/or any other public entity determines its funding priorities during its annual budgeting process. This Plan, the Study and/or any other related documents do not create a current or future debt, liability or obligation of the City, or any other public entity, but simply confirms the Agency's authority to coordinate with the City and/or other public entities during Project Area term.

305 Property Acquisition

305.1 Real Property

Only as specifically authorized herein, the Agency may acquire, through the voluntary measures described below, but is not required to acquire, any real property located in the Project Area where it is determined that the property is needed for construction of public improvements, required to eliminate or mitigate the deteriorated or deteriorating conditions, to facilitate economic development, including acquisition of real property intended for disposition to qualified developers through a competitive process, and as otherwise allowed by law. The acquisition shall be by any means authorized by law, including, but not limited to, the Law, the

Act, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, but shall not include the right to invoke eminent domain authority except as authorized herein. The Agency is authorized to acquire either the entire fee or any other interest in real property less than a fee, including structures and fixtures upon the real property, without acquiring the land upon which those structures and fixtures are located.

The Agency intends to acquire any real property through voluntary or consensual gift, devise, exchange, or purchase. Such acquisition of property may be for the development of the public improvements identified in this Plan, and to encourage development opportunities consistent with the Plan. Such properties may include properties owned by private parties or public entities. This Plan anticipates the Agency's use of its resources for property acquisition.

In the event the Agency identifies certain property which should be acquired to develop certain public improvements intended to be constructed under the provisions of this Plan, the Agency shall coordinate such property acquisition with any other public entity (e.g., without limitation, the City, the state of Idaho, or any of its authorized agencies), including the assistance of the Agency of funds to acquire said property either through a voluntary acquisition or the invocation of eminent domain authority as limited by Idaho Code § 7-701A.

The Agency is authorized by this Plan and Idaho Code §§ 50-2010 and 50-2018(12) to acquire the properties identified in Attachment 3 hereto for the purposes set forth in this Plan. The public improvements are intended to be dedicated to the City upon completion. The Agency reserves the right to determine which properties identified, if any, should be acquired.

It is in the public interest and is necessary, in order to eliminate the conditions requiring redevelopment and in order to execute this Plan, for the power of eminent domain to be employed by the Agency to acquire real property in the Project Area for the public improvements identified in this Plan, which cannot be acquired by gift, devise, exchange, purchase, or any other lawful method.

305.2 Personal Property

Generally, personal property shall not be acquired. However, where necessary in the execution of this Plan, the Agency is authorized to acquire personal property in the Project Area by any lawful means, including eminent domain for the purpose of developing the public improvements described in section 305.1.

306 Property Management

During the time real property, if any, in the Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for redevelopment, and such rental or lease shall be pursuant to such policies as the Agency may adopt.

307 Relocation of Persons (Including Individuals and Families), Business Concerns, and Others Displaced by the Project

If the Agency receives federal funds for real estate acquisition and relocation, the Agency shall comply with 24 C.F.R. Part 42, implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

In the event the Agency's activities result in displacement, the Agency shall comply with, at a minimum, the standards set forth in the Law. The Agency shall also comply with all applicable state laws concerning relocation benefits and shall also coordinate with the various local, state, or federal agencies concerning relocation assistance.

308 Demolition and Clearance

The Agency is authorized (but not required) to demolish and clear buildings, structures, and other improvements from any real property in the Project Area as necessary to carry out the purposes of this Plan.

309 Property Disposition and Development

309.1. Disposition by the Agency

For the purposes of this Plan, the Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property under the reuse provisions set forth in Idaho law, including Idaho Code § 50-2011 and pursuant to any disposition policies adopted by the Agency. To the extent permitted by law, the Agency is authorized to dispose of real property by negotiated lease, sale, or transfer without public bidding.

Real property acquired by the Agency may be conveyed by the Agency and, where beneficial to the Project Area, without charge to any public body as allowed by law. All real property acquired by the Agency in the Project Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan.

Air rights and subterranean rights may be disposed of for any permitted use within the Project Area boundaries.

309.2 Disposition and Development Agreements

To provide adequate safeguards to ensure that the provisions of this Plan will be carried out and to prevent the recurrence of deteriorating conditions, all real property sold, leased, or conveyed by the Agency is subject to the provisions of this Plan.

The Agency shall reserve such powers and controls in the disposition and development documents as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development is carried out pursuant to this Plan.

Leases, deeds, contracts, agreements, and declarations of restrictions of the Agency may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan. Where appropriate, as determined by the Agency, such documents, or portions thereof, shall be recorded in the office of the Recorder of Kootenai County, Idaho.

All property in the Project Area is hereby subject to the restriction that there shall be no discrimination or segregation based upon race, color, creed, religion, sex, age, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, disability/handicap, tenure, or enjoyment of property in the Project Area. All property sold, leased, conveyed, or subject to a participation agreement shall be expressly subject by appropriate documents to the restriction that all deeds, leases, or contracts for the sale, lease, sublease, or other transfer of land in the Project Area shall contain such nondiscrimination and nonsegregation clauses as required by law.

As required by law or as determined in the Agency's discretion to be in the best interest of the Agency and the public, the following requirements and obligations shall be included in the disposition and development agreement.

That the developers, their successors, and assigns agree:

- a. That a plan and time schedule for the proposed development shall be submitted to the Agency. Schedule revisions will be made only at the option of the Agency.
- b. That the purchase or lease of the land and/or subterranean rights and/or air rights is for the purpose of redevelopment and not for speculation.
- c. That the building of improvements will be commenced and completed as jointly scheduled and determined by the Agency and the developer(s).
- d. That the site and construction plans will be submitted to the Agency for review as to conformity with the provisions and purposes of this Plan.
- e. All new construction shall have a minimum estimated life of no less than twenty (20) years.
- f. That rehabilitation of any existing structure must assure that the structure is safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition which will continue throughout an estimated useful life for a minimum of twenty (20) years.

- g. That the Agency receives adequate assurance acceptable to the Agency to ensure performance under the contract for sale.
- h. All such buildings or portions of the buildings which are to remain within the Project Area shall be reconstructed in conformity with all applicable codes and ordinances of the City.
- i. All disposition and development documents shall be governed by the provisions of Section 408 of this Plan.

The Agency also reserves the right to determine the extent of its participation based upon the achievements of the objectives of this Plan. Obligations under any disposition and development agreement and deed covenants, except for covenants which run with the land, beyond the termination date of this Plan, shall terminate no later than December 31, 2039. The Agency shall retain its discretion to negotiate an earlier date to accomplish all obligations under any disposition and development agreement.

The Agency also reserves the right to determine the extent of its participation based upon the achievements of the objectives of this Plan. Obligations under any disposition and development agreement and deed covenants, except for covenants which run with the land, beyond the termination date of this Plan, shall terminate no later than December 31, 2039. The Agency shall retain its discretion to negotiate an earlier date to accomplish all obligations under any disposition and development agreement.

309.3. Development by the Agency

To the extent now or hereafter permitted by law, the Agency is authorized to pay for, develop, or construct public improvements within the Project Area for itself or for any public body or entity, which public improvements are or would be of benefit to the Project Area. Specifically, the Agency may pay for, install, or construct the public improvements authorized under Idaho Code Section 50-2007, 50-2018(10) and (13), and 50-2903(9), (13), and (14), and as otherwise identified in Attachment 4 and may acquire or pay for the land required therefore.

Any public facility ultimately owned by the Agency shall be operated and managed in such a manner to preserve the public purpose nature of the facility. Any lease agreement with a private entity or management contract agreement shall include all necessary provisions sufficient to protect the public interest and public purpose.

The Agency may enter into contracts, leases, and agreements with the City or other public body or private entity pursuant to this section, and the obligation of the Agency under such contract, lease, or agreement shall constitute an indebtedness of the Agency as described in Idaho Code § 50-2909 which may be made payable out of the taxes levied in the Project Area and allocated to the Agency under Idaho Code § 50-2908(2)(b) and Section 500 to this Plan or out of any other available funds.

310 Development Plans

All development plans (whether public or private) prepared, pursuant to disposition and development agreement or an owner participation agreement, shall be submitted to the Agency for approval and architectural review. All development in the Project Area must conform to those standards specified in Section 408 and all applicable City ordinances.

311 Personal Property Disposition

For the purposes of this Plan, the Agency is authorized to lease, sell, exchange, transfer, assign, pledge, encumber, or otherwise dispose of personal property which is acquired by the Agency.

312 Participation with Others

Under the Law, the Agency has the authority to lend or invest funds obtained from the federal government for the purposes of the Law if allowable under federal laws or regulations. The federal funds that may be available to the Agency are governed by regulations promulgated by the Department of Housing and Urban Development for the Community Development Block Grant Program (“CDBG”), the Economic Development Administration, the Small Business Administration, or other federal agencies. In order to enhance such grants, the Agency’s use of revenue allocation funds is critical.

Under those regulations the Agency may participate with the private sector in the development and financing of those private projects that will attain certain federal objectives.

The Agency may, therefore, use the federal funds for the provision of assistance to private for-profit business, including, but not limited to, grants, loans, loan guarantees, interest supplements, technical assistance, and other forms to support, for any other activity necessary or appropriate to carry out an economic development project.

As allowed by law, the Agency may also use funds from any other sources or participate with the private or public sector with regard to any programs administered by the Idaho Department of Commerce for any purpose set forth under the Law or Act.

The Agency may enter into contracts, leases, and agreements with the City, or other public body or private entity, pursuant to this section, and the obligation of the Agency under such contract, lease, or agreement shall constitute an indebtedness of the Agency as described in Idaho Code § 50-2909 which may be made payable out of the taxes levied in the Project Area and allocated to the Agency under Idaho Code § 50-2908(2)(b) and Section 500 to this Plan or out of any other available funds.

313 [Intentionally Omitted]

314 Arts Funding

The Agency encourages public art and performing arts through joint ventures with private developers and in cooperation with the City. Whenever possible, any Agency arts funding will be used to leverage additional contributions from developers, other private sources, and public or quasi-public entities for purposes of including public art within the streetscape projects identified in this Plan.

400 USES PERMITTED IN THE PROJECT AREA

401 Designated Land Uses

The Agency intends to rely upon the overall land use designations and zoning classifications of the City, as may be amended, and as depicted on Attachment 5 and as set forth in the City's Comprehensive Plan and the Coeur d'Alene City Code, including the future land use map and zoning classifications, as may be amended. The zoning classification for the Project Area are C-17, C-17L, R-17, and R-12, which currently allows a full range of commercial and residential uses at varying degrees of density. Provided, however, nothing herein within this Plan shall be deemed to be granting any particular right to zoning classification or use.

402 Public Rights-of-Way

The Project contemplates the installation, construction, or reconstruction and realignment of streets, bridges and utilities, including traffic flow enhancers within the Project Area as needed for efficient development, in conjunction with any applicable policies and standards of the City.

Any development, maintenance and future changes to the interior or exterior street layout shall be in accordance with the objectives of this Plan and the City's design standards; shall be effectuated in the manner prescribed by State and local law; and shall be guided by the following criteria:

- a. A balancing of the needs of proposed and potential new developments for adequate vehicular access, vehicular parking, and delivery loading docks with the similar needs of any existing developments permitted to remain. Such balancing shall take into consideration the rights of existing owners and tenants under the rules for owner and tenant participation adopted by the Agency for the Project and any participation agreements executed thereunder;
- b. The requirements imposed by such factors as topography, traffic safety, and aesthetics; and
- c. The potential need to serve not only the Project Area and new or existing developments, but to also serve areas outside the Project Area by providing convenient and efficient vehicular access and movement.

The public rights-of-way may be used for vehicular, bicycle and/or pedestrian traffic, as well as for public improvements, public and private utilities, and activities typically found in public rights-of-way.

403 Other Public, Semi-Public, Institutional, and Nonprofit Uses

The Agency is also authorized to permit the maintenance, establishment, or enlargement of public, semi-public, institutional, or nonprofit uses, including park and recreational facilities; educational, cultural, fraternal, employee; philanthropic and charitable institutions; utilities; governmental facilities; railroad rights-of-way and equipment; and facilities of other similar associations or organizations. All such uses shall, to the extent possible, conform to the provisions of this Plan applicable to the uses in the specific area involved. The Agency may impose such other reasonable requirements and/or restrictions as may be necessary to protect the development and use of the Project Area.

404 Interim Uses

Pending the ultimate development of land by developers and participants, the Agency is authorized to use or permit the use of any land in the Project Area for interim uses that are not in conformity with the uses permitted in this Plan. However, any interim use must comply with applicable City Code.

405 Development in the Project Area Subject to the Plan

All real property in the Project Area, under the provisions of either a disposition and development agreement or an owner participation agreement, is made subject to the controls and requirements of this Plan. No such real property shall be developed, rehabilitated, or otherwise changed after the date of the adoption of this Plan, except in conformance with the provisions of this Plan.

406 Construction Shall Comply with Applicable Federal, State, and Local Laws and Ordinances and Agency Development Standards

All construction in the Project Area shall comply with all applicable state laws, the Coeur d'Alene Municipal Code, as may be amended from time to time, and any applicable City Council ordinances pending codification, including but not limited to, regulations concerning the type, size, density and height of buildings; open space, landscaping, light, air, and privacy; the undergrounding of utilities; limitation or prohibition of development that is incompatible with the surrounding area by reason of appearance, traffic, smoke, glare, noise, odor, or similar factors; parcel subdivision; off-street loading and off-street parking requirements.

In addition to the Coeur d'Alene Municipal Code, ordinances, or other requirements governing development in the Project Area, additional specific performance and development standards may be adopted by the Agency to control and direct redevelopment activities in the

Project Area in the event of a disposition and development agreement or owner participation agreement.

407 Minor Variations

Under exceptional circumstances, the Agency is authorized to permit a variation from the limits, restrictions, and controls established by this Plan. In order to permit such variation, the Agency must determine that:

- a. The application of certain provisions of this Plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of this Plan;
- b. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not apply generally to other properties having the same standards, restrictions, and controls;
- c. Permitting a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area; and
- d. Permitting a variation will not be contrary to the objectives of this Plan.

No variation shall be granted which changes a basic land use or which permits other than a minor departure from the provisions of this Plan. In permitting any such variation, the Agency shall impose such conditions as are necessary to protect the public peace, health, safety, or welfare and to assure compliance with the purposes of the Plan. Any variation permitted by the Agency hereunder shall not supersede any other approval required under City codes and ordinances.

408 Design for Development

Within the limits, restrictions, and controls established in this Plan, the Agency is authorized to establish heights of buildings, density, land coverage, setback requirements, design criteria, traffic circulation, traffic access, and other development and design controls necessary for proper development of both private and public areas within the Project Area. Any development must also comply with the City's zoning ordinance regarding heights, setbacks, density and other like standards, unless modified through any approved planned unit developments (PUD) or limited design planned unit developments (LDPUD).

In the case of property which is the subject of a disposition and development agreement or an owner participation agreement with the Agency, no new improvement shall be constructed, and no existing improvement shall be substantially modified, altered, repaired, or rehabilitated, except in accordance with this Plan. Under those agreements the architectural, landscape, and site plans shall be submitted to the Agency and approved in writing by the Agency. One of the objectives of this Plan is to create an attractive and pleasant environment in the Project Area.

Therefore, such plans shall give consideration to good design, open space, and other amenities to enhance the aesthetic quality of the Project Area. The Agency shall not approve any plans that do not comply with this Plan. The Agency reserves the right to impose such design standards on an ad hoc, case by case basis through the approval process of the owner participation agreement or disposition and development agreement. Any change to such approved design must be consented to by the Agency and such consent may be conditioned upon reduction of Agency's financial participation towards the Project.

In the event the Agency adopts design standards or controls, those provisions will thereafter apply to each site or portion thereof in the Project Area. Those controls and standards will be implemented through the provisions of any disposition and development agreement or owner participation agreement. These controls are in addition to any standards and provisions of any applicable City building or zoning ordinances; provided, however, each and every development shall comply with all applicable City zoning and building ordinance.

409 Nonconforming Uses

The Agency may permit an existing use to remain in an existing building and site usage in good condition, which use does not conform to the provisions of this Plan, provided that such use is generally compatible with existing and proposed developments and uses in the Project Area. The owner of such a property must be willing to enter into an owner participation agreement and agree to the imposition of such reasonable restrictions as may be necessary to protect the development and use of the Project Area.

The Agency may authorize additions, alterations, repairs, or other improvements in the Project Area for uses which do not conform to the provisions of this Plan where such improvements are within a portion of the Project where, in the determination of the Agency, such improvements would be compatible with surrounding Project uses and development.

All nonconforming uses shall also comply with the City ordinances.

500 METHODS OF FINANCING THE PROJECT

501 General Description of the Proposed Financing Methods

The Agency is authorized to finance this Project with revenue allocation funds, financial assistance from the City (loans, grants, other financial assistance), state of Idaho, federal government, interest income, developer advanced funds, donations, loans from private financial institutions (bonds, notes, line of credit), the lease or sale of Agency-owned property, payments in lieu of taxes, local improvement district funding, community infrastructure district funding, or any other available source, public or private, including assistance from any taxing district or any public entity.

The Agency is also authorized to obtain advances, borrow funds, and create indebtedness in carrying out this Plan. The Agency may also consider an inter-fund transfer from other urban

renewal project areas. The principal and interest on such advances, funds, and indebtedness may be paid from any funds available to the Agency.

As allowed by law and subject to restrictions as are imposed by law, the Agency is authorized to issue notes or bonds from time to time, if it deems appropriate to do so, in order to finance all or any part of the Project. Neither the members of the Agency nor any persons executing the bonds are liable personally on the bonds by reason of their issuance.

502 Revenue Allocation Financing Provisions

The Agency hereby adopts revenue allocation financing provisions as authorized by the Act, effective retroactively to January 1, 2019. These revenue allocation provisions shall apply to all taxing districts which are located in or overlap the Revenue Allocation Area shown and described on Attachments 1 and 2 to this Plan. The Agency shall take all actions necessary or convenient to implement these revenue allocation financing provisions. The Agency specifically finds that the equalized assessed valuation of property within the Revenue Allocation Area is likely to increase as a result of the initiation of the Project.

The Agency, acting by one or more resolutions adopted by its Board, is hereby authorized to apply all or any portion of the revenues allocated to the Agency pursuant to the Act to pay as costs are incurred (pay-as-you-go) or to pledge all or any portion of such revenues to the repayment of any moneys borrowed, indebtedness incurred, or notes or bonds issued by the Agency to finance or to refinance the Project Costs (as defined in Idaho Code § 50-2903(14)) of one or more urban renewal projects.

The Agency may consider a note or line of credit issued by a bank or lending institution premised upon revenue allocation funds generated by a substantial private development contemplated by the Study as defined in section 502.1, which would allow the Agency to more quickly fund the public improvements contemplated by this Plan. Likewise, a developer or public entity partner advanced funding could achieve the same purpose.

Upon enactment of a City Council ordinance finally adopting these revenue allocation financing provisions and defining the Revenue Allocation Area described herein as part of the Plan, there shall hereby be created a special fund of the Agency into which the County Treasurer shall deposit allocated revenues as provided in Idaho Code § 50-2908. The Agency shall use such funds solely in accordance with Idaho Code § 50-2909 and solely for the purpose of providing funds to pay the Project Costs, including any incidental costs, of such urban renewal projects as the Agency may determine by resolution or resolutions of its Board.

A statement listing proposed public improvements and facilities, a schedule of improvements, an economic feasibility study, estimated project costs, fiscal impact upon other taxing districts, and methods of financing project costs required by Idaho Code § 50-2905 is included in this Plan and in Attachment 4 to this Plan. This statement necessarily incorporates estimates and projections based on the Agency's present knowledge and expectations. The Agency is hereby authorized to adjust the presently anticipated urban renewal projects and use of

revenue allocation financing of the related Project Costs if the Board deems such adjustment necessary or convenient to effectuate the general objectives of the Plan in order to account for revenue inconsistencies and unknown future costs. Agency revenue and the ability to fund reimbursement of eligible Project Costs are more specifically detailed in the annual budget.

Revenues will continue to be allocated to the Agency until termination of the revenue allocation area as set forth in Section 800. Attachment 4 incorporates estimates and projections based on the Agency's present knowledge and expectations concerning the length of time to complete the improvements and estimated future revenues. The activity may take longer depending on the significance and timeliness of development. Alternatively, the activity may be completed earlier if revenue allocation proceeds are greater or the Agency obtains additional funds.

502.1 Economic Feasibility Study

Attachment 4 constitutes the Health Corridor Economic Feasibility Study dated September 2019 (entitled Health Corridor Economic Feasibility Study) ("Study") for the urban renewal area prepared by Government Executive League Oregon Inc., in association with Leland Consulting Group. Primary contacts are Andy Parks and Chris Zahas, respectively. The Study constitutes the financial analysis required by the Act and is based upon existing information from property owners, developers, the Agency, City and others. Further detail supporting the data provided in the Study is included in the Health Corridor Masterplan, dated September 30, 2019 and the Market Analysis, dated June 2019.

502.2 Assumptions and Conditions/Economic Feasibility Statement

The information contained in Attachment 4 assumes certain completed and projected actions. All debt is projected to be repaid no later than the duration period of the Plan. The total amount of bonded indebtedness (and all other loans or indebtedness) and the amount of revenue generated by revenue allocation are dependent upon the extent and timing of private development. Should all of the development take place as projected, the project indebtedness could be extinguished earlier, dependent upon the bond sale documents or other legal obligations. Should private development take longer to materialize, or should the private development be substantially less than projected, then the amount of revenue generated will be substantially reduced and debt may continue for its full term.

The Plan and the Plan Attachments incorporate estimates and projections based on the Agency's present knowledge and expectations. The Plan proposes certain public improvements as set forth in Attachment 4, which will facilitate development in the Revenue Allocation Area.

The assumptions set forth in the Study are based upon the best information available to the Agency through public sources or discussions with property owners, developers, and others. The information has been analyzed by the Agency and its consultants in order to provide an analysis that meets the requirements set forth under the Law and Act. At the point in time when

the Agency may seek a loan from lenders or others, a more detailed and then-current financial pro forma will be presented to those lenders or underwriters for analysis to determine the borrowing capacity of the Agency. As set forth herein, the Agency reserves the right to fund the Project on a “pay as you go” basis. The Agency Board will prioritize the activities set forth in this Plan and determine what funds are available and what activities can be funded. The Agency will establish those priorities through its mandated annual budgetary process.

The assumptions concerning revenue allocation proceeds are based upon certain assessed value increases and assumed levy rates as more specifically set forth in Attachment 4. Data obtained from Kootenai County in July of 2019 was used to estimate new building valuations beginning in fiscal year 2020. Valuations for these development uses were escalated at two percent (2%) per year once complete and delayed one (1) year before being fully assessed by the County. The 2018 levy rates were used in the district forecast model and were held constant over the twenty (20) year term of the district.

The types of construction expected in the Project Area are: commercial, mixed-use, residential, retail areas, medical facilities, cultural and recreational facilities, educational facilities, other public facilities and improvements, including, but not limited to streets, bridges, streetscapes, traffic flow enhancers, water and sewer improvements, stormwater improvements, environmental remediation/site preparation, public parking, community facilities, parks, pedestrian/bike paths and trails. The Project Area has potential for a significant increase in residential, commercial and retail growth due to the location of the Project Area. However, without a method to construct the identified public improvements such as road realignment, traffic enhancers, water and sewer improvements and parking, development is likely to occur in a slow and inefficient manner in the Project Area.

502.3 Ten Percent Limitation

Under the Act, the base assessed valuation for all revenue allocation areas cannot exceed gross/net ten percent (10%) of the current assessed taxable value for the entire City. According to the Kootenai County Assessor, the assessed taxable value for the City as of March 15, 2019, less homeowner’s exemptions is \$4,502,081,793. Therefore, the 10% limit is \$450,208,179.

The adjusted base assessed value of each of the existing or proposed expansions to the existing revenue allocation areas as of 2018, is as follows:

River District Project Area	\$ 6,563,687
Lake District Project Area	\$125,561,513
Atlas District Project Area	\$ 9,498,937
Health Corridor Project Area	\$197,404,075

The adjusted base values for the combined revenue allocation areas total \$339,028,212, which is less than 10% of the City’s 2019 taxable value.

502.4 Financial Limitation

The Study identifies several capital improvement projects. Use of any particular financing source for any particular purpose is not assured or identified. Use of the funding source shall be conditioned on any limitations set forth in the Law, the Act, by contract, or by other federal regulations. If revenue allocation funds are unavailable, then the Agency will need to use a different funding source for that improvement.

The amount of funds available to the Agency from revenue allocation financing is directly related to the assessed value of new improvements within the Revenue Allocation Area. Under the Act, the Agency is allowed the revenue allocation generated from inflationary increases and new development value. Increases have been assumed based upon the projected value of new development as that development occurs along with possible land reassessment based on a construction start.

The Study, with the various estimates and projections, constitutes an economic feasibility study. Costs and revenues are analyzed, and the analysis shows the need for public capital funds during the project. Multiple financing sources including proposed revenue allocation notes, annual revenue allocations, developer contributions, city contributions, interfund loan, payments in lieu of taxes, property disposition, and other funds are shown. This Study identifies the kind, number, and location of all proposed public works or improvements, a detailed list of estimated project costs, a description of the methods of financing illustrating project costs, and the time when related costs or monetary obligations are to be incurred. See Idaho Code § 50-2905. Based on these funding sources, the conclusion is that the project is feasible.

This Plan does not financially bind or obligate the City to fund or financially participate in any projects. For purposes of determining economic feasibility of the Plan, a City contribution was studied and included in the analysis. The City and/or any other public entity determines its funding priorities during its annual budgeting process. This Plan, the Study and/or any other related documents do not create a current or future debt, liability or obligation of the City, or any other public entity, but simply confirms the Agency's authority to coordinate with the City and/or other public entities during Project Area term.

The proposed timing for the public improvements may very well have to be adjusted depending upon the availability of some of the funds and the Agency's ability to finance any portion of the Project. **Any adjustment to Project timing or funding is technical or ministerial in nature and shall not be considered a modification of the Plan pursuant to Idaho Code § 50-2903A.**

Attachment 4 lists those public improvements the Agency intends to construct through the term of the Plan. The costs of improvements are estimates only as it is impossible to know with any certainty what the costs of improvements will be in future years. There is general recognition that construction costs fluctuate and are impacted by future unknowns, such as, the cost of materials and laborers. Final costs will be determined by way of construction contract

public bidding or by an agreement between the developer/owner and Agency. The listing of public improvements does not commit the Agency to any particular level of funding; rather, identification of the activity in the Plan allows the Agency to negotiate the terms of any reimbursement with the developer. This Plan does not financially bind or obligate the Agency to any project or property acquisition; rather, for purposes of determining the economic feasibility of the Plan certain projects and expenditures have been estimated and included in the analysis. Agency revenue and the ability to fund reimbursement of eligible Project Costs is more specifically detailed in any participation agreement and in the annual budget adopted by the Agency Board.

The Agency reserves its discretion and flexibility in deciding which improvements are more critical for development, and the Agency intends to coordinate its public improvements with associated development by private developers/owners. The Agency also intends to coordinate its participation in the public improvements with the receipt of certain grants or loans which may require the Agency's participation in some combination with the grant and loan funding.

Generally, the Agency expects to develop those improvements identified in Attachment 4 first, in conjunction with private development within the Project Area generating the increment as identified in Attachment 4.

The Plan has shown that the equalized valuation of the Revenue Allocation Area as defined in the Plan is likely to increase as a result of the initiation and completion of urban renewal projects pursuant to the Plan.

502.5 Participation with Local Improvement Districts, Community Infrastructure Districts and Business Improvement Districts

Under the Idaho Local Improvement District Code, Chapter 17, Title 50, Idaho Code, the City has the authority to establish local improvement districts for various public facilities, including, but not limited to, streets, bridges, curbs, gutters, sidewalks, storm drains, landscaping, and other like facilities. To the extent allowed by the Law and the Act, the Agency reserves the authority, but not the obligation, to participate in the funding of local improvement district facilities. This participation may include either direct funding to reduce the overall cost of the LID or to participate as an assessed entity to finance the LID project. Similarly, to the extent allowed by the Law and the Act, the Agency reserves the authority, but not the obligation, to participate in the funding of the purposes specified under the Business Improvement Districts, Chapter 26, Title 50, Idaho Code and/or Community Infrastructure District Act, Chapter 31, Title 50, Idaho Code.

502.6 Issuance of Debt and Debt Limitation

Any debt incurred by the Agency as allowed by the Law and Act shall be secured by revenues identified in the debt resolution or revenue allocation funds as allowed by the Act. All such debt shall be repaid within the duration of this Plan, except as may be authorized by law.

502.7 Impact on Other Taxing Districts and Levy Rate

An estimate of the overall impact of the revenue allocation project on each taxing district is shown in the Study.

The assessed value for each property in a revenue allocation area consists of a base value and an increment value. The base value is the assessed value as of January 1 of the year in which a revenue allocation area is approved by a municipality, with periodic adjustments allowed by Idaho law. The increment value is the difference between the adjusted base assessed value and current assessed taxable value in any given year while the property is in a revenue allocation area. Under Idaho Code § 63-802, taxing entities are constrained in establishing levy rates by the amount each budget of each taxing district can increase on an annual basis. Taxing entities submit proposed budgets to the County Board of Commissioners, which budgets are required to comply with the limitations set forth in Idaho Code § 63-802. Therefore, the impact of revenue allocation is more of a product of the imposition of Idaho Code § 63-802, than the effect of urban renewal.

The County Board of Commissioners calculates the levy rate required to produce the proposed budget amount for each taxing entity using the assessed values which are subject to each taxing entity's levy rate. Assessed values in urban renewal districts which are subject to revenue allocation (incremental values) are not included in this calculation. The combined levy rate for the taxing entities is applied to the incremental property values in a revenue allocation area to determine the amount of property tax revenue which is allocated to an urban renewal agency. The property taxes generated by the base values in the urban renewal districts and by properties outside revenue allocation areas are distributed to the other taxing entities. Properties in revenue allocation areas are subject to the same levy rate as they would be outside a revenue allocation area. The difference is how the revenue is distributed. If the overall levy rate is less than assumed, the Agency will receive fewer funds from revenue allocation.

In addition, without the Revenue Allocation Area and its ability to pay for public improvements and public facilities, fewer substantial improvements within the Revenue Allocation Area would be expected during the term of the Plan; hence, there would be lower increases in assessed valuation to be used by the other taxing entities.

One result of new construction occurring outside the revenue allocation area (Idaho Code §§ 63-802 and 63-301A) is the likely reduction of the levy rate as assessed values increase for property within each taxing entity's jurisdiction. From and after December 31, 2006, Idaho Code § 63-301A prohibits taxing entities from including, as part of the new construction roll, the increased value related to new construction within a revenue allocation area until the revenue allocation authority is terminated. Any new construction within the Project Area is not available for inclusion by the taxing entities to increase their budgets. Upon termination of this Plan or deannexation of area, the taxing entities will be able to include the accumulated new construction roll value in setting the following year's budget and revenue from such value is not limited to the three percent increase allowed in Idaho Code § 63-802(1)(a).

As 2019 certified levy rates are not yet available, the 2018 certified levy rates have been used in the Study for purposes of the analysis. Those taxing districts and rates are as follows:

Taxing District Levies:

Kootenai County	.002737167
City of Coeur d’Alene	.004967742
Coeur d’Alene School District #271	.000012504
Kootenai County Ambulance	.000152201
Post Falls Highway District	.000514042
North Idaho Junior College	.000885375
Kootenai County Hospital	.000000000
Lakes Highway District*	.000629697
TOTAL:	.009898728

*Lakes Highway District was not included in the Study, but has been added here due to a slight overlap in boundaries.

The Study has made certain assumptions concerning the levy rate. First, the above levy rate is estimated to remain constant for the life of the revenue allocation area. As the actual impact of the termination of existing revenue allocations occurring during the life of this Project Area is unknown, the Study has assumed a conservative levy rate. Second, the annual increment value is expected to increase by an estimated 6.42% over the term of the Plan. If the overall levy rate is less than projected, or the land values do not increase as expected, or expected development fails to occur as estimated, the Agency shall receive fewer funds from revenue allocation.

Pursuant to Idaho Code § 50-2908, the Agency is not entitled to revenue allocation proceeds from certain levy increases which are allowed by either specific statutory authorization or approved by an election of the qualified electors of the particular taxing district. Therefore, for any levy election, the Agency will not receive revenue allocation funds which would have been generated by imposing that levy on the assessed valuation within the Project Area. The Study has taken this statute into account.

503 Lease Revenue, Parking Revenue, and Bonds

Under the Law (Idaho Code § 50-2012), the Agency is authorized to issue revenue bonds to finance certain public improvements identified in the Plan. Under that type of financing, the public entity would pay the Agency a lease payment annually which provides certain funds to the Agency to retire the bond debt. Another variation of this type of financing is sometimes referred to as conduit financing, which provides a mechanism where the Agency uses its bonding authority for the Project, with the end user making payments to the Agency to retire the bond debt. These sources of revenues are not related to revenue allocation funds and are not

particularly noted in the Study, because of the “pass through” aspects of the financing. Under the Act, the economic feasibility study focuses on the revenue allocation aspects of the Agency’s financial model.

These financing models typically are for a longer period of time than the 20-year period set forth in the Act. However, these financing models do not involve revenue allocation funds, but rather funds from the end users which provide a funding source for the Agency to continue to own and operate the facility beyond the term of the Plan as allowed by Idaho Code § 50-2905(8) as those resources involve funds not related to revenue allocation funds.

504 Membership Dues and Support of Community Economic Development

The Act is premised upon economic development being a valid public purpose. To the extent allowed by the Law and the Act, the Agency reserves the authority to use revenue allocation funds to contract with non-profit and charitable organizations established for the purpose of supporting economic development and job creation. Additionally, the Agency reserves the authority to expend revenue allocation funds to join, participate and support non-profit organizations established to support Agency best practices and administration. The line item of Administration within the Study shall be deemed to include expenditures for the purposes described in this section as may be deemed appropriate during the annual budgetary process.

600 ACTIONS BY THE CITY

The City shall aid and cooperate with the Agency in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the recurrence or spread in the area of conditions causing deterioration. Actions by the City shall include, but not be limited to, the following:

- a. Institution and completion of proceedings necessary for changes and improvements in private and publicly owned public utilities within or affecting the Project Area.
- b. Revision of zoning (if necessary) within the Project Area and/or adoption of planned unit developments (PUD) or limited design planned unit developments (LDPUD) to permit the land uses and development authorized by this Plan.
- c. Imposition wherever necessary of appropriate controls within the limits of this Plan upon parcels in the Project Area to ensure their proper development and use.
- d. Provision for administrative enforcement of this Plan by the City after development. The City and the Agency may develop and provide for enforcement of a program for continued maintenance by owners of all real property, both public and private, within the Project Area throughout the duration of this Plan.

- e. Building Code enforcement.
- f. Performance of the above actions and of all other functions and services relating to public peace, health, safety, and physical development normally rendered in accordance with a schedule which will permit the redevelopment of the Project Area to be commenced and carried to completion without unnecessary delays.
- g. The undertaking and completing of any other proceedings necessary to carry out the Project.
- h. Administration of Community Development Block Grant funds that may be made available for this Project.
- i. Appropriate agreements with the Agency for administration, supporting services, funding sources, and the like.
- j. Use of public entity labor, services, and materials for construction of the public improvements listed in this Plan.

In addition to the above, the City may elect to waive hookup or installation fees for sewer, water, or other utility services for any facility owned by any public entity or Agency facility and waive any city impact fee for development within the Project Area. The foregoing actions to be taken by the City, or as may have been considered in the Study, do not constitute any commitment, debt, liability or obligation for financial outlays by the City.

601 Maintenance of Public Improvements

The Agency has not identified any commitment or obligation for long-term maintenance of the public improvements identified. The Agency will need to address this issue with the appropriate entity, public or private, who has benefited from or is involved in the ongoing preservation of the public improvement. The Agency expects to dedicate public improvements to the City.

700 ENFORCEMENT

The administration and enforcement of this Plan, including the preparation and execution of any documents implementing this Plan, shall be performed by the Agency and/or the City.

800 DURATION OF THIS PLAN, TERMINATION, AND ASSET REVIEW

Except for the nondiscrimination and nonsegregation provisions which shall run in perpetuity, the provisions of this Plan shall be effective, and the provisions of other documents formulated pursuant to this Plan, shall be effective for twenty (20) years from the effective date of the Plan subject to modifications and/or extensions set forth in Idaho Code §§ 50-2904 and 50-2905(7). The revenue allocation authority will expire on December 31, 2039, except for any

revenue allocation proceeds received in calendar year 2040, as contemplated by Idaho Code § 50-2905(7).

Idaho Code § 50-2903(5) provides the Agency shall adopt a resolution of intent to terminate the revenue allocation area by September 1, 2040. In order to provide sufficient notice of termination to the affected taxing districts to allow them to benefit from the increased budget capacity, the Agency will use its best efforts to provide notice of its intent to terminate this Plan and its revenue allocation authority by May 1, 2040, or if the Agency determines an earlier termination date, then by May 1 of the early termination year:

- a. When the Revenue Allocation Area plan budget estimates that all financial obligations have been provided for, the principal of and interest on such moneys, indebtedness, and bonds have been paid in full or when deposits in the special fund or funds created under this chapter are sufficient to pay such principal and interest as they come due, and to fund reserves, if any, or any other obligations of the Agency funded through revenue allocation proceeds shall be satisfied and the Agency has determined no additional project costs need be funded through revenue allocation financing, the allocation of revenues under Idaho Code § 50-2908 shall thereupon cease; any moneys in such fund or funds in excess of the amount necessary to pay such principal and interest shall be distributed to the affected taxing districts in which the Revenue Allocation Area is located in the same manner and proportion as the most recent distribution to the affected taxing districts of the taxes on the taxable property located within the Revenue Allocation Area; and the powers granted to the urban renewal agency under Idaho Code § 50-2909 shall thereupon terminate.
- b. In determining the termination date, the Plan shall recognize that the Agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the Plan.
- c. For the fiscal year that immediately predates the termination date, the Agency shall adopt and publish a budget specifically for the projected revenues and expenses of the Plan and make a determination as to whether the Revenue Allocation Area can be terminated before January 1 of the termination year pursuant to the terms of Idaho Code § 50-2909(4). In the event that the Agency determines that current tax year revenues are sufficient to cover all estimated expenses for the current year and all future years, by May 1, but in any event, no later than September 1, the Agency shall adopt a resolution advising and notifying the local governing body, the county auditor, and the State Tax Commission, recommending the adoption of an ordinance for termination of the Revenue Allocation Area by December 31 of the current year, and declaring a surplus to be distributed as described in Idaho Code § 50-2909 should a surplus be determined to exist. The Agency shall cause the ordinance to be filed with the office of the county recorder and the Idaho State Tax Commission as provided in Idaho Code § 63-215.

Upon termination of the revenue allocation authority of the Plan to the extent the Agency owns or possesses any assets, the Agency shall dispose of any remaining assets by granting or conveying or dedicating such assets to the City.

As allowed by Idaho Code § 50-2905(8), the Agency may retain assets or revenues generated from such assets as long as the Agency shall have resources other than revenue allocation funds to operate and manage such assets. Similarly, facilities which provide a lease income stream to the Agency for full retirement of the facility debt will allow the Agency to meet debt services obligations and provide for the continued operation and management of the facility.

For those assets which do not provide such resources or revenues, the Agency will likely convey such assets to the City, depending on the nature of the asset.

900 PROCEDURE FOR AMENDMENT OR MODIFICATION

To the extent there is any outstanding loans or obligations, this Plan shall not be modified pursuant to the provisions set forth in Idaho Code § 50-2903A. Modification of this Plan results in a reset of the base assessment roll values to the current values in the year following the modification year as more fully set forth in Idaho Code § 50-2903A subject to certain limited exceptions contained therein, including the exception to allow an amendment to support growth of an existing commercial or industrial project. I.C. § 50-2903A(1)(a)(iv). As more specifically identified above, the Agency's projections are based on estimated values, estimated levy rates, estimated future development, and estimated costs of future construction/improvements. Annual adjustments as more specifically set forth in the Agency's annual budget will be required to account for more/less estimated revenue and prioritization of projects. Any adjustments for these stated purposes are technical and ministerial and are not deemed a modification under Idaho Code § 50-2903A(1)(a)(i).

1000 SEVERABILITY

If any one or more of the provisions contained in this Plan to be performed on the part of the Agency shall be declared by any court of competent jurisdiction to be contrary to law, then such provision or provisions shall be null and void and shall be deemed separable from the remaining provisions in this Plan and shall in no way affect the validity of the other provisions of this Plan.

1100 ANNUAL REPORT AND OTHER REPORTING REQUIREMENTS

Under the Law, the Agency is required to file with the City, on or before March 31 of each year, a report of the Agency's activities for the preceding calendar year, which report shall include a complete financial statement setting forth its assets, liabilities, income, and operating expenses as of the end of such calendar year. This annual report shall be considered at a public meeting to report these findings and take comments from the public.

Additionally, the Agency must comply with certain other reporting requirements as set forth in Idaho Code § 67-450E, the local government registry portal, Idaho Code § 50-2913, the tax commission plan repository, and Idaho Code § 50-2903A, the tax commission's plan modification annual attestation. Failure to report the information requested under any of these statutes results in significant penalties, including loss of increment revenue, and the imposition of other compliance measures by the Kootenai County Board of County Commissioners.

1200 APPENDICES, ATTACHMENTS, EXHIBITS, TABLES

All attachments and tables referenced in this Plan are attached and incorporated herein by their reference. All other documents referenced in this Plan but not attached are incorporated by their reference as if set forth fully.

Attachment 2

Legal Description of Project Area and Revenue Allocation Area

An area consisting of approximately 264 acres as more particularly described as follows:

All that property being a portion of the South half of Section 2, the NW ¼, NE ¼, SW ¼ and SE ¼ of Section 11 and the West half of Section 12, all in Township 50 North, Range 4 West, Boise Meridian, City of Coeur d'Alene, Kootenai County, Idaho, described as follows:

Commencing at the northwest corner of said Section 11; thence South 28° 27' 39" East, 1928.10 feet to the northeast corner of Lot 3 of Pinecrest Addition to Coeur d'Alene, as shown on the plat on file with the Kootenai County Recorder in Book F of Plats, Page 90; thence North 89° 12' 25" West along the North line of said Lot 3 a distance 189.42 feet to the northwest corner of said Lot 3 on the easterly right of way of Northwest Boulevard and a point on the northeasterly boundary of the Lake District URD; said point also being the **TRUE POINT OF BEGINNING**;

1. thence along said easterly right of way and the boundary of Days Inn Subdivision, as shown on that plat on file with the Kootenai County Recorder in Book F of Plats, Page 190, North 26° 56' 22" West a distance of 179.52 feet;
2. thence North 23° 18' 13" West a distance of 217.72 feet to the south right of way of Ironwood Drive;
3. thence leaving said easterly right of way and said northeasterly URD boundary line and along said south right of way, South 89° 31' 31" East a distance of 462.81 feet to the beginning of a 200-foot spiral curve to the right;
4. thence along said spiral curve having a chord bearing of South 87° 47' 54" East a distance of 130.26 feet to the northeast corner of said subdivision;
5. thence leaving said north right of way and subdivision boundary, North 03° 15' 55" East a distance of 141.55 feet to the southeast corner of Plaza at Ironwood, as shown on that plat on file with the Kootenai County Recorder in Book G of Plats, Page 163;
6. thence along the East boundary of said plat, North 11° 53' 50" West a distance of 321.31 feet;
7. thence North 00° 53' 54" East a distance of 180.00 feet to the northeast corner of said subdivision on the South right of way of Interstate Highway 90;
8. thence leaving said East boundary line and south right of way, North 63° 46' 48" East a distance of 558.10 feet to the North right of way of said Interstate Highway 90 and the southwest corner of Adams Addition to Coeur d'Alene, as shown on that plat on file with the Kootenai County Recorder in Book F of Plats, Page 130;
9. thence leaving said North right of way and along the West line of said subdivision, North 00° 54' 59" East a distance of 395.25 feet to the northwest corner of said subdivision on the South right of way of Appleway Avenue;
10. thence along the North line of said subdivision and said South right of way, South 89° 00' 31" East a distance of 397.20 feet to the northeast corner of said subdivision;

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11. thence leaving said North line and continuing along said South right of way, North 01° 11' 38" East a distance of 10.98 feet;
12. thence along said South right of way, South 89° 00' 31" East a distance of 92.18 feet;
13. thence leaving said South right of way, North 00° 59' 29" East a distance of 61.02 feet to the southwest corner of Howards Second Addition, as shown on that plat on file with the Kootenai County Recorder in Book G of Plats, Page 330, on the North right of way of said Appleway Avenue;
14. thence along said North right of way and the South line of said Howards Second Addition, and along the South line of White Subdivision First Addition (as shown on that plat on file with the Kootenai County Recorder in Book J of Plats, Page 436) and the South line of Howard Subdivision (as shown on that plat on file with the Kootenai County Recorder in Book E of Plats, Page 12), South 89° 00' 31" East a distance of 537.50 feet to the West right of way of Howard Street;
15. thence leaving said West right of way, South 71° 19' 17" East a distance of 52.64 feet to the intersection of said North right of way and the East right of way of said Howard Street; said North right of way lies within Fruit Lands Addition, as shown on that plat on file with the Kootenai County Recorder in Book C of Plats, Page 12;
16. thence along said North right of way, South 89° 02' 04" East a distance of 207.42;
17. thence leaving said North right of way, South 01° 18' 12" West a distance of 55.89 feet to the northeast corner of Shilo Inns, as shown on that plat on file with the Kootenai County Recorder in Book F of Plats, Page 254, on said South right of way of Appleway Avenue;
18. thence leaving said South right of way and along the East line of said subdivision, South 01° 13' 47" West a distance of 482.86 feet to said North right of way of Interstate Highway 90;
19. thence along said North right of way, North 88° 20' 38" East a distance of 717.24 feet;
20. thence South 82° 05' 01" East a distance of 1204.52 feet to the intersection of said North right of way with the South right of way of Cardwell Drive, shown as Sunset Drive on that plat of Chipley Addition to Coeur d'Alene on file with the Kootenai County Recorder in Book D of Plats, Page 89;
21. thence continuing along said North right of way and along said South right of way of Cardwell Drive, South 71° 46' 12" East a distance of 331.90 feet;
22. thence South 81° 50' 12" East a distance of 177.56 feet;
23. thence leaving said South right of way, South 81° 50' 12" East a distance of 76.12 feet;
24. thence leaving said North right of way of Interstate Highway 90, South 04° 35' 48" West a distance of 243.49 feet to the northwest corner of Ott's Subdivision, as shown on that plat on file with the Kootenai County Recorder in Book D of Plats, Page 29, on the East right of way of Government Way;

25. thence along the West boundary of said subdivision and said East right of way, South 00° 56' 36" West a distance of 263.41 feet to the southwest corner of said subdivision on the North right of way of Homestead Avenue;
26. thence leaving said subdivision and said North right of way, South 06° 09' 05" East a distance of 84.20 feet to the intersection of said East right of way of Government Way with the South right of way of said Homestead Avenue;
27. thence leaving said South right of way and continuing along said East right of way, South 00° 56' 36" West a distance of 105.42 feet;
28. thence North 89° 02' 23" West a distance of 8.00 feet;
29. thence South 00° 56' 36" West a distance of 130.51 feet to the North line of Novaks' Addition, as shown on that plat on file with the Kootenai County Recorder in Book E of Plats, Page 1;
30. thence along said North line, North 89° 19' 22" West a distance of 2.40 feet;
31. thence along the West line of said subdivision, South 00° 56' 36" West a distance of 73.17 feet to the southwest corner of said subdivision at the intersection of said East right of way of Government Way with the North right of way of Hattie Avenue;
32. thence leaving said subdivision and said North right of way, South 03° 39' 34" East a distance of 85.25 feet to the South right of way of said Hattie Avenue;
33. thence continuing along said East right of way, South 00° 11' 56" West a distance of 173.59 feet;
34. thence North 89° 12' 05" West a distance of 11.00 feet;
35. thence South 00° 46' 38" West a distance of 97.77 feet to the North right of way of Ironwood Drive;
36. thence leaving said North right of way, South 02° 27' 05" East a distance of 138.46 feet;
37. thence South 01° 01' 48" West a distance of 107.80 feet;
38. thence North 89° 11' 45" West a distance of 7.52 feet;
39. thence South 00° 46' 37" West a distance of 30.00 feet;
40. thence South 89° 49' 00" East a distance of 12.31 feet to the North corner of Locust Commercial Tract, as shown on that plat on file with the Kootenai County Recorder in Book G of Plats, Page 292;
41. thence along the West line of said subdivision and continuing along said East right of way of Government Way, South 00° 53' 22" West a distance of 62.32 feet to the beginning of a 604.95-foot radius curve to the left;
42. thence along said curve through a central angle of 07° 07' 28", an arc length of 75.22 feet, with a chord bearing South 02° 40' 28" East a distance of 75.17 feet;
43. thence South 06° 14' 12" East a distance of 106.55 feet to an angle point in said subdivision;
44. thence leaving said subdivision and continuing along said East right of way, South 06° 14' 12" East a distance of 96.11 feet to the North right of way of Locust Avenue;

45. thence leaving said North right of way, South 33° 34' 24" East a distance of 77.67 feet to the northwest corner of Ruby Commercial Tracts, as shown on that plat on file with the Kootenai County Recorder in Book I of Plats, Page 32, on the South right of way of said Locust Avenue;
46. thence continuing along said East right of way of Government Way and the West line of said subdivision, South 00° 59' 30" West a distance of 404.95 feet to the southwest corner of said subdivision on the North right of way of Poplar Avenue;
47. thence leaving said subdivision, South 01° 15' 15" West a distance of 59.93 feet to the northwest corner of Government Way-Plat C, as shown on that plat on file with the Kootenai County Recorder in Book F of Plats, Page 183, on the South right of way of said Poplar Avenue;
48. thence leaving said South right of way and along the West line of said subdivision, South 01° 04' 36" West a distance of 161.01 feet to the intersection of said East right of way of Government Way and the prolongation of the South right of way of Davidson Avenue;
49. thence leaving said East right of way and along said right of way prolongation, North 89° 11' 04" West a distance of 115.52 feet to the intersection of the West right of way of said Government Way and said South right of way of Davidson Avenue at the northeast corner of Colquhouns Subdivision, as shown on that plat on file with the Kootenai County Recorder in Book B of Plats, Page 104;
50. thence leaving said West right of way and along said South right of way of Davidson Avenue, also along the North line of said Colquhouns Subdivision, the North line of Loren's Lot (as shown on that plat on file with the Kootenai County Recorder in Book F of Plats, Page 145), and the North line of Davidson Duplexes (as shown on that plat on file with the Kootenai County Recorder in Book L of Plats, Page 269), North 89° 11' 04" West a distance of 1291.82 feet to the East right of way of Lincoln Way;
51. thence leaving said East right of way, North 78° 49' 02" West a distance of 80.00 feet to the intersection of the West right of way of Lincoln Way and said South right of way of Davidson Avenue;
52. thence North 55° 11' 50" West a distance of 18.02 feet;
53. thence continuing along said South right of way in Lot 18 of Fort Sherman Abandoned Military Reservation, North 88° 54' 21" West a distance of 969.17 feet;
54. thence leaving said South right of way, North 01° 05' 39" East a distance of 28.81 feet to the intersection of the North right of way of said Davidson Avenue with the East right of way of an Alley in Block 5 of Kootenai Addition to the City of Coeur d'Alene, as shown on that plat on file with the Kootenai County Recorder in Book C of Plats, Page 8;
55. thence leaving said North right of way and along said East right of way, North 00° 40' 43" East a distance of 254.55 feet to the intersection with the South right of way of Emma Avenue;

56. thence leaving said East right of way of the Alley and said South right of way of Emma Avenue, North $01^{\circ} 01' 32''$ East a distance of 60.01 feet to the South line of Melrose, as shown on that plat on file with the Kootenai County Recorder in Book L of Plats, Page 183, on the North right of way of said Emma Avenue;
57. thence along said North right of way and said South subdivision line, North $88^{\circ} 40' 05''$ West a distance of 115.12 feet;
58. thence North $77^{\circ} 09' 04''$ West a distance of 50.10 feet;
59. thence North $01^{\circ} 15' 41''$ East a distance of 11.59 feet;
60. thence North $88^{\circ} 49' 28''$ West a distance of 150.18 feet to the southwest corner of said subdivision;
61. thence leaving said subdivision and continuing along said North right of way, North $88^{\circ} 49' 28''$ West a distance of 98.95 feet;
62. thence North $00^{\circ} 58' 57''$ East a distance of 5.00 feet;
63. thence North $89^{\circ} 10' 03''$ West a distance of 201.43 feet;
64. thence South $00^{\circ} 58' 57''$ West a distance of 5.00 feet;
65. thence North $89^{\circ} 10' 03''$ West a distance of 300.03 feet;
66. thence North $01^{\circ} 10' 27''$ East a distance of 4.57 feet;
67. thence North $89^{\circ} 09' 57''$ West a distance of 150.01 feet to the West line of Lot 5 of Block 15 of East LaCrosse, as shown on that plat on file with the Kootenai County Recorder in Book B of Plats, Page 119;
68. thence leaving said North right of way and along said West line, North $01^{\circ} 11' 02''$ East a distance of 285.31 feet to the northeast corner of Lot 6 of said Block 15;
69. thence along the North line of said Lot 6, North $89^{\circ} 20' 00''$ West a distance of 5.13 feet;
70. thence leaving said North line, North $01^{\circ} 11' 04''$ East a distance of 114.34 feet to the South line of Ironwood Office Park Second Addition, as shown on that plat on file with the Kootenai County Recorder in Book G of Plats, Page 87, and a point on a non-tangent 768.70-foot radius curve to the right;
71. thence along said South line, the South line of Lot 1, Block 2 of Ironwood Office Park 1st Addition (as shown on that plat on file with the Kootenai County Recorder in Book F of Plats, Page 349), and said curve through a central angle of $17^{\circ} 47' 11''$, an arc length of 238.63 feet, with a chord bearing of North $82^{\circ} 58' 43''$ West a distance of 237.67 feet;
72. thence North $87^{\circ} 57' 14''$ West a distance of 203.78 feet to an angle point in said Lake District URD boundary;
73. thence along said URD boundary, North $74^{\circ} 11' 53''$ West a distance of 82.62 feet;
74. thence North $17^{\circ} 00' 11''$ West a distance of 68.16 feet to the northwesterly right of way of said Lakewood Drive and the beginning of a 220.00-foot radius curve to the left;
75. thence along said curve through a central angle of $35^{\circ} 47' 29''$, an arc length of 137.43 feet, with a chord bearing of North $43^{\circ} 19' 55''$ East a distance of 135.21 feet;

76. thence North 25° 26' 10" East a distance of 17.02 feet to the corner common to Lots 2 and 3 of said Block 1 on said northwesterly right of way;
77. thence leaving said northwesterly right of way and along the line common to said Lots 2 and 3, North 45° 41' 55" West a distance of 176.34 feet to the most northerly corner of said Lot 3;
78. thence along the northwesterly line of said Lot 3, South 38° 09' 32" West a distance of 50.30 feet to the most southerly corner of Riverview Condominiums, as shown on that plat on file with the Kootenai County Recorder in Book K of Plats, Page 75;
79. thence leaving said northwesterly line and along the boundary of said subdivision, North 45° 36' 35" West a distance of 253.95 feet to the beginning of a 1432.39-foot radius curve to the left;
80. thence along said curve through a central angle of 05° 41' 15", an arc length of 142.19 feet, with a chord bearing of North 48° 27' 12" West a distance of 142.13 feet;
81. thence South 42° 01' 12" West a distance of 50.09 feet to the beginning of a non-tangential 1382.39-foot radius curve to the left;
82. thence along said curve through a central angle of 03° 09' 33", an arc length of 76.22 feet, with a chord bearing of North 52° 59' 49" West a distance of 76.21 feet;
83. thence North 54° 34' 36" West a distance of 67.27 feet to the northeasterly right of way of said Northwest Boulevard;
84. thence continuing along said subdivision boundary and along said northeasterly right of way, North 26° 55' 47" West a distance of 214.63 feet;
85. thence South 54° 41' 08" East a distance of 41.09 feet;
86. thence North 27° 00' 17" West a distance of 68.64 feet to the **TRUE POINT OF BEGINNING.**

Contains 11,526,226 square feet or 264.606 acres.

This description was compiled from Kootenai County record maps and Kootenai County Assessor's Office GIS files and does not constitute a surveyed description of the actual parcel. No field surveys were performed.

Attachment 3

Properties (Public and/or Private) Which May Be Acquired by Agency

1. The Agency may acquire private property parcels to:
 - a) assemble with adjacent parcels to facilitate redevelopment;
 - b) assemble with adjacent rights-of-way to improve configuration and enlarge parcels for redevelopment;
 - c) reconfigure sites for development and possible extension of streets, bridges or pathways
 - d) assemble for future transfer to qualified developers to facilitate development consistent with the Plan.
 - e) assemble for the construction of improvements consistent with the Plan.
2. The Agency reserves the right to acquire any additional right-of-way or access routes near or around existing or planned rights-of-way.
3. The Agency reserves the right to acquire property needed to provide adequately sized sites for high priority projects for the development of public improvements (the exact location of which has not been determined).
4. Other parcels may be acquired for the purpose of facilitating catalyst or demonstration projects, constructing public parking, constructing new streets, bridges or pathways, enhancing public spaces, or to implement other elements of the urban renewal plan strategy and/or the Master Plan for the Project Area.

Attachment 4
Economic Feasibility Study

Health Corridor Economic Feasibility Study



Prepared for:



September 2019

Prepared by:



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Executive Summary

This economic feasibility report is prepared to help inform decision makers as they consider the creation of an urban renewal district and a Master Plan for the Health Corridor study area. The economic feasibility study covers the period of fiscal years 2021-2040 and is grounded in market analysis of the commercial real estate market in Coeur d'Alene that was utilized to forecast an achievable "development program" for the Health Corridor area. The development program served as a guide for the master planning effort, including

identification of necessary infrastructure requirements to facilitate redevelopment and new development and it provided critical inputs to the economic feasibility analysis, such as tax increment and developer contributions.

The real estate market analysis indicates private sector development within the Health Corridor during the 20-year planning period of approximately \$303.2 million is achievable; including 256,000 square feet of medical office, 158,000 square feet of retail/commercial space, two hotels with a total of 260 rooms, 750 apartments, and 200 townhomes and or condominiums. Please see the Real Estate Development section for additional details. Also, per discussions with representatives of Kootenai Health (KH) an additional \$98.5 million in hospital related development, excluding \$10 million for a parking structure, is anticipated by KH during the next several years.

The economic feasibility analysis forecasts property taxes from private sector development and increases in assessed value due to inflation for the maximum 20-year period of an urban renewal district. A total of \$46.3 million of property taxes (tax increment) during the 20-year period, with a net present value of \$30.8 million in 2020 dollars is projected. KH's development and increases to its current value do not create any tax increment or property taxes due to KH's tax-exempt status.

Per the master plan, the estimated cost of capital projects to serve the Health Corridor area during the 20-year planning period is \$64.2 million in 2020 dollars, \$91.7 million in nominal inflation adjusted dollars, including interest. Therefore, the estimated funding gap, if an urban renewal district is created, is approximately \$33.4 million in 2020 dollars and \$45.4 million in nominal inflation adjusted dollars.

The estimated total cost for improvements needed to serve master plan build out development is \$150 million in 2020 dollars. Build out is anticipated to extend well beyond twenty years and includes \$101 million in structured parking development. The economic feasibility study addresses funding for the forecast parking demand during the 20-year study period. The economic feasibility study does not address structured parking funding beyond the 20-year period.

The economic feasibility study considered and evaluated several funding alternatives to identify sufficient funding to fully address the forecasted funding gap between the estimated increment generated and total project costs. The recommended sources include grants from federal and state government for selected improvements, City of Coeur d'Alene contributions for targeted infrastructure that serve citizens and visitors beyond the study area, developer contributions for all infrastructure, and payment in lieu of taxes (PILOT) by tax-exempt organizations for development within the study area.

Table 1. Schedule of forecast funding and percentages from sources other than taxes (tax increment)

Developers	\$16.1 million	25.0% - 27.5% of project costs
City	3.4 million	25.0% of targeted projects
Federal/State department of transportation	19.0 million	100.0% of a highway related project
PILOT	<u>7.3 million</u>	48.4% of full taxing
Total	\$45.8 million	

The recommended amounts, percentages of costs, and methodologies for these contributions are discussed later in the report. The key drivers for the proposed recommendations include that a rational nexus exists and benefit is derived from the funding, equity in charges for all development, and that the additional cost burden of fees and PILOT are not a barrier to development.

In order to complete capital infrastructure projects in a timely fashion to facilitate market demand development constructed consistent with the master plan, debt, particularly in the early years of the district, is necessary for the district to be economically feasible. Urban renewal debt must be repaid by the end of the district’s life, therefore, the amortization period of debt, i.e., the number of years a loan may be repaid, decreases as time moves forward. This creates a need to borrow as soon as possible, as debt capacity diminishes with increased annual debt service resulting from shorter amortization periods.

The feasibility analysis resulted in two borrowing components: ignite cda and developer borrowing. Each is repaid with taxes, PILOT, and developer contributions and fully repaid by the end of the 20-year term of the district. The total borrowing anticipated by ignite is \$27.8 million and \$7.5 million by a developer(s) to construct structured parking.

Without borrowing, capital projects will be deferred and private sector development may either select to develop outside the Health Corridor area, defer its planned development, or not develop in a location consistent with the master plan. Either of the above outcomes may reduce tax increment and developer contributions and/or increase capital infrastructure costs.

A summary of resources and requirements (sources and uses) is as follows (amounts in millions):

Resources	
Revenue	\$ 92.4
ignite borrowing	27.8
Developer advances	<u>7.5</u>
Total resources	\$127.7
Requirements	
Project and admin costs	\$83.7
Interest	8.0
Principal repayment	<u>35.3</u>
Total requirements	\$127.0
Surplus	\$ 0.7

The economic feasibility model demonstrates adequate funding to complete the improvements and objectives identified in the Master Plan, with the exception of structured parking that will not be needed

during the 20-year forecast period. The forecast includes positive fund balance (cash position) in each fiscal year throughout the 20-year forecast period. A detailed 20-year, year-by-year forecast including revenue, debt proceeds, individual project costs, and projected private sector and tax-exempt development is provided as required to demonstrate economic feasibility. Additional explanation is provided to assist the reader in their understanding of the implementation of the Master Plan and the assumptions used in completing the economic feasibility study.

Real Estate Analysis

The market analysis establishes growth targets or benchmarks for the Health Corridor that are:

- Grounded in an analysis of market forces:
 - Underlying demand drivers (projected population and employment growth in key industries)
 - Existing supply conditions and trends in relevant real estate categories
- Consistent with other planning efforts for the district, both preceding and concurrent, and
- Strategically sound
 - Supportive of Kootenai Health operations and future plans
 - Beneficial to the long-term welfare of Coeur d’Alene

Table 2 below summarizes the quantitative demand for core land uses in the Health Corridor as a result of the market analysis, which is described in greater detail in the Master Plan. The forecast market demand development presented below extrapolates information within the low and high range of development that is reasonably achievable under known market conditions and growth forecasts included in the market demand analysis. The forecast demand reflects the existing conditions of the Health Corridor such as existing building stock, availability of land, and the catalytic role that KH and other employers play in attracting further development. Additionally, information learned regarding KH’s development plans in the next several years is presented. Note that KH is exempt from paying property taxes, therefore their development does not create tax increment. A schedule that includes the expected timing of development is provided in market analysis.

Table 2. Forecast Market Demand Development – Summary by Type

Development type	Units/square feet	Estimated Value 2020
Hotel	260	\$ 46,800,000
Apartments	750	121,875,000
Townhomes	50	15,000,000
Condos	150	52,500,000
Medical office	256,000	61,440,000
Retail	158,000	35,550,000
Less:		
Medical office - KH	(125,000)	(30,000,000)
		\$303,165,000

Forecast Kootenai Health Development

Medical office	125,000	\$30,000,000
Bed tower		60,000,000
Total - KH		\$90,000,000
Grand Total		\$ 393,165,000

Note: KH development excludes the value of structure parking.

Source: Leland Consulting Group

Table 3. Forecast Market Demand Development in the Health Corridor Area Detail

New development	Location	Category	Units	S.F.	Unit or s.f.		Begin Year	End Year
					Value	2020 \$		
Retail pads	various	Retail	2	4,000	225	\$ 1,800,000	2022	2024
Hotel - Limited								
service/extended stay	I-90 and US 95	Lodging	130		180,000	23,400,000	2022	2024
Apartments	various	Residential	75		162,500	12,187,500	2022	2026
Apartments	various	Residential	75		162,500	12,187,500	2022	2026
Townhomes	various	Residential	25		300,000	7,500,000	2022	2026
Medical office	various	Medical office	1	32,750	240	7,860,000	2024	2026
Retail pads	various	Retail	4	5,000	225	4,500,000	2023	2026
Hotel - Limited								
service/extended stay	I-90 and US 95	Lodging	130		180,000	23,400,000	2027	2029
Apartments	various	Residential	100		162,500	16,250,000	2026	2030
Apartments	various	Residential	100		162,500	16,250,000	2026	2030
Townhomes	various	Residential	25		300,000	7,500,000	2026	2030
Condos	various	Residential	50		350,000	17,500,000	2026	2030
Medical office	various	Medical office	1	32,750	240	7,860,000	2026	2030
Retail pads	various	Retail	8	5,000	225	9,000,000	2026	2030
Apartments	various	Residential	100		162,500	16,250,000	2031	2035
Apartments	various	Residential	100		162,500	16,250,000	2031	2035
Apartments	various	Residential	100		162,500	16,250,000	2036	2040
Apartments	various	Residential	100		162,500	16,250,000	2036	2040
Condos	various	Residential	50		350,000	17,500,000	2031	2035
Condos	various	Residential	50		350,000	17,500,000	2036	2040
Medical office	various	Medical office	1	32,750	240	7,860,000	2032	2034
Medical office	various	Medical office	1	32,750	240	7,860,000	2037	2039
Retail pads	various	Retail	4	10,000	225	9,000,000	2031	2035
Retail pads	various	Retail	5	10,000	225	11,250,000	2036	2040
						\$ 303,165,000		

Source: Leland Consulting Group, HDR, Inc.

The forecast market demand analysis information was utilized in the economic feasibility analysis to inform:

- Forecasts of urban renewal tax increment, and resulting property taxes
- Forecasts of structured parking demand
- Timing of capital infrastructure requirements
- Analysis of potential contributions from developers for various capital improvements

Sources and Uses

Resources

The economic feasibility analysis and forecasts provide a diversified mix of funding including property taxes from tax increment, payment in lieu of taxes (PILOT) for tax-exempt development, fees charged to developers for various types of infrastructure, City of Coeur d'Alene contributions to targeted improvements, federal and state of department of transportation funding, developer funding that is reimbursable, and debt that is repaid with tax increment, developer contributions, contributions by others and PILOT. An explanation of each of the resources is provided later in the report. Total forecast resources include \$92.4 million in revenue and \$35.3 million of debt and developer financing.

ignite cda's largest revenue source during the 20-year urban renewal district time frame is \$46.3 million in property taxes, representing 50% of total revenue. Other major revenue sources include federal and state funding (\$19.0 million, or 20.5%), developer payments (\$16.1 million, or 17.5%), KH (PILOT only, \$7.3 million, or 7.9%), City participation (\$3.4 million, or 3.7%), and interest earnings (\$0.3 million, or 0.4%).

Debt and capital financing provided by developers totals \$35.3 million. The use of debt and developer provided financing is intended to accelerate necessary capital infrastructure spending to meet anticipated market development demand within the area. Property taxes and PILOT are the primary sources of debt repayment. Property taxes, PILOT, and developer contributions are the primary sources to repay developer financing. All debt and developer financing is forecast to be repaid during the 20-year life of the district.

Table 4. Schedule of Resources

Resources	Amount	% of total sources	% of revenue only
Revenue			
Taxes (TI)	\$ 46,273,066	36.2%	50.1%
KH PILOT	7,272,318	5.7%	7.9%
ITD	17,121,453	13.4%	18.5%
Federal	1,891,273	1.5%	2.0%
City Contribution Storm	221,085	0.2%	0.2%
Developer Contribution Parking	4,603,776	3.6%	5.0%
Developer Contribution Street	7,367,040	5.8%	8.0%
KH Contribution Street	2,449,074	1.9%	2.7%
Developer Contribution Open Space	1,323,843	1.0%	1.4%
KH Contribution Open Space	391,498	0.3%	0.4%
City Contribution Storm/open space	1,470,009	1.2%	1.6%
City Contribution Ironwood	1,687,062	1.3%	1.8%
Interest	329,231	0.3%	0.4%
Total revenue	92,400,729	72.4%	100.0%
Other sources			
Developer Reimbursement Agreement Park	7,500,000	5.9%	
ignite Debt Issued	27,800,000	21.8%	
Total other sources	35,300,000	27.6%	
Total Resources	\$ 127,700,729	100.0%	

Uses

The Master Plan identifies projects with an estimated cost of approximately \$150 million (2020 dollars) to provide necessary infrastructure to serve the Health Corridor area and facilitate increased density and development consistent with the Plan through build out. Build out is not anticipated during the 20-year duration of an urban renewal district, but possibly thirty to fifty years.

During the 20-year duration of the urban renewal district \$64.2 million in 2020 dollars, \$83.7 million in nominal dollars, in infrastructure development is forecast to be completed. All public streets, open space, and stormwater infrastructure is forecast to be completed during the 20-year period. Forecast demand for private sector structured parking requirements are anticipated to be funded and constructed during the 20-year period. Structured parking needed for KH development is funded by KH and development subsequent to the 20-year forecast period is not addressed in this study.

During the 20-year forecast period the single largest category of expenditure is transportation (i.e., streets), traffic calming, and a bridge (\$52.4 million, or 57.2%), structured parking (\$19.4 million, or 21.1%), stormwater, trails, and open space (\$8.5 million, or 9.3%), and interest (\$8.0 million, or 8.8%). Forecast total resources exceed forecast uses by \$0.7 million, or 0.6% of total uses.

Additional information on the projects, timing and funding strategy is provided below.

Table 5. Uses of Funds

Uses	Amount	% of total expenditure	
		uses	s
Expenditures			
Street	\$ 32,756,790	25.8%	35.7%
Bridge	18,912,726	14.9%	20.6%
Parking	19,389,826	15.3%	21.1%
Trail	31,524	0.0%	0.0%
Storm	1,786,360	1.4%	1.9%
Open Space	6,671,946	5.3%	7.3%
Traffic Calming	777,313	0.6%	0.8%
Developer Reimbursement Unidentified prc	1,500,000	1.2%	1.6%
Administration	1,826,971	1.4%	2.0%
Total expenditures	83,653,456	65.9%	91.2%
Debt repayment			
Developer Reimbursement Parking	7,500,000	5.9%	
Developer Reimbursement Interest	1,508,870	1.2%	1.6%
ignite principal	27,800,000	21.9%	
Interest ignite debt	6,519,402	5.1%	7.1%
Total debt repayment	43,328,272	34.1%	8.8%
Total Uses	126,981,728	100.0%	100.0%
Sources over (under) uses	\$ 719,001	0.8%	

Source: GEL Oregon and Leland Consulting Group

Financial Forecasts

Fiscal Years 2021-2040

A detailed schedule by fiscal year of the various revenue and other financing sources and project costs, debt service, developer reimbursement payments, change in fund balance, and beginning and ending fund balance is presented below in Table 6 and Table 7. Additionally, the projected debt coverage ratio under two separate scenarios are presented by fiscal year, i.e., the ratio of taxes (from tax increment) to annual debt service and the ratio of taxes and PILOT to annual debt service.

A summary of the assumptions used to prepare these forecasts are as follows:

- Inflation throughout the forecast period 2.0%
- Tax rates remain the same throughout the forecast period
- PILOT for anticipated development by KH
- Developer contributions equal to the following percentages of improvement costs:
 - Street, including right-of-way, net 27.5%
 - Structured parking 25.0%
 - Open space 25.0%
 - Stormwater 25.0%
- City contributions equal to the following percentages of improvement costs:
 - Ironwood realignment, excluding right-of way 25.0%
 - Open space, stormwater only 25.0%
 - Stormwater 25.0%
- Idaho Transportation Department
 - Bridge improvements only 90.0%
- Federal Government
 - Bridge improvements only 10.0%
- Interest earnings 2.0%

The timing and estimated value of market demand construction is as noted above in the real estate market analysis. Construction values have been adjusted for inflation (2.0% per year). The timing and estimated costs of capital projects, administration, and debt service is detailed later in the report. Project and administrative costs have been adjusted for inflation (2.0% per year).

All debt service and reimbursable developer capital expenditures are repaid with interest by the end of fiscal year 2040, the final year of an urban renewal district, if created.

Table 6. Financial Forecasts, Resources, Fiscal Years 2021-2040

Fiscal Year	Taxes (TI)	KH PILOT	ITD	Federal	City Contribution Storm	Developer Contribution Parking	Developer Contribution Street	KH Contribution Street	Developer Contribution Open Space
2021	100,467	-	100,000			-	-	-	-
2022	270,377	-			-	-	321,087	-	74,399
2023	456,877	79,260			221,085	-	365,947	326,749	79,881
2024	674,987	80,846				332,330	480,266	-	90,964
2025	819,488	82,462				338,962	259,111	-	37,378
2026	1,100,447	282,013				345,748	513,129	134,614	88,232
2027	1,384,107	489,508				352,656	485,368	137,304	91,147
2028	1,678,022	493,636				359,718	495,088	140,053	92,972
2029	1,982,477	650,516				366,902	504,976	142,850	94,829
2030	2,197,404	813,473				-	269,337	490,657	54,235
2031	2,403,093	829,742				-	252,210	351,855	49,082
2032	2,644,675	664,979				389,377	382,637	358,902	61,181
2033	2,894,307	678,278				397,175	390,301	366,090	62,406
2034	3,152,213	415,107				405,127	398,116	-	63,655
2035	3,387,637	423,408				-	273,023	-	53,132
2036	3,635,987	431,877				-	298,370	-	56,260
2037	3,924,502	440,514				429,936	442,783	-	69,661
2038	4,222,446	136,159	5,561,800	617,978		438,532	451,637	-	71,054
2039	4,530,084	138,882	5,673,169	630,352		447,313	460,681	-	72,476
2040	4,813,469	141,660	5,786,484	642,943		-	322,973	-	60,899
Total	46,273,066	7,272,318	17,121,453	1,891,273	221,085	4,603,776	7,367,040	2,449,074	1,323,843

Fiscal Year	KH Contribution Open Space	City Contribution Storm/open space	City Contribution Ironwood	Interest	Total Revenue	Developer Reimbursement Agreement Parking	ignite Debt Issued	Total Current Resources
2021	-	-	-	-	200,467	-	100,000	300,467
2022	-	-	-	829	666,693	-	1,900,000	2,566,693
2023	30,177	132,119	-	3,308	1,695,403	-	5,900,000	7,595,403
2024	-	134,759	-	23,245	1,817,397	-	-	1,817,397
2025	-	137,448	-	3,485	1,678,335	-	3,800,000	5,478,335
2026	45,208	140,199	-	18,104	2,667,694	-	-	2,667,694
2027	46,112	143,001	-	1,371	3,130,573	-	3,000,000	6,130,573
2028	47,035	91,165	409,328	17,195	3,824,212	-	-	3,824,212
2029	47,974	92,986	417,503	15,412	4,316,425	-	7,900,000	12,216,425
2030	79,517	94,846	425,853	94,544	4,519,866	7,500,000	-	12,019,866
2031	31,196	96,744	434,378	71,087	4,519,386	-	3,800,000	8,319,386
2032	31,820	98,682	-	1,911	4,634,164	-	-	4,634,164
2033	32,458	100,658	-	7,049	4,928,723	-	-	4,928,723
2034	-	102,674	-	13,443	4,550,335	-	-	4,550,335
2035	-	104,728	-	14,512	4,256,441	-	-	4,256,441
2036	-	-	-	11,277	4,433,770	-	500,000	4,933,770
2037	-	-	-	9,201	5,316,596	-	-	5,316,596
2038	-	-	-	9,345	11,508,951	-	900,000	12,408,951
2039	-	-	-	5,681	11,958,639	-	-	11,958,639
2040	-	-	-	8,232	11,776,660	-	-	11,776,660
Total	391,498	1,470,009	1,687,062	329,231	92,400,729	7,500,000	27,800,000	127,700,729

Source: GEL Oregon and Leland Consulting Group

Table 7. Financial Forecasts, Uses, Fiscal Years 2021-2040

Fiscal Year	Street	Bridge	Parking	Trail	Storm	Open Space	Traffic Calming	Developer Reimbursement Unidentified projects	Administration
2021	204,000		-	-	-	-	-	-	10,047
2022	1,316,106		-	15,606	884,340	-	-	-	27,038
2023	3,742,852		-	15,918	902,020	528,478	-	-	45,688
2024	2,448,389		-	-	-	539,035	149,371	-	67,499
2025	2,497,248		-	-	-	549,792	152,352	-	70,874
2026	2,547,238		-	-	-	560,798	155,402	100,000	74,418
2027	2,598,133		-	-	-	572,003	158,507	100,000	78,139
2028	2,022,475		-	-	-	456,924	161,681	100,000	82,046
2029	2,062,869		-	-	-	466,050	-	100,000	86,148
2030	2,104,126		9,598,838	-	-	475,371	-	100,000	90,455
2031	2,146,247		9,790,988	-	-	484,887	-	100,000	94,978
2032	416,921		-	-	-	494,598	-	100,000	99,727
2033	425,271		-	-	-	504,504	-	100,000	104,713
2034	433,786		-	-	-	514,605	-	100,000	109,949
2035	442,465		-	-	-	524,901	-	100,000	115,446
2036	1,372,800		-	-	-	-	-	100,000	121,218
2037	1,400,300		-	-	-	-	-	100,000	127,279
2038	2,456,676	6,179,778	-	-	-	-	-	100,000	133,643
2039	1,048,968	6,303,521	-	-	-	-	-	100,000	140,325
2040	1,069,920	6,429,427	-	-	-	-	-	100,000	147,341
Total	32,756,790	18,912,726	19,389,826	31,524	1,786,360	6,671,946	777,313	1,500,000	1,826,971

Fiscal Year	Developer Reimbursement Parking	Developer Reimbursement Interest	ignite Principal & Interest	Total Expenditures	Resources over (under) expenditures	Beginning Fund Balance	Ending Fund Balance	DCR TIF Only	DCR with TIF and PILOT
2021	-	-	3,482	217,529	82,938	-	82,938	28.85	28.85
2022	-	-	75,694	2,318,784	247,909	82,938	330,847	3.57	3.57
2023	-	-	366,783	5,601,739	1,993,664	330,847	2,324,511	1.25	1.46
2024	-	-	589,142	3,793,436	(1,976,039)	2,324,511	348,473	1.15	1.28
2025	-	-	746,152	4,016,418	1,461,917	348,473	1,810,389	1.10	1.21
2026	-	-	903,162	4,341,018	(1,673,324)	1,810,389	137,065	1.22	1.53
2027	-	-	1,041,311	4,548,093	1,582,480	137,065	1,719,546	1.33	1.80
2028	-	-	1,179,460	4,002,586	(178,374)	1,719,546	1,541,172	1.42	1.84
2029	-	-	1,588,133	4,303,200	7,913,225	1,541,172	9,454,397	1.25	1.66
2030	-	-	1,996,806	14,365,596	(2,345,730)	9,454,397	7,108,667	1.10	1.51
2031	166,667	225,000	2,228,144	15,236,911	(6,917,525)	7,108,667	191,142	1.08	1.45
2032	329,630	220,000	2,459,482	4,120,358	513,806	191,142	704,947	1.08	1.35
2033	485,268	210,111	2,459,482	4,289,349	639,374	704,947	1,344,321	1.18	1.45
2034	630,122	195,553	2,459,482	4,443,497	106,838	1,344,321	1,451,159	1.28	1.45
2035	760,973	176,649	2,459,482	4,579,916	(323,475)	1,451,159	1,127,683	1.38	1.55
2036	874,914	153,820	2,518,567	5,141,319	(207,549)	1,127,683	920,134	1.44	1.62
2037	969,412	127,573	2,577,652	5,302,216	14,380	920,134	934,515	1.52	1.69
2038	1,042,368	98,490	2,764,458	12,775,413	(366,462)	934,515	568,052	1.53	1.58
2039	1,092,160	67,219	2,951,264	11,703,457	255,182	568,052	823,234	1.53	1.58
2040	1,148,486	34,455	2,951,264	11,880,893	(104,233)	823,234	719,001	1.63	1.68
Total	7,500,000	1,508,870	34,319,402	126,981,728	719,001		0.57%		

Source: GEL Oregon and Leland Consulting Group

Infrastructure Requirements

Summary

The master plan identifies a series of street and sidewalk projects to improve vehicle, bike, and pedestrian access and mobility in the Health Corridor area; open/green space and trail connectivity to help create placemaking; and structured parking to facilitate increased urban density. These improvements provide a framework for the urban infill development envisioned by the master plan. Table 8 presents a summary of improvements contemplated by the master plan, including their estimated cost in 2020 dollars. A detailed schedule of projects by type are presented in the following sections.

Table 8. Summary of Master Plan Projects (2020 dollars)

Improvement Type	Amount	%
Transportation	41,090,000	27.3%
Local streets	16,010,000	
Highway overpass	12,980,000	
Highway connections	1,910,000	
Right-of-way	9,500,000	
Neighborhood traffic calming	690,000	
Stormwater	1,700,000	1.1%
Open space and trails	5,640,000	3.8%
Structured parking	<u>101,850,000¹</u>	<u>67.8%</u>
Total projects	150,280,000	100.0%

Source: GEL Oregon and HDR, Inc.

As noted previously, the master plan does not have a firm schedule or timeline for completion of privately funded development projects, as development is contingent on the market and the many factors that play into developer decisions. The master plan creates a framework for developers, ignite, and the City to implement and fulfill the vision. The schedule above includes the infrastructure needed to serve the area through build out.

The economic feasibility analysis focuses on the financial capacity to complete the projects that will be needed, given the assumptions included herein, during the 20-year duration of the urban renewal district to support market driven development consistent with the master plan.

Key to the economic feasibility of this district is identifying the anticipated need for and timing of master plan improvements necessary to support the forecast market demand development. Given the significant cost of structured parking, various alternatives were analyzed and modeled financially. These alternatives ranged from building parking early and letting development fill the excess capacity over time (“build it and they will come”) to building parking after sufficient development demand existed prior to building parking (“pay as you go”). The analysis also varied the urban renewal tax increment financial commitment to

¹ Please see Table 13. \$86.1 million of structured parking requirements are either a. funded by KH to meet its parking requirements or b. are not needed during the 20-year study period.

various numbers of parking spaces/structures, and what the impact of the commitment of tax increment dollars to structured parking has on the capacity to complete other improvements.

Given the evaluation, analysis and financial modeling discussed, the plan is economically feasible during the 20-year duration of the district when urban renewal funding for structured parking is limited to:

- Construction of structured parking spaces that meet projected development demand during the 20-year planning period. This includes approximately 700 spaces of parking.

The forecast private sector medical office space parking demand is approximately 655 parking spaces to serve 128,000 square feet of medical office.

- No more than 75% of the construction cost is funded with tax increment funding.

The timing of construction is contingent upon demand created by new medical office development. The financial model assumes the parking structure will be completed by a private sector developer(s) when private sector medical office development requires approximately half of the parking spaces of a given parking structure. This situation is forecast to occur in fiscal years 2030 and 2031.

In the financial model, this timing requires a private sector developer(s) to provide financial resources (approximately \$7.5 million, or 38% of the total estimated cost of the structure), in addition to their "developer contribution" noted above and discussed further below. Via a developer improvement reimbursement agreement (IRA), the \$7.5 million is forecast to be repaid from future developments that require the parking and are sited adjacent to or near the parking structure and the tax increment revenue as they become available. The financial model shows the full amount of developer contribution reimbursed prior to the end of the district.

If ignite or developers desire structured parking sooner, additional developer contributions and developer funding will likely be necessary. Another alternative is to defer the building of the parking structure to a time when the parking demand is at a greater threshold, thus providing additional developer contributions and additional time for tax increment to grow to fund the construction cost. Challenges associated with deferring the improvement is providing adequate parking in close proximity to the medical office space as it is built and reduced borrowing capacity of the district due to a reduction in the amortization period.

Implementing the strategy to fund parking structures as discussed above, together with the forecast revenue from all sources as detailed above, the financial model finds that sufficient funding will be available to complete all other capital projects in the plan during the 20-year term of the district.

A brief discussion of each of the projects, their forecast timing, and the assumptions used in the financial model follows. This discussion is presented by the broad timing phases:

Phase	Timing
Preliminary	Years 1-3
Early	Years 4-7
Middle	Years 8-15
Late	Years 16-20

Preliminary Phase – years 1-3

The preliminary phase includes several street related projects that extend existing streets and begin to create a grid street system within the Health Corridor that improves access to properties for private sector development that is anticipated in the near future. These improvements will also help to improve internal circulation within the district. Total cost of improvements in 2020 dollars is \$4.5 million.

A comprehensive transportation study that looks at all forecast service level demands throughout the district and how those demands are addressed by the improvements in the master plan and whether or not any potential changes to those projects may be appropriate is included.

Table 9. Projects, Preliminary Phase (Years 1-3)

Projects	Phase	Category	2020 \$
Transportation Study	Preliminary	Street	\$ 200,000
Hospital Street	Preliminary	Street	840,000
Kootenai Health Way	Preliminary	Street	310,000
Homestead Ave Extension	Preliminary	Street	1,200,000
Right In Right Out US 95	Preliminary	Street	180,000
Centennial Trail Connector	Preliminary	Trail	30,000
Centennial Trail Connector	Preliminary	Storm drain	1,700,000
			\$4,460,000

Source: GEL Oregon, Leland Consulting Group, and HDR, Inc.

The improvements above provide the framework/access for a parking garage that is expected to be built by KH to serve medical office space and a bed tower included in their capital facilities plan.

These projects are funded with developer contributions of 27.5% of costs, with the remainder from taxes from tax increment, PILOT and debt.

Early Phase years 4-7

The early phase of the plan includes several street related projects that further develop the grid system by extending existing streets and constructing new streets. Additionally, traffic calming and sidewalk improvements are planned for Emma and Davidson streets during this phase. The improvements will create the location for future development sites, improve internal circulation within the district, provide alternative access, and mitigate traffic impacts during reconstruction of Ironwood in the middle phase.

Right-of-way funding is also provided during this phase to acquire properties needed to realign Ironwood and provide green/open space. Lastly, open space improvements are anticipated in this phase. The total cost of improvements in this phase is \$14.5 million in 2020 dollars.

Several of the projects have one or more phases, such as Hospital Street, Kootenai Health Way, Right In and Right Out on Highway 95, and the Central Green Space. Costs for each project phase is noted in the table for each major phase; preliminary, early, middle and late, of the implementation plan.

Table 10. Projects, Early Phase (Years 4-7)

Projects	Phase	Category	2020 \$
Emma and Davidson - traffic calming and sidewalks	Early	Neighborhood	\$ 690,000
Shopko Drive	Early	Street	1,440,000
Lakewood Drive Extension	Early	Street	720,000
Health Street	Early	Street	1,450,000
Kootenai Health Way	Early	Street	480,000
Hospital Street	Early	Street	360,000
Ironwood Drive Sections	Early	Street	360,000
Central Greenspace North	Early	Open space	2,490,000
Right-of-way - net	Early	Street	6,500,000
Total			\$ 14,490,000

Source: GEL Oregon, Leland Consulting Group, and HDR, Inc.

These projects are funded as follows:

Street: 27.5% of costs, including right-of-way via developer contributions, remainder with taxes from tax increment, PILOT, City contribution and debt.

Open Space: 25% of costs, including right-of-way via developer contributions, remainder with taxes from tax increment, City contribution for stormwater retention facilities, PILOT, and debt.

Neighborhood improvements: 100% taxes from tax increment and debt.

Middle Phase - years 8 - 15

The middle phase of the plan includes several street related projects that further develop the grid system by extending existing streets and constructing new streets. The realignment of Ironwood is included in this phase as are additional right in/right out improvements on the east side of US 95. Additionally, structured parking construction is anticipated during this phase as is the completion of the central green space improvements and the east green space improvements on the east side of US 95.

The street improvements will help create locations for future development sites, improve internal circulation within the District, and provide alternative access to and from US 95. The central green space improvements are anticipated to include stormwater retention facilities. The parking improvements are anticipated to be completed by a private sector developer, with significant funding by ignite. The total cost of improvements in this phase is \$27.1 million in 2020 dollars.

Table 11. Projects, Middle Phase (Years 8-15)

Projects	Phase	Category	2020 \$
Parking Garage(s)	Middle	Parking	\$ 15,750,000
Ironwood Realignment	Middle	Street	5,590,000
Park Street	Middle	Street	540,000
Hospital Street Segment	Middle	Street	360,000
Central Green Space	Middle	Open space	2,490,000
Right in Right Outs - I-95	Middle	Street	1,730,000
East Green Space	Middle	Open space	630,000
			\$ 27,090,000

Source: GEL Oregon, Leland Consulting Group, and HDR, Inc.

Late Phase - years 16 - 20

The late phase of the plan includes the last street-related projects that complete the grid system and provide an additional ingress and egress opportunity with construction of a bridge over I-90 to Appleyway. This phase includes acquisition of the necessary right-of-way for the street connections to the bridge and frontage road wings.

The street improvements will help create locations for future development sites, improve internal circulation within the district, and provide alternative access to and from I-90.

The completion of the street system and open space improvements included in the plan leaves only structured parking for future infill development to address.

The total cost of improvements in this phase is \$18.1 million in 2020 dollars.

Table 12. Projects, Late Phase (Years 16-20)

Projects	Phase	Category	2020 \$
I 90 Bridge and frontage road wings	Late	Bridge	\$ 12,980,000
Hospital Street Segment	Late	Street	1,140,000
Hill Street	Late	Street	1,020,000
Right-of-way	Late	Street	3,000,000
Total projects			\$ 18,140,000

Source: GEL Oregon, Leland Consulting Group, and HDR, Inc.

A schedule of all projects included in the master plan is provided below.

Table 13. Schedule of all capital projects in the master plan

Projects	Phase	Category	2020 \$	Beginning Fiscal Year	Ending Fiscal Year
Transportation Study	Preliminary	Street	\$ 200,000	2021	2021
Hospital Street	Preliminary	Street	840,000	2022	2023
Parking garage	Preliminary	Parking	44,850,000		
Kootenai Health Way	Preliminary	Street	310,000	2022	2023
Homestead Ave Extension	Preliminary	Street	1,200,000	2022	2023
RIRO US 95	Preliminary	Street	180,000	2022	2023
Centennial Trail Connector	Preliminary	Trail	30,000	2022	2023
Centennial Trail Connector	Preliminary	Storm drain	1,700,000	2022	2023
Emma and Davidson – traffic calming and sidewalks	Early	Neighborhood	690,000	2025	2029
Shopko Drive	Early	Street	1,440,000	2023	2027
Lakewood Drive Extension	Early	Street	720,000	2023	2027
Health Street	Early	Street	1,450,000	2023	2027
Kootenai Health Way	Early	Street	480,000	2023	2027
Hospital Street	Early	Street	360,000	2023	2027
Parking Garage	Middle	Parking	15,750,000	2030	2031
Ironwood Drive Sections	Early	Street	360,000	2023	2027
Central Greenspace North	Early	Open space	2,490,000	2023	2027
Ironwood Realignment	Middle	Street	5,590,000	2028	2031
Park Street	Middle	Street	540,000	2028	2035
Hospital Street Segment	Middle	Street	360,000	2028	2035
Central Green Space	Middle	Open space	2,490,000	2028	2035
RIROs	Middle	Street	1,730,000	2028	2035
Parking Garage	Middle	Parking	9,900,000		
East Green Space	Middle	Open space	630,000	2028	2035
I 90 Bridge and frontage rd wings	Late	Bridge	12,980,000	2038	2040
Hospital Street Segment	Late	Street	1,140,000	2038	2040
Parking Garage	Late	Parking	31,350,000		
Hill Street	Late	Street	1,020,000	2038	2040
Right-of-way – net	Early	Street	6,500,000	2023	2027
Right-of-way	Late	Street	<u>3,000,000</u>	2035	2037
Total projects			150,280,000		
Less:					
Parking garages			<u>(86,100,000)</u>		
Net			\$ 64,180,000		

Source: GEL Oregon, Leland Consulting Group, and HDR, Inc.

Note: Structured parking demand created by KH will be addressed by KH. The balance of demand for structured parking is anticipated to occur subsequent to the end of the 20-year forecast period.

Revenue Analysis

Introduction

A financial model was created to comprehensively analyze various viable revenue sources necessary to fund the capital program identified in the master plan. Capital projects include completing street improvements to establish a grid system for internal circulation, additional access to and from the Health Corridor area to the state and federal highway system, open space and trail improvements, traffic mitigation and sidewalks, and structured parking to facilitate increased density and improve land use efficiencies.

Resources evaluated included, but were not limited to;

- Tax increment taxes and associated debt capacity
- Impact fees or system development charges
- Local improvement districts or special assessment districts
- Developer financed improvements
- Developer contributions
- Payment in lieu of taxes (PILOT)
- City contributions
- Federal and State grants

The financial model framework is shown above in Table 6 and Table 7.

The following sections discuss each of the resources evaluated, the assumptions and considerations of each as they are utilized in the recommended implementation.

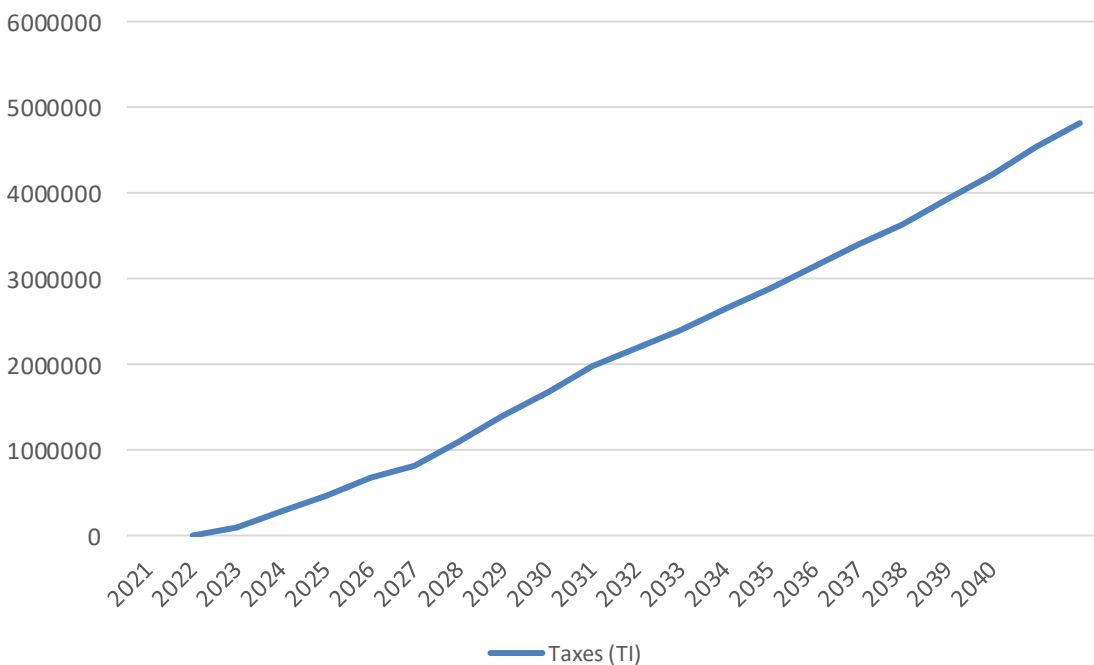
Tax Increment Taxes and Associated Debt Capacity

Based upon the market analysis and development program a forecast of tax increment tax revenue was prepared. The analysis included an evaluation of the increases in assessed value year-over-year and over the life of the district for reasonableness related to capacity of the community to realize projected development and comparability to similar development plans both within Coeur d'Alene and in other communities.

The forecast average annual increase in assessed value over the 20-year planning period is 6.42%. This rate appears reasonable when compared to the ignite's Lake District, which is estimated to realize an average annual increase of approximately 7.6% from its inception in 1997 through the end of fiscal year 2022. The Lake District is anticipated to realize this pace of annual increases despite the impacts of the Great Recession from 2007 to 2009, and its lingering impacts on the local development community. Other similar sized communities with infill type urban renewal areas such as Lake Oswego, and Redmond, Oregon have realized annual increases during a 20-plus year period in excess of 7.0% annually.

The forecast annual tax increment from the market demand analysis development program is provided in Figure 1 below. The total taxes projected during the 20-year period is \$46.3 million, with a net present value of \$30.8 million (utilizing a discount rate of 3.0%).

Figure 1. Forecast taxes resulting from tax increment



Source: GEL Oregon

The tax increment forecast model assumes that both costs of new construction and valuations of existing and newly developed properties are escalated 2% per year to account for projected land specialization and cost inflation. The overlapping tax rate is \$0.9269031 per \$100 assessed value. The assumed collection rate is 96.7342% and 2.0% of estimated collected taxes are allocated to public arts. The net amount of TI (tax increment) revenue is approximately 94.8% of the levy amount.

Tax increment and its resulting increase in taxes, does not result from increases to the value of existing or the development of tax-exempt property. The analysis found that the study area includes a significant amount of tax-exempt property owned by KH. The total valuation of KH property is \$106.9 million, or 35.6% of the study area’s total valuation of \$300.4 million. Additionally, KH is considering construction of a bed tower facility (\$60 million), medical office (\$30 million), and structured parking (\$10 million) during the 20-year planning period within the study area. These developments will not generate any taxes, although infrastructure such as streets and sidewalks, stormwater, and other public services such as police and fire are needed to serve them.

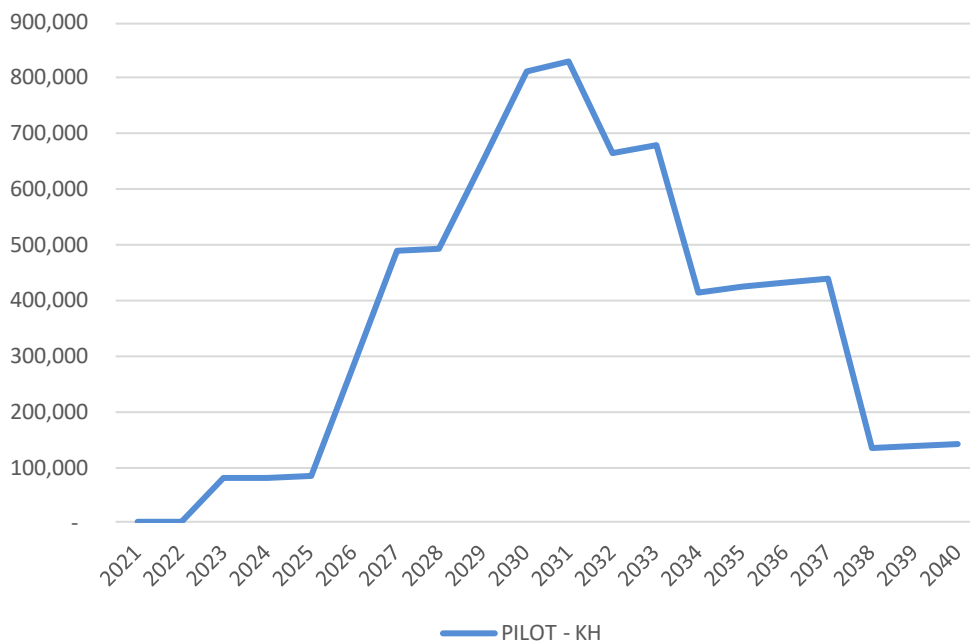
Payment in Lieu of Taxes

Given that tax-exempt property does not generate taxes to fund the construction of public infrastructure that is needed to serve that tax-exempt property, other funding alternatives were evaluated. Payment-in-lieu of taxes (PILOT) as well as local improvement and special assessment districts were considered and evaluated. The feasibility study recommends the use of PILOT as a preferred source of funding. However, a local improvement district or special assessment district could be utilized to generate the necessary dollars to complete street, stormwater, and open space improvements within the study area. There are not any water or sanitary sewer projects identified in the Master Plan.

The estimated maximum amount of PILOT resulting from the KH development of a bed tower, medical office, and parking is \$16.8 million. After modeling various developer contributions, project timing, City of Coeur d’Alene, and other contributions, the financial analysis found that a lesser amount of PILOT meets the funding requirements with other funding alternatives included in the feasibility forecasts.

Therefore, the recommended amount and timing of PILOT is approximately \$7.3 million, with 100% of PILOT paid in years 1-7; 70% of PILOT in years 8-11; 55% of PILOT in years 12-14; 33% of PILOT in years 15-17; and 10% of PILOT in years 18-20. The timing and amount of PILOT is significantly influenced by the actual timing and assessed value of construction. Therefore, the timing and adjustment of percentage of PILOT should remain flexible to ensure sufficient PILOT is generated to contribute to the costs of street, stormwater, and open space improvements included in the Plan. Alternatively, KH and ignite may establish an agreed to schedule of PILOT payments.

Figure 2. Forecast PILOT by fiscal year – KH



Source: GEL Oregon and Leland Consulting Group

Local Improvement and Special Assessment Districts

Local improvement districts (LIDs) and special assessment districts were considered. These alternatives are able to generate the necessary dollars to complete capital projects, however these alternatives come with other considerations. The most significant considerations are: assessments are made to all taxable property within the district, whether the property develops or not, and KH and other tax exempt properties may not be assessed.

There may be sufficient property owners adjacent to or in proximity to KH’s holdings willing to participate in a special district to generate funding for projects. However, until this becomes a known factor, the economic feasibility analysis excludes funding from LIDs and special assessment districts.

Developer Contributions for Capital Improvements

Much of the capital infrastructure included in the Master Plan is typically constructed and funded by developers as a condition of approval for a land use action and development: local streets, parking, and other onsite infrastructure. The cost of these improvements in an infill environment, or an environment that addresses internal system deficiencies, become cost barriers to redevelopment and increased density.

Therefore, the financial analysis included capital contributions from developers. Additionally, the feasibility analysis evaluated various contribution methodologies and amounts. A few keys elements in the analysis is that developer contributions are equitable and that they do not become barriers to desired development.

Lastly, the fees must be created in accordance with Idaho statutes. There are three major infrastructure components that were analyzed:

- Street and stormwater
- Open space
- Structured parking

Street and stormwater

Street and stormwater improvements included in the Master Plan total \$29.12 million in 2020 dollars, with a forecast inflation adjusted cost of \$34.5 million. The recommended methodology and contribution included in the financial model is that all developers within the study area are charged a surcharge development fee based upon their traffic impact consistent with Idaho statutory authority.

The financial model assumes that an allocated portion of the total costs are recovered via the surcharge fee. Further the model utilizes the forecast parking demand to determine estimated traffic demand in the absence of a traffic study. Based on the modeling, cost recovery of 27.5% of street and stormwater costs are recovered through developer contributions via this method.

Utilizing this methodology, a total of \$9.8 million is estimated to be collected from developers associated with street and stormwater improvements (\$7.4 million from private sector developers and \$2.4 million from KH).

Open Space and Trails

Open space and trails included in the Master Plan have an estimated cost of \$5.64 million dollars. A portion of funding these improvements are developer contributions of 25% of the total cost, or \$1.41 million. Like street projects the developer contributions would be recovered via a methodology consistent with Idaho statutes. Alternatives include an impact fee study, specific to the Health Corridor district, to determine the appropriate amount or incorporating the costs into the City's existing impact fees.

For purposes of the economic feasibility study, the impact fee methodology utilized is based upon the value of development, i.e., the developer portion of costs are recovered from the total estimated new development value. A key consideration of this methodology is that all property within the district may have different and varying uses of the open space and trails. However, the open space and trails have similar economic impacts to the value of construction within the area. This methodology includes residential, commercial, mixed use, and office.

During the 20-year planning period, total new market demand construction value development is estimated at \$421,465,000. This amount excludes structured parking built by KH. Allocating costs based on valuation results in a charge of 0.335% of construction value. This rate applied to estimated construction value at the estimated time of development amounts to estimated developer contributions during the 20-year period of \$1.72 million. Of this amount, KH is projected to contribute \$0.4 million, with private sector developers contributing \$1.32 million.

Lastly, another alternative to raise a portion of funding for open space and trails is the use of an LID or special district. As noted above, all property values within the district, whether newly developed or not, receive positive economic benefit from the open space and trail improvements.

Structured Parking

The single largest cost consideration included in the Master Plan is structured parking. The master plan includes four structures ranging in size from 440 spaces to 1,993 spaces, for a total of 4,527 spaces at an estimated cost of \$101.9 million. Each parking space is estimated to cost \$22,500. The team evaluated building a parking structure early in the development program. This alternative is not financially feasible. Other alternatives were also considered, including but not limited to charging developers a very high percentage of the cost and requiring developers to pay for all structured parking.

The recommended strategy incorporated into the economic feasibility study is for developers to contribute 25% of structured parking costs, based upon parking demand and usage. Additionally, parking requirements for KH and non-structured parking requirements for private sector development are assumed to be funded 100% by the developer. The forecast developer parking in lieu of fee per structured parking space is \$5,625 (25% of \$22,500). This in lieu of fee is to be collected from developers of private sector medical office space at the time of their development.

During the 20-year planning period, this study assumes that structured parking demand and usage will be limited to private medical office and KH development. The projected private sector medical office demand during the 20-year period is 655 spaces. Constructed structured parking during the 20-year period is forecast at 700 spaces, for an estimated surplus of 45 spaces. Other development types, such as retail/commercial or multifamily housing, may also desire structured parking. If so, ignite will need to update the analysis and determine an appropriate developer contribution, as the taxes from tax increment available to provide financial cost sharing are limited.

An additional component of the financial strategy for structured parking is the requirement for a private sector developer(s) of medical office space to provide approximately \$7.5 million in financing via a developer reimbursement agreement that is to be repaid with interest. Full repayment is anticipated to occur by the end of the 20-year urban renewal district. See developer reimbursement agreements below for additional explanation.

The estimated timing of demand for and construction of the parking structure is fiscal years 2030 and 2031.

Table 14. Forecast private sector medical office space parking demand

Total forecast medical office space in square feet	256,000
Forecast medical office space used by KH	<u>125,000</u>
Net private sector medical office space – square feet	131,000
Parking spaces required for each 1,000 square feet	5
Estimated parking demand – private medical office	655 spaces

Idaho Transportation Department and Federal Government

The master plan includes a bridge over Interstate 90 to connect the Health Corridor area to West Appleway Avenue, providing additional ingress and egress to and from the area. The bridge project has an estimated cost of \$12.98 million in 2020 dollars. Additionally, the proposed new Hospital and Hill streets are local streets within the study area that are needed to connect to the bridge. The local streets have an estimated cost of \$2.16 million in 2020 dollars.

The financial sources in the feasibility report include a local match (in 2020 dollars) of \$2.16 million (14.3% of the total \$15.14 million) to fund the local connecting streets with the bridge portion funded by ITD providing 90% (\$11.68 million) and the federal government 10% (\$1.3 million). In inflation-adjusted dollars, ITD funding is estimated at \$17.1 million and federal government funding is \$1.9 million. Local street funding is provided by other sources, i.e., taxes, PILOT and developer capital contributions.

Lastly, the master plan includes timely completion of a transportation study with an estimated cost of \$200,000. The financial plan includes 50% match by ITD, \$100,000.

City Contributions

City of Coeur d’Alene contributions were considered for all capital improvements, excluding structured parking. The recommended funding strategy includes the City contributing 25% of the cost of the Centennial Trail Connector trail, stormwater improvements and the Ironwood realignment project, excluding right-of-way associated costs.

The estimated City contribution for Ironwood Drive is \$1,687,062 spread over four fiscal years (FY 2028-FY 2031) and Centennial Trail stormwater improvements is \$221,085, in fiscal year 2023.

The funding recommendation is based on the anticipated availability of dollars from the City’s street surface maintenance program and the inclusion of intersection improvements on Ironwood in the City’s current impact fee methodology. An update to the methodology to include the realignment is suggested to help facilitate additional City funding of this improvement. The traffic study noted above may be utilized in conjunction with a recommended update to amend the City’s transportation impact fee methodology.

Park and Open Space

The central green space project has the potential to be used as a stormwater retention facility, which is needed in the area. The economic feasibility study assumes that the development of this space will result in stormwater retention and, as a result, the City can participate with stormwater utility funding. The

estimated funding is 25% of the \$4.98 million estimated cost (two phases), or \$1.245 million in 2020 dollars. The contribution in inflation-adjusted dollars is \$1.47 million, fiscal years 2023-2035.

The economic feasibility study does not assume City participation in the costs of local street improvements, as costs associated with local streets are typically paid by developers, and other resources are sufficient.

ignite Debt Proceeds

To facilitate timely completion of projects and private sector investment, the use of debt proceeds repaid with future taxes generated by tax increment values is used. The total amount of debt proceeds is \$27.8 million. All debt is amortized to the maturity of the district in 2040. The model includes nine separate debt issues, however the timing and amount of these issues is dependent on the timing of development, the creation of taxes via tax increment, and the ultimate timing of capital projects.

Interest rates on the issued debt are based on the number of years to maturity, i.e., length of amortization:

- 3.25% for maturities of 12-20 years
- 3.00% for maturities of 8 year to less than 12 years, and
- 2.50% for maturities of 0 years to less than 8 years

All debt is assumed to be issued mid-year, prior to March 31 in the fiscal year period, resulting in a single semi-annual debt payment in the year of issue.

Additionally, a minimum debt coverage ratio (DCR) of 1.08 is maintained throughout the forecast period. The years in which the DCR is projected to be less than 1.25 include:

- Fiscal year 2024 – 1.15
- Fiscal year 2025 – 1.10
- Fiscal year 2026 – 1.22
- Fiscal year 2030 - 1.08
- Fiscal year 2031 - 1.08
- Fiscal year 2032 - 1.08, and
- Fiscal year 2033 - 1.18.

In all other years, the estimated DCR is equal to or greater than 1.25. This ratio is determined utilizing the estimated debt service divided by the estimated taxes from tax increment.

It may be necessary, particularly in the initial years of the district prior to establishing tax increment and a record of more predictable tax increases, for ignite to provide/use additional revenue sources to secure loans. PILOT, particularly if amounts of PILOT are agreed to and paid by a solid credit source such as KH, may be necessary to secure debt. The estimated DCR, including PILOT as security, is 1.25 or greater throughout the 20-year life of the district, with the exception of fiscal year 2025, when the DCR is an estimated 1.21. Additional credit enhancements may be necessary, such as a loan guaranty.

No other revenue sources are utilized in the debt coverage analysis.

A significant consideration that ignite must be aware of and utilize in its capital planning is that all debt must be repaid at the termination of the district. Deferring borrowing will reduce the amortization period and thus increase the amount of annual debt service payments, which will reduce ignite's borrowing capacity.

It is critical to the success of the district and implementation of this plan that borrowing is initiated as early as possible and that projects that create increases to assessed value and tax increment, and thus taxes, are supported.

Developer Reimbursement Agreements

To achieve urban density advocated by the Master Plan structured parking is needed. Structured parking is expensive to build and to operate. The consultant team considered several alternatives to address structured parking requirements including, but not limited to, building it early to attract development and building it after demand was fully realized.

The implementation program in the master plan balances these approaches so that structured parking is built when the first private sector medical office space is constructed (estimated in fiscal years 2031 and 2032). The planned facility provides approximately 700 parking spaces to meet the parking requirements of the initial medical office space and subsequent parking requirements of medical office space included in the market demand analysis; a total of 655 spaces during the 20-year planning period.

Parking for residential, whether it be apartments, condominiums, or townhomes, is assumed to be accounted for with on-site surface parking, with similar future development to bring structured parking as needed to achieve additional density as infill occurs. Parking demand for hotel developments is assumed to be provided by onsite surface parking. Lastly, parking demand for commercial uses, other than medical office, is also assumed to be provided with on-site surface parking.

To facilitate future structured parking, ignite should acquire/assemble appropriate parcels as they become available, including surface parking sites used by new developments. ignite can sell any excess land for desired future development.

The feasibility forecast anticipates that a private sector medical office developer will need to provide approximately \$7.5 million to complete an approximate 700 space parking facility. The cost of the facility is anticipated to cost \$19.4 million (in fiscal years 2031-32). Repayment of the reimbursement agreement assumes an interest rate of 3.0%.

Other unidentified opportunities may arise for desired developer funded projects not anticipated by the Master Plan. Therefore, \$1.5 million in repayment is included in the financial feasibility forecasts to facilitate ignite's ability to participate/encourage those projects as they materialize.

Interest

An estimated \$0.3 million in interest earnings are forecast during the 20-year period. The assumed earnings rate is 2.0%.

Appendix

Table 15. Schedule of tax rates of overlapping taxing jurisdictions

Taxing district	% of total	Rate/\$100
County	29.53%	\$ 0.2737167
NIC	9.55%	0.0885375
Kootenai Co. Ambulance	1.64%	0.0152201
City of Coeur d'Alene	53.60%	0.4967742
School District 271	0.13%	0.0012504
PF Highway District	5.55%	<u>0.0514042</u>
Total tax rate	100.00%	\$ 0.9269031

The above table provides the tax rates for the overlapping taxing districts within the Health Corridor area, and the respective percentage of each to the total. The above tax rate is used throughout the 20-year planning period.

Table 16. Schedule of Kootenai Health development

KH Buildings	Category	Units or S.F.	Unit or S.F. Value	2020 \$	Begin Year	End Year	
Bed Tower				60,000,000	2026	2030	
Medical Office	Medical office	48.8%	125,000	240	30,000,000	2026	2030
Structured parking		1	444	22,500	<u>10,000,000</u>	2026	2030
<i>Note: Building costs provided by KH</i>				Totals	\$ 100,000,000		

The above table provides the anticipated development during the 20-year period by Kootenai Health. The value of construction for all improvements was provided by KH. Other information for the bed tower, medical building and structured parking, such as square feet and parking spaces were derived by using values estimated by Leland Consulting Group and HDR. The timing of construction is estimated by the consulting team. The medical office space constructed by KH reduces the private sector medical office space market demand construction.

Table 17. Schedule of properties, values, land area in study area (1 of 4)

SERIAL	NAME	ACRES	LOC_ADDR	KOOTENAI HOSPITAL DISTRICT	EX_VALUE	NET_VAL	GROSS_VAL
117140	JAMES E LAVIN TRUST	6.67	2119 N GOVERNMENT WAY		-	2,671,349	2,671,349
117084	CEDAR CREEK PROPERTIES INC	0.61			-	110,047	110,047
145952	JAMES E LAVIN TRUST	0.17			-	60,905	60,905
112847	CEDAR CREEK PROPERTIES INC	2.37	2201 N GOVERNMENT WAY		-	1,365,893	1,365,893
132869	KOOTENAI HOSPITAL DISTRICT	5.01	2195 N IRONWOOD CT	3,267,134	3,267,134	-	3,267,134
131102	KOOTENAI MEMORIAL HOSPITAL	8.20	2205 N KOOTENAI HEALTH WAY	12,102,159	12,102,159	-	12,102,159
103172	KOOTENAI HOSPITAL DISTRICT	15.25	2003 N KOOTENAI HEALTH WAY	82,253,059	82,253,059	-	82,253,059
112065	CHISHOLM, DONALD	1.19	920 W IRONWOOD DR		-	1,298,588	1,298,588
109804	K & R LLC	0.47	916 W IRONWOOD DR		-	568,192	568,192
185802	MEDICAL ENTERPRISES PLLC,	0.23			-	59,940	59,940
162155	MOSBY, KENT E	0.28			-	73,912	73,912
111249	722 APPLEWAY LLC	1.64	722 W APPLEWAY AVE		-	1,435,577	1,435,577
111587	AREC 22 LLC	3.44	750 W APPLEWAY AVE		-	3,838,630	3,838,630
100822	GATEWAY CDA INC	3.01	1165 W IRONWOOD DR	1,482,725	1,482,725	-	1,482,725
107000	EASTERN LAND AND INVESTMENT LLC	3.92	1201 W IRONWOOD DR		-	2,747,752	2,747,752
112085	DOLAN LAND MANAGEMENT LLC	2.71	2301 N IRONWOOD PL		-	1,106,128	1,106,128
113926	KOOTENAI HOSPITAL DISTRICT	2.35		957,786	957,786	-	957,786
145201	IVY COURT RE LLC	2.55	2200 N IRONWOOD PL		-	3,009,346	3,009,346
135703	LENZ PROPERTIES LLC	0.45	2201 N IRONWOOD PL		-	703,577	703,577
144265	PINETREE HEALTH GROUP LLC	0.50	1110 W IRONWOOD DR		-	704,270	704,270
144554	WIDMYER, STEVEN	0.99	1000 W IRONWOOD DR		-	1,611,777	1,611,777
324232	DOLAN, PHILIP	0.01			-	300	300
162218	CDA TRACTOR CO	0.96	1110 W APPLEWAY AVE		-	601,841	601,841
140729	CDA TRACTOR CO	2.83	1112 W APPLEWAY AVE		-	1,304,011	1,304,011
193376	A-ECONOMYSTORAGE LLC	1.08	331 W IRONWOOD DR		-	969,108	969,108
193378	IRONWOOD COEUR D ALENE HOTEL LLC	2.13	333 W IRONWOOD DR		-	6,872,092	6,872,092
164406	COSMIC PROPERTIES LLC	0.45	1015 W IRONWOOD DR		-	710,988	710,988
162219	IRONWOOD ATHLETIC CLUB INC	0.60	930 W IRONWOOD DR		-	414,030	414,030
108567	IRONWOOD ATHLETIC CLUB INC	2.92	940 W IRONWOOD DR		-	3,311,186	3,311,186
167285	ASI INVESTMENT GROUP LLC	1.44	2200 NORTHWEST BLVD		-	2,489,530	2,489,530
167286	GLACIER 1250 IRONWOOD LLC	2.06	1250 W IRONWOOD DR		-	2,694,361	2,694,361
145670	SILVERTIP INVESTMENTS LLC	0.43	2205 N IRONWOOD PL		-	859,758	859,758
145541	KOOTENAI HOSPITAL DISTRICT	0.51	2207 N IRONWOOD PL	569,228	569,228	-	569,228
138216	KOOTENAI HOSPITAL DISTRICT	1.61		636,757	636,757	-	636,757
223027	CHAPMAN FAMILY LLC	0.46	943 W IRONWOOD DR		-	900,427	900,427
223028	KOOTENAI HOSPITAL DISTRICT	0.72		455,042	455,042	-	455,042
241270	INLAND NORTHWEST BANK	0.72	955 W IRONWOOD DR		-	1,138,862	1,138,862
241271	LEES GROUP LLC	0.46	2204 N IRONWOOD PL		-	787,707	787,707
139625	MELROSE PROPERTIES LLC	0.67	925 W EMMA AVE		-	261,734	261,734
118223	NAWOC LIMITED PARTNERSHIP	2.83	951 W EMMA AVE		-	6,255,365	6,255,365
175292	1001 EMMALLC	1.01	1001 W EMMA AVE		-	2,398,867	2,398,867
139088	1001 EMMALLC	0.53			-	51,174	51,174
100386	1049 EMMALLC	0.47	1049 W EMMA AVE		-	198,820	198,820
137377	WIXTED-BURGAN, JACOBA W	2.34	1053 W EMMA AVE		-	2,351,409	2,351,409
190857	GLACIER 101 IRONWOOD LLC	2.16	101 W IRONWOOD DR		-	3,392,313	3,392,313
190858	GLACIER BANK	0.82	125 W IRONWOOD DR		-	1,245,629	1,245,629
128048	WESTVIEW LTD	0.13	221 W DAVIDSON AVE		-	172,340	172,340
185880	RYAN, MICHAEL	0.13	225 W DAVIDSON AVE		-	175,920	175,920
189993	SWANBECK, ERIC J	0.12	1808 N PANSY ST	88,870	88,870	-	177,740
111391	BAUGHMAN, DOROTHY	0.12	1812 N PANSY ST	78,170	78,170	-	156,340
178292	JAYSON J DECKER TRUST	0.12	306 W EMMA AVE	81,530	81,530	-	163,060
103115	DIVINE, JOHANNA E	0.13	313 W DAVIDSON AVE	60,475	60,475	-	120,950
165299	CRAIG, ANDREW S	0.13	317 W DAVIDSON AVE	100,000	100,000	-	201,260
117748	TEMPLE, JENNIFER DEE	0.12	1809 N PANSY ST		-	76,400	76,400
139858	VOLK INVESTMENT GROUP LLC THE	0.12	1813 N PANSY ST		-	128,160	128,160
101257	MCCOY, RONALD	0.12			-	80,485	80,485
169747	PARKWOOD 1120 IRONWOOD LLC	1.25	1120 W IRONWOOD DR		-	1,990,773	1,990,773
169750	MEYER, STEPHEN F	1.24	2110 N IRONWOOD PKWY		-	998,657	998,657
169762	MEYER FAMILY PARTNERSHIP LLC	1.98	2005 N IRONWOOD PKWY		-	1,405,286	1,405,286
169764	GLACIER PARTNERS	0.15			-	62,548	62,548
172200		0.14	1025 W IRONWOOD DR #1		-	95,077	95,077
172201		0.14	1025 W IRONWOOD DR #2		-	91,589	91,589
172202		0.14	1025 W IRONWOOD DR #3		-	88,102	88,102
172203		0.14	1025 W IRONWOOD DR #4		-	87,853	87,853
106704	KOOTENAI HOSPITAL DISTRICT	0.23	2121 N IRONWOOD CENTER DR	617,385	617,385	-	617,385
128607	KOOTENAI HOSPITAL DISTRICT	0.21		121,006	121,006	-	121,006
142269	KOOTENAI HOSPITAL DISTRICT	0.44	2177 N IRONWOOD CENTER DR	1,029,887	1,029,887	-	1,029,887
106989	KOOTENAI HEALTH DISTRICT INC	0.25	2199 N IRONWOOD CENTER DR		-	360,880	360,880
145914	AVERETT AND BUTLER PROPERTY MANAGEMENT LL	0.25	2221 N IRONWOOD CENTER DR		-	405,670	405,670

Schedule of properties, values, land area in study area (2 of 4)

SERIAL	NAME	ACRES	LOC_ADDR		KOOTENAI HOSPITAL DISTRICT	EX_VALUE	NET_VAL	GROSS_VAL
119147	MILLNER, MURRAY S	0.25	2231 N IRONWOOD CENTER DR			-	434,373	434,373
136252	MILLNER, MURRAY S	0.24				-	139,617	139,617
107033	KOOTENAI HOSPITAL DISTRICT	0.27	2251 N IRONWOOD CENTER DR		536,036	536,036	-	536,036
125416	KOOTENAI HOSPITAL DISTRICT	0.38			228,255	228,255	-	228,255
148361	KOOTENAI HOSPITAL DISTRICT	0.27	2271 N IRONWOOD CENTER DR		428,958	428,958	-	428,958
133655	HOMECARE LAND CO INC	0.31	2120 N IRONWOOD CENTER DR			-	733,343	733,343
155651	2170 N IRONWOOD CENTER DR LLC	0.31	2170 N IRONWOOD CENTER DR			-	525,512	525,512
125220	KOOTENAI HOSPITAL DISTRICT	0.27	2180 N IRONWOOD CENTER DR		400,199	400,199	-	400,199
132413	KOOTENAI HOSPITAL DISTRICT	0.25	2190 N IRONWOOD CENTER DR		352,205	352,205	-	352,205
111156	KOOTENAI HOSPITAL DISTRICT	0.24			151,343	151,343	-	151,343
109087	KOOTENAI HOSPITAL DISTRICT	0.23			143,990	143,990	-	143,990
143014	KOOTENAI HOSPITAL DISTRICT	0.23			143,990	143,990	-	143,990
116243	BLESSING LIVING TRUST	0.24	2248 N IRONWOOD CENTER DR			-	300,940	300,940
121731	PENBERTHY INVESTMENTS LLC	0.21	1101 W IRONWOOD DR			-	346,188	346,188
119318	CROOK FAMILY LLC	0.41	1103 W IRONWOOD DR			-	501,803	501,803
100036	BRIGGER LLC	0.37	1105 W IRONWOOD DR			-	646,338	646,338
125651	BIENESTAR LLC	0.02				-	8,090	8,090
104500	AUTENCO LLC	0.37	1111 W IRONWOOD DR			-	576,494	576,494
125808	STURGES PROPERTIES LLC	0.39	1115 W IRONWOOD DR			-	581,391	581,391
107830	BIENESTAR LLC	0.78	1107 W IRONWOOD DR			-	618,456	618,456
170591	STURGES PROPERTIES LLC	0.08				-	28,472	28,472
172668	STURGES PROPERTIES LLC	0.38				-	120,231	120,231
177785	IRONWOOD PROPERTY ASSOCIATES LLC	2.27	1221 W IRONWOOD DR			-	2,660,794	2,660,794
119801	IRONWOOD OFFICE PARK CORPORATION	0.22				-	123,401	123,401
114676	IRONWOOD OFFICE PARK CORPORATION	0.22				-	124,904	124,904
121652	PINETREE HEALTH GROUP LLC	0.33				-	171,667	171,667
127079	MEYER-MORSE IRONWOOD PARTNERS	0.54	2101 N LAKEWOOD DR			-	780,185	780,185
148244	IRONWOOD PROFESSIONAL PARTNER-	0.25	2005 N LAKEWOOD DR			-	371,118	371,118
125926	GARY A ADKINSON REVOCABLE LIVING TRUST	0.64	2120 N LAKEWOOD DR	433,851		433,851	501,981	935,832
174961	ST PATRICK PROPERTIES LLC	0.64	1917 N LAKEWOOD DR			-	724,971	724,971
174963	LAKE CITY SENIOR CENTER INC	1.29	1916 N LAKEWOOD DR	1,539,568		1,539,568	-	1,539,568
190859	GLACIER PARTNERS LLC	1.86	1110 W PARK PL			-	2,264,075	2,264,075
190862	GLACIER PARTNERS LLC	2.57	1090 W PARK PL			-	2,632,486	2,632,486
231168	NORTH RIVER LLC	0.06	850 W IRONWOOD DR			-	76,967	76,967
231169	NORTH RIVER LLC	0.05	850 W IRONWOOD DR #2			-	68,412	68,412
231170	NORTH RIVER LLC	0.07	850 W IRONWOOD DR #3			-	92,230	92,230
231171	NORTH RIVER LLC	0.05	850 W IRONWOOD DR #4			-	76,725	76,725
231172	HAMMES, DANIEL	0.07	850 W IRONWOOD DR #101			-	252,328	252,328
231173	NORTH RIVER LLC	0.19	850 W IRONWOOD DR #102			-	590,938	590,938
231174	TRI CITY DEVELOPERS LLC	0.14	850 W IRONWOOD DR #103			-	385,615	385,615
231175	GREENE, RAYMOND	0.12	850 W IRONWOOD DR #104			-	389,133	389,133
231176	OSSM LANDHOLDING LLC	0.25	850 W IRONWOOD DR #201			-	760,074	760,074
231177	OSSM LANDHOLDING LLC	0.20	850 W IRONWOOD DR #202			-	647,520	647,520
231178	OSSM LANDHOLDING LLC	0.13	850 W IRONWOOD DR #203			-	426,133	426,133
231179	DMDG LLC	0.48	850 W IRONWOOD DR #301			-	1,275,014	1,275,014
231180	NORTH RIVER LLC	0.12	850 W IRONWOOD DR #302			-	366,939	366,939
175442	IRONWOOD SQUARE WEST LLC	1.77	230 W IRONWOOD DR			-	2,967,855	2,967,855
175245	IRONWOOD SQUARE WEST LLC	0.48	175245 UNKNOWN			-	207,573	207,573
175246	JAIME AND IRENE SIREBRENK TRUST	3.11	220 W IRONWOOD DR			-	3,624,575	3,624,575
175251	JAIME AND IRENE SIREBRENK TRUST	1.00	175251 UNKNOWN			-	340,496	340,496
175254	IRONWOOD SQUARE EAST LLC	2.62	202 W IRONWOOD DR			-	3,530,751	3,530,751
175255	IRONWOOD SQUARE EAST LLC	0.97	175255 UNKNOWN			-	393,225	393,225
215318	WPI15 LLC	1.04	196 W IRONWOOD DR			-	992,073	992,073
175252	IRONWOOD SQUARE WEST LLC	2.12	212 W IRONWOOD DR			-	2,187,003	2,187,003
175253	IRONWOOD SQUARE WEST LLC	0.74	175253 UNKNOWN			-	299,425	299,425
188703	STAR SAYLOR INVESTMENTS LLC	0.58	210 W IRONWOOD DR			-	889,338	889,338
188704	IRONWOOD SQUARE EAST LLC	0.57	198 W IRONWOOD DR			-	746,962	746,962
124444	GLACIER 1919 LINCOLN WAY LLC	0.32	1860 N MEDINA ST			-	129,795	129,795
131803	KOOTENAI HOSPITAL DISTRICT	0.70	705 W EMMA AVE		548,308	548,308	-	548,308
139232	FOUNTAIN, KELLIE	0.14	1824 N MELROSE ST	73,735		73,735	73,735	147,470
123337	GLACIER 1919 LINCOLN WAY LLC	0.18	123337 UNKNOWN			-	81,698	81,698
116985	GLACIER 1919 LINCOLN WAY LLC	0.18	116985 UNKNOWN			-	82,068	82,068
135351	GLACIER 1919 LINCOLN WAY LLC	0.27	135351 UNKNOWN			-	88,288	88,288
104516	GLACIER 1919 LINCOLN WAY LLC	0.27	104516 UNKNOWN			-	106,448	106,448
133148	GLACIER 1919 LINCOLN WAY LLC	0.27	133148 UNKNOWN			-	105,693	105,693
118151	MELROSE PROPERTIES LLC	0.27	1841 N MELROSE ST			-	86,438	86,438
140144	GLACIER 1919 LINCOLN WAY LLC	0.18	140144 UNKNOWN			-	81,698	81,698
115865	GLACIER 1919 LINCOLN WAY LLC	0.18	115865 UNKNOWN			-	82,068	82,068
102473	GLACIER 1919 LINCOLN WAY LLC	0.15	102473 UNKNOWN			-	76,998	76,998
103765	MELROSE PROPERTIES LLC	0.15	815 W EMMA AVE			-	83,278	83,278

Schedule of properties, values, land area in study area (3 of 4)

SERIAL	NAME	ACRES	LOC_ADDR		KOOTENAI HOSPITAL DISTRICT	EX_VALUE	NET_VAL	GROSS_VAL
126052	MELROSE PROPERTIES LLC	0.14	1836 N MEDINA ST			-	82,918	82,918
145712	MELROSE PROPERTIES LLC	0.14	1840 N MEDINA ST			-	82,918	82,918
133808	MELROSE PROPERTIES LLC	0.14	1844 N MEDINA ST			-	69,938	69,938
121740	MELROSE PROPERTIES LLC	1.05	1850 N MEDINA ST			-	388,875	388,875
149139	MELROSE PROPERTIES LLC	0.27	1851 N MEDINA ST			-	93,068	93,068
137140	MELROSE PROPERTIES LLC	0.26	1841 N MEDINA ST			-	85,800	85,800
112456	MELROSE PROPERTIES LLC	0.27	1831 N MEDINA ST			-	87,248	87,248
207683	SCHWARTZMEYER, JOHN A	0.11	1815 N MEDINA ST			-	120,480	120,480
111692	BRASWELL, ROBERT A	0.11	1813 N MEDINA ST	70,625		70,625	70,625	141,250
130206	DIEMERT, KEVIN	0.11	1811 N MEDINA ST	73,325		73,325	73,325	146,650
148187	FOELLER, GREGORY A	0.11	1807 N MEDINA ST			-	139,960	139,960
145754	JOHNSON, VALLENTHIA A	0.21	901 W DAVIDSON AVE	76,950		76,950	76,950	153,900
136055	SUMMERING, CHRISTINE M	0.13	1821 N MELROSE ST	74,755		74,755	74,755	149,510
107068	DUSKIN, BRYCE	0.13	1817 N MELROSE ST			-	238,120	238,120
133977	CHMURA FAMILY TRUST	0.18	1805 N MELROSE ST			-	169,140	169,140
143653	THEODORE PARKER NELSON TRUST	0.11	1803 N MELROSE ST	72,720		72,720	72,720	145,440
186520	FROMM, RICHARD E	0.11	1801 N MELROSE ST	64,545		64,545	64,545	129,090
148818	DOUGLASS, TAMMY Y	0.11	1802 N MEDINA ST	74,880		74,880	74,880	149,760
191922	AMES, BENITA	0.11	1806 N MEDINA ST			-	156,280	156,280
170534	STROUSE, DANIEL	0.11	1812 N MEDINA ST			-	144,590	144,590
145918	SUEWING, COLIN J	0.17	1814 N MEDINA ST	77,125		77,125	77,125	154,250
191881	ROBERT AND CHERYL HOLLINGSWORTH FAMILY TR	0.16	1816 N MEDINA ST			-	127,660	127,660
137348	ALONZO, JOSE	0.11	1819 N NORA ST			-	139,910	139,910
138391	HOOD, EDWARD	0.11	1817 N NORA ST			-	124,020	124,020
142774	FISHER, THOMAS	0.11	1811 N NORA ST			-	147,460	147,460
126924	JENSEN, KELLIE K	0.16	1809 N NORA ST	94,820		94,820	94,820	189,640
135660	SAMMS, BRET	0.16	709 W DAVIDSON AVE			-	201,427	201,427
121166	SCRIBNER, JOSEPH A	0.14	1802 N MELROSE ST			-	137,420	137,420
142241	KARICH, CHARLES	0.16	1804 N MELROSE ST			-	240,163	240,163
147412	PATRICIA BENFER LIVING TRUST	0.19	1808 N MELROSE ST			-	188,090	188,090
114213	NILES FAMILY LIVING TRUST	0.15	1820 N MELROSE ST			-	185,933	185,933
108935	SAM INVESTMENTS LLC	0.58	1801 N LINCOLN WAY			-	607,935	607,935
122031	T&G HOLDINGS LLC	0.22	607 W DAVIDSON AVE			-	218,981	218,981
115426	MEYER, STEVEN A	0.11	1810 N NORA ST			-	147,870	147,870
114067	MELROSE PROPERTIES LLC	0.18	608 W EMMA AVE	89,750		89,750	89,750	179,500
133813	KEANE, JENNIFER E	0.15	610 W EMMA AVE	100,000		100,000	118,620	218,620
119918	LANGE ENTERPRISES LLC	1.04	1200 W IRONWOOD DR			-	1,036,947	1,036,947
103126	PARKWOOD 1120 IRONWOOD LLC	1.41	103126 UNKNOWN			-	711,757	711,757
141273	TGR ENTERPRISES	0.51	2120 NORTHWEST BLVD			-	551,752	551,752
138503	MARQUEZ, PEDRO	0.26	1813 N GOVERNMENT WAY			-	156,443	156,443
112120	MANTHOS, SALLY	0.18	208 W EMMA AVE	89,735		89,735	89,735	179,470
133506	GRIFFIN, DANIEL J	0.29	210 W EMMA AVE	51,364		51,364	154,096	205,460
108473	BOHANEK, TERENCE A	0.15	209 W DAVIDSON AVE	63,960		63,960	63,960	127,920
101832	GANSEMER, BROOKE	0.15	207 W DAVIDSON AVE	95,605		95,605	95,605	191,210
107862	SCHREIBER, DAVID	0.44	1801 N GOVERNMENT WAY			-	693,962	693,962
177485	WHEATON, ROBERT E	0.64	704 W APPLEWAY AVE			-	688,087	688,087
177486	IDAHO PROGRESS OF CDA LLC	2.94	702 W APPLEWAY AVE			-	5,622,243	5,622,243
184491	HENRY PROPERTIES-CDA LLC	0.58	714 W APPLEWAY AVE			-	1,476,626	1,476,626
257919	FOOTHILL MED LLC	0.67	223 W IRONWOOD DR			-	1,272,934	1,272,934
257918	K MED LLC	7.33	217 W IRONWOOD DR			-	6,172,431	6,172,431
164419	WIESENHUTTER, CRAIG	0.13	950 W IRONWOOD DR #1			-	129,913	129,913
164420	POTTER, DOUGLAS	0.13	950 W IRONWOOD DR #2			-	159,662	159,662
164421	WIESENHUTTER, CRAIG	0.15	950 W IRONWOOD DR #3			-	167,727	167,727
164422	WIESENHUTTER, CRAIG	0.15	950 W IRONWOOD DR #4			-	135,755	135,755
164423	WIESENHUTTER, CRAIG	0.12	950 W IRONWOOD DR #5			-	129,500	129,500
164424	RIDGWAY, ERIC	0.12	950 W IRONWOOD DR #6			-	104,934	104,934
177783	MOSBY, KENT E	0.27	910 W IRONWOOD DR			-	477,931	477,931
132873	SPEIRS, JAMES	0.49	305 W EMMA AVE	100,000		100,000	109,320	209,320
138897	3D EQUITY LLC	0.25	309 W EMMA AVE			-	163,450	163,450
140673	JAIME, DEBRAS	0.40	401 W EMMA AVE	89,365		89,365	89,365	178,730
123936	BOOTH, NEVILLE T	0.40	405 W EMMA AVE	100,000		100,000	115,140	215,140
108541	STEPHENSON, KAY E	0.37	411 W EMMA AVE	100,000		100,000	113,850	213,850
106522	SHEPARD, RALPH	0.29	417 W EMMA AVE	82,890		82,890	82,890	165,780
114103	MELROSE PROPERTIES LLC	0.29	421 W EMMA AVE			-	236,340	236,340
146418	SHELDON FAMILY TRUST	0.39	503 W EMMA AVE	91,155		91,155	91,155	182,310
100552	GLACIER 521 EMMA LLC	1.45	521 W EMMA AVE			-	1,161,036	1,161,036
126523	MCCOY, RONALD	0.19	408 W EMMA AVE	99,440		99,440	99,440	198,880
142940	WYANT, DEREK	0.19	414 W EMMA AVE	93,475		93,475	93,475	186,950
128337	FOX, LONNY	0.19	420 W EMMA AVE			-	171,350	171,350
129662	HAYES, MINDY	0.19	422 W EMMA AVE			-	170,100	170,100

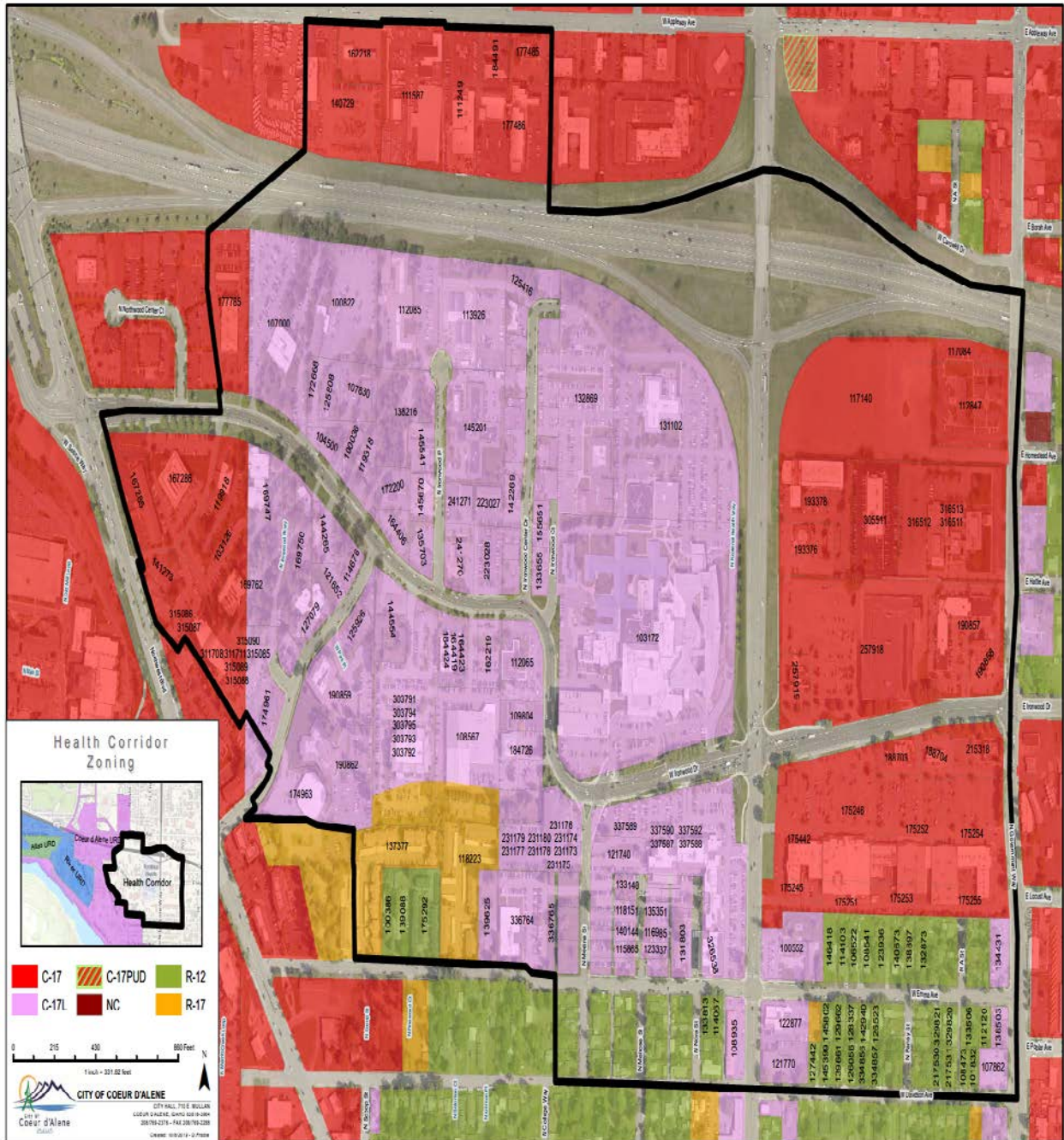
Schedule of properties, values, land area in study area (4 of 4)

SERIAL	NAME	ACRES	LOC_ADDR		KOOTENAI HOSPITAL DISTRICT	EX_VALUE	NET_VAL	GROSS_VAL
139661	VASQUEZ, MARGARET	0.21	403 W DAVIDSON AVE	100,000		100,000	100,120	200,120
126056	VASQUEZ, MARGARET	0.18				-	85,890	85,890
145802	HAYES, JOHN	0.19	502 W EMMA AVE	100,000		100,000	122,910	222,910
122877	COEUR D ALENE EYE BUILDING LLC	0.98	1814 N LINCOLN WAY			-	1,210,609	1,210,609
127442	CDA REAL ESTATE HOLDINGS LLC	0.19	509 W DAVIDSON AVE			-	151,820	151,820
145399	JOHNSON, STEVEN	0.19	405 W DAVIDSON AVE	79,320		79,320	79,320	158,640
121770	RASMUSSEN, STANLEY K	0.68	1800 N LINCOLN WAY			-	965,962	965,962
134431	GTS COMMERCIAL ENTERPRISES LLC	0.49	1839 N GOVERNMENT WAY			-	404,028	404,028
144147	CHISM, CHARLES EDWARD	0.15	1802 N AST			-	155,110	155,110
106590	DAVIS, BRIAN T	0.20	1806 N AST	88,405		88,405	88,405	176,810
100090	MEYER, STEVEN A	0.25	1840 N AST			-	190,550	190,550
142378	WILLIAMS, FELICIA MARIE	0.15	301 W EMMA AVE			-	169,190	169,190
104937	GEORGE AND CATHERINE EVJEN FAMILY TRUST	0.15	1807 N AST			-	128,930	128,930
127681	WAGNER, NORMAN L	0.30	1841 N AST			-	196,490	196,490
184724	MEDICAL ENTERPRISES PLLC	0.32	914 W IRONWOOD DR			-	639,542	639,542
184725	MEDICAL ENTERPRISES PLLC,	0.21	914 W IRONWOOD DR #201			-	413,170	413,170
184726	MEDICAL ENTERPRISES PLLC,	0.13	914 W IRONWOOD DR #202			-	261,215	261,215
217530	MEYER, JOSH	0.15	215 W DAVIDSON AVE			-	82,940	82,940
217531	DEERING, CHRISTOPHER M	0.23	211 W DAVIDSON AVE	100,000		100,000	109,230	209,230
326538	GLACIER 1919 LINCOLN WAY LLC	0.56	1919 N LINCOLN WAY			-	8,101,211	8,101,211
303775	CHINOOK PROPERTIES LLC	0.10	980 W IRONWOOD DR #21			-	359,578	359,578
303776	CHINOOK PROPERTIES LLC	0.38	980 W IRONWOOD DR #22			-	1,172,128	1,172,128
303777	PENNEY CUTTING HOLDINGS LLC	0.65	980 W IRONWOOD DR #118			-	1,914,343	1,914,343
303778	CHINOOK PROPERTIES LLC	0.10	980 W IRONWOOD DR #119			-	341,918	341,918
303779	STREAM TEAM LLC	0.69	980 W IRONWOOD DR #120			-	2,000,233	2,000,233
303786	KIM & HENNEBERG LLC	0.11	980 W IRONWOOD DR #217			-	395,404	395,404
303787	KIM & HENNEBERG LLC	0.19	980 W IRONWOOD DR #218			-	587,633	587,633
303788	KIM & HENNEBERG LLC	0.15	980 W IRONWOOD DR #219			-	484,940	484,940
303789	CHINOOK PROPERTIES LLC	0.28	980 W IRONWOOD DR #220			-	872,938	872,938
303790	CHINOOK PROPERTIES LLC	0.26	980 W IRONWOOD DR #221			-	788,475	788,475
303791	CHINOOK PROPERTIES LLC	0.34	980 W IRONWOOD DR #222			-	1,043,525	1,043,525
303792	SLICE OF IDAHO PROPERTY LLC	0.20	980 W IRONWOOD DR #317			-	631,834	631,834
303793	GO WEST HOLDINGS LLC	0.44	980 W IRONWOOD DR #318			-	1,319,548	1,319,548
303794	IRONWOOD PROPERTY GROUP LLC	0.31	980 W IRONWOOD DR #319			-	968,007	968,007
303795	AMB/SAND LLC	0.35	980 W IRONWOOD DR #320			-	1,053,522	1,053,522
305511	GLACIER GOVERNMENT WAY LLC	2.02	2123 N GOVERNMENT WAY			-	2,602,424	2,602,424
311708	GLACIER 2100 NW BLVD INC,	1.42	2100 NORTHWEST BLVD #1			-	3,610,298	3,610,298
311711	MAGNUSON MCHUGH REAL ESTATE PROPERTIES LI	0.94	2100 NORTHWEST BLVD #4			-	2,258,768	2,258,768
315083	GLACIER 2100 NW BLVD INC,	0.13	2100 NORTHWEST BLVD #2A			-	361,889	361,889
315084	FULCRUM INVESTMENT GROUP OF WASHINGTON	0.10	2100 NORTHWEST BLVD #2B			-	293,459	293,459
315085	GLACIER 2100-350 LLC	0.08	2100 NORTHWEST BLVD #2C			-	250,754	250,754
315086	GLACIER 2100-350 LLC	0.12	2100 NORTHWEST BLVD #2D			-	346,520	346,520
315087	GLACIER 2100-350 LLC	0.06	2100 NORTHWEST BLVD #3A			-	197,292	197,292
315088	GLACIER 2100 NW BLVD INC,	0.06	2100 NORTHWEST BLVD #3B			-	201,956	201,956
315089	GLACIER 2100 NW BLVD INC,	0.06	2100 NORTHWEST BLVD #3C			-	201,956	201,956
315090	GLACIER 2100 NW BLVD INC,	0.13	2100 NORTHWEST BLVD #3D			-	362,187	362,187
316511	GENERAL TELEPHONE CO NW INC	2.18	2115 N GOVERNMENT WAY			-	-	-
316512	GENERAL TELEPHONE CO NW INC	1.39				-	1,589,763	1,589,763
316513	GENERAL TELEPHONE CO NW INC	1.07				-	-	-
329820	PETERS, JON J	0.23	224 W EMMA AVE	100,000		100,000	140,234	240,234
329821	PALMER FAMILY TRUST	0.15	302 W EMMA AVE	100,000		100,000	105,010	205,010
334856	PRODIGY CAPITAL INVESTMENTS LLC	0.17	343 W DAVIDSON AVE			-	82,940	82,940
334857	BOWDEN, MELANIE	0.21	321 W DAVIDSON AVE	100,000		100,000	138,670	238,670
336764	GLACIER 915 EMMA LLC	1.78	915 W EMMA AVE			-	582,465	582,465
336765	MELROSE PROPERTIES LLC	0.39	336765 UNKNOWN			-	2,456,779	2,456,779
337587	GLACIER 700 LLC	0.89	700 W IRONWOOD DR #120			-	2,293,287	2,293,287
337588	GLACIER 700 LLC	0.16	700 W IRONWOOD DR #130			-	442,273	442,273
337589	KOOTENAI HOSPITAL DISTRICT	0.38	700 W IRONWOOD DR #228		1,032,606	1,032,606	-	1,032,606
337590	GLACIER 700 LLC	3.05	700 W IRONWOOD DR #275			-	6,898,782	6,898,782
337592	KOOTENAI HOSPITAL DISTRICT	0.41			974,576	974,576	-	974,576
		194.98		6,633,133	106,949,909	113,583,042	186,799,383	300,382,425
			% of value	2.21%	35.60%	37.81%	62.19%	
			Number of parcels	40	21	61		269
			% of parcels	14.87%	7.81%	22.68%		

The above tables provide detail listing of each parcel in the Health Corridor study area and the values as of January 1, 2019. The totals above present the value of exempt property, (Kootenai Health and others), and taxable property, the percentage of value and number of parcels.

Attachment 5

Maps Depicting Expected Land Use and Current Zoning Map of the Project Area





PLAN LEGEND

- 1 Overpass over I-90
- 2 Right-In Right-Out off US-95
- 3 Ironwood Drive Link with Pedestrian Hawk Signal
- 4 Realigned Ironwood Drive
- 5 Cycle Tracks along Ironwood
- 6 Central Public Green Space
- 7 Plaza Space at Hospitality Center / Ronald McDonald House
- 8 Focal Stair/Elevator Tower
- 9 District Greenway with Shared-use Path
- 10 Trailhead Arts Plaza
- 11 Auto Court / Entry Plaza
- 12 Kootenai Health Campus Green
- 13 Pocket Park
- 14 "Shopko Drive" Main Street
- 15 Enhanced Albertson's Facade
- 16 Hotel Drop-off Plaza
- 17 Traffic Calming Bump-outs at Intersections along Emma and Davidson Avenues
- 18 Pedestrian Promenade
- 19 Multi-use Trail
- 20 Trail Tunnel Under Northwest Blvd Connection to Centennial Trail
- 21 Green Infrastructure / Native Landscaping
- 22 Preserved Large Tree Canopy

- A Community Recreation Center
- B Hospital Bed Tower
- C Medical Office Building
- D Multi-Family (MF) Residential Building
- E MF Residential / Senior Living
- F Mixed-use Building
- G Hotel
- H Retail / Commercial
- I Cottage Homes
- J Townhomes
- K Parking Structure



PUBLIC HEARINGS



PLANNING COMMISSION STAFF REPORT

FROM: MIKE BEHARY, ASSOCIATE PLANNER

DATE: NOVEMBER 12, 2019

SUBJECT: S-4-19 24 LOTS AND 1 TRACT PRELIMINARY PLAT REQUEST FOR
"THE UNION"

LOCATION: 3.6 ACRES LOCATED IMMEDIATELY EAST OF THE INTERSECTION OF
BEEBE BOULEVARD AND CENTENNIAL TRAIL

APPLICANT/OWNER:
Active West, LLC
PO BOX 3398
Coeur d'Alene, ID 83816

REPRESENTATIVE/ENGINEER:
HMH Engineering
3882 Schreiber Way, Suite 104
Coeur d'Alene, ID 83815

THE DECISION POINT:

Active West, LLC is requesting approval of a 24 lot and 1 tract preliminary plat to be known as "The Union".

BACKGROUND INFORMATION:

The subject property is located east of the intersection of Beebe Boulevard and Centennial Trail. The subject site is relatively flat and is currently vacant. The applicant obtained approval for a residential and mixed use planned unit development in item PUD-3-19 on October 8, 2019. The applicant is now bringing forth the preliminary plat of "The Union" for consideration of approval.

The proposed subdivision is consistent and in conformance with the approved PUD. The approved PUD is a mixed use development that will have public streets. Access to the site will be from Beebe Blvd and from Lakewood Drive. The proposed subdivision will also stub a new street to the east for future extension and connection to Lacrosse Avenue.

The applicant has indicated that storm drainage will be facilitated through swales and drywells located adjacent to road right-of-way (ROW). Water main service will be located within the ROW of the streets with connections being made to existing water mains at Beebe Boulevard and Lakewood Drive. Sanitary service will also be located within the ROW of the street with connections being made to existing public sewer mains.

The applicant is proposing to install the streets and the subdivision infrastructure for this project in one phase. The applicant has indicated that he is anticipating that the site improvements and site infrastructure work will begin February 1, 2020 and continue through May 30, 2020.

LOCATION MAP:



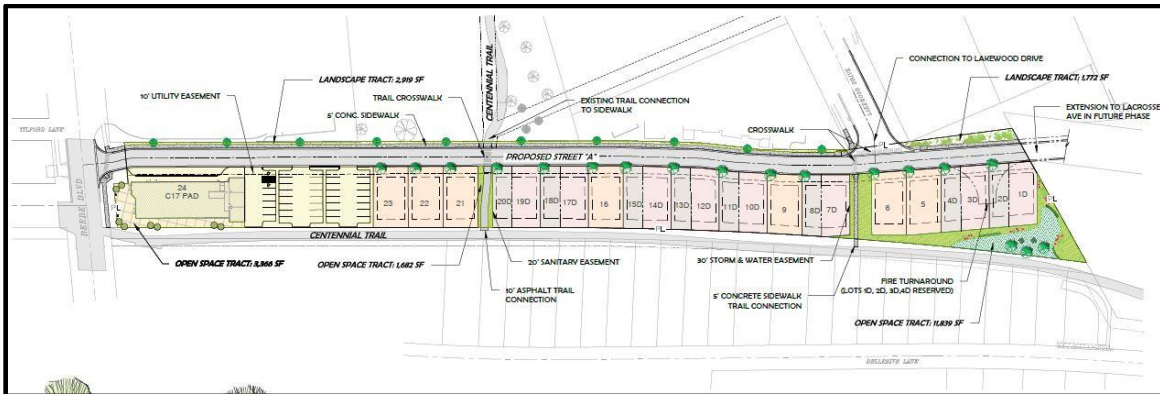
AERIAL MAP:



BIRDS EYE AERIAL PHOTO:



PUD SITE PLAN MAP:



SUBDIVISION FINDINGS:

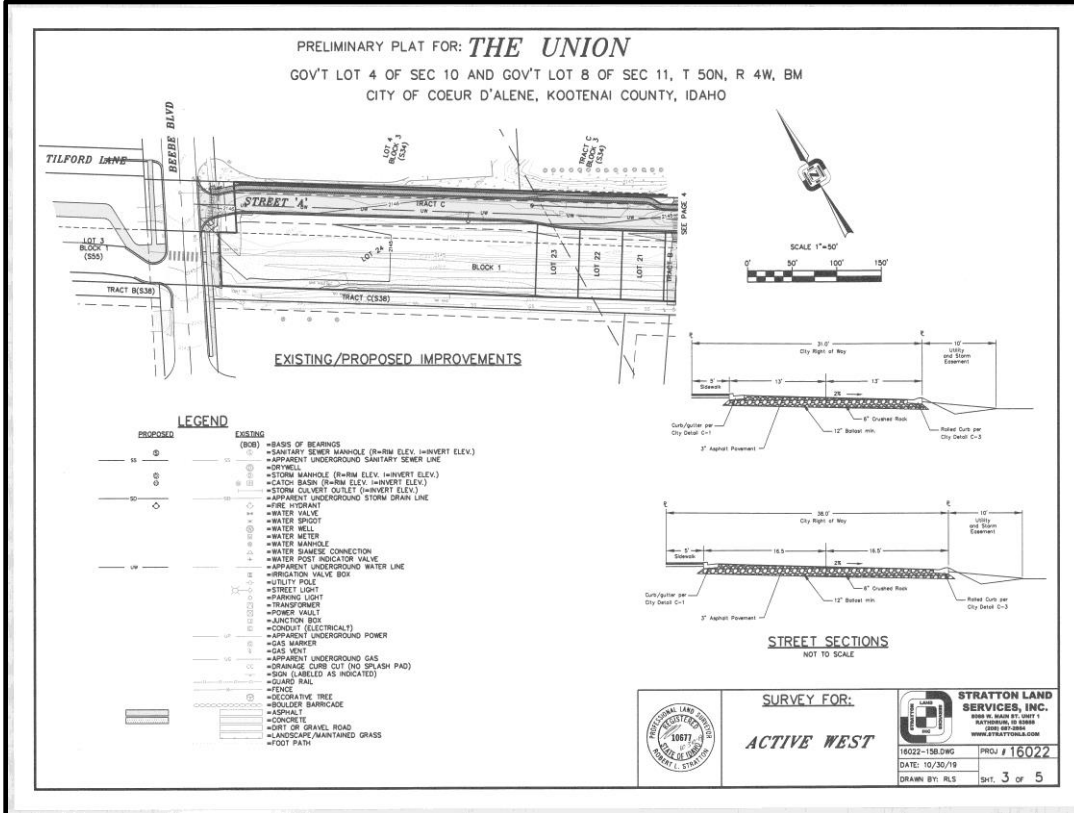
REQUIRED FINDINGS (Subdivision):

Finding #B7A: That all of the general preliminary plat requirements (have) (have not) been met as attested to by the City Engineer.

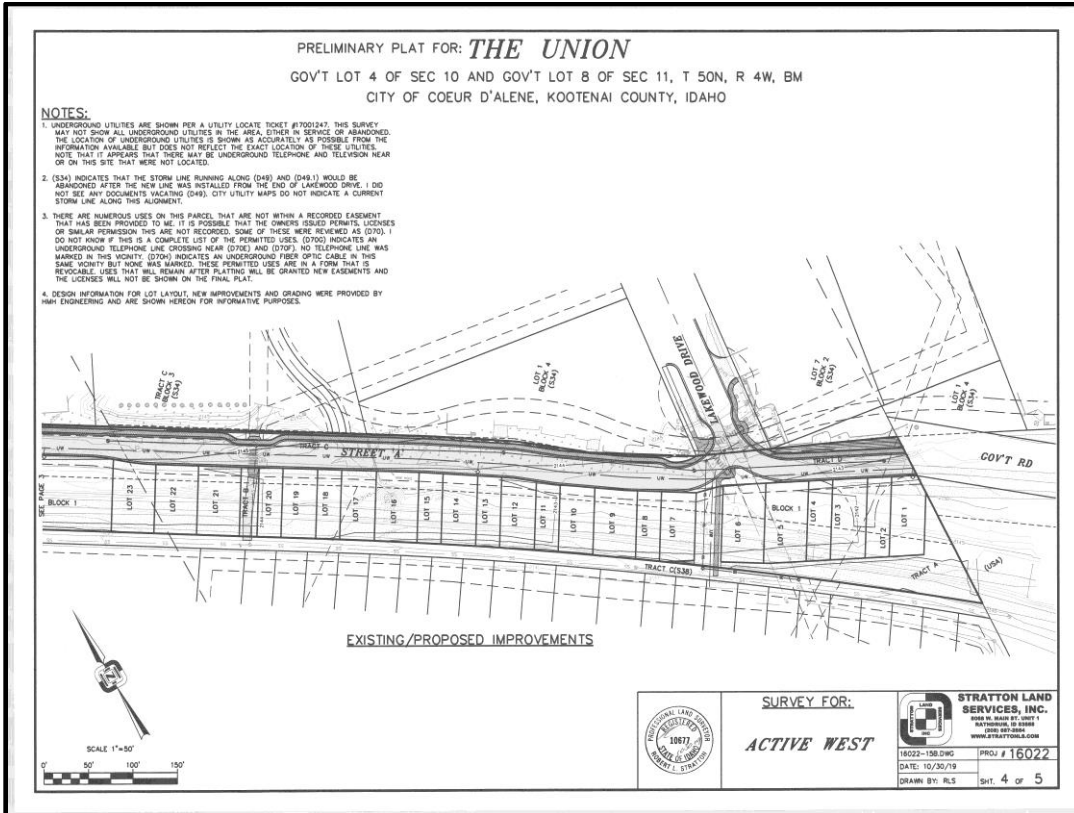
Per Chris Bosley, City Engineer, the preliminary plat submitted contains all of the general preliminary plat elements required by the Municipal Code. Please note, the Planning Commission approved deviations to the Subdivision Code through the approval of the planned unit development for this project (PUD-3-19). Requested deviations from the Subdivision Code include:

- Reduction of required street width
- Sidewalk on ONLY one side of the street.

PRELIMINARY PLAT FOR "THE UNION":



PRELIMINARY PLAT FOR "THE UNION":



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

Finding #B7B: **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.**

STORMWATER:

City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site. Development of the subject property will require that all new storm drainage be retained on site. This issue will be addressed at the time of plan review and site development of the subject property.

-Submitted by Chris Bosley, City Engineer

STREETS:

The subject property is bordered by Beebe Boulevard to the west with a new connection provided to Lakewood Drive to the north. The proposed street will need to be constructed to City standards with the exception of width, as approved in the PUD. On-street parking has been proposed for the residential area, based on comments received from the public during the PUD presentation to the Planning Commission. Although, the City Engineer expressed concerns of widening the street to accommodate on-street parking due to the potential of higher speeds, mitigation measures such as curb extensions and a raised crosswalk have been proposed. Streets and Engineering has no objections to the proposed Subdivision.

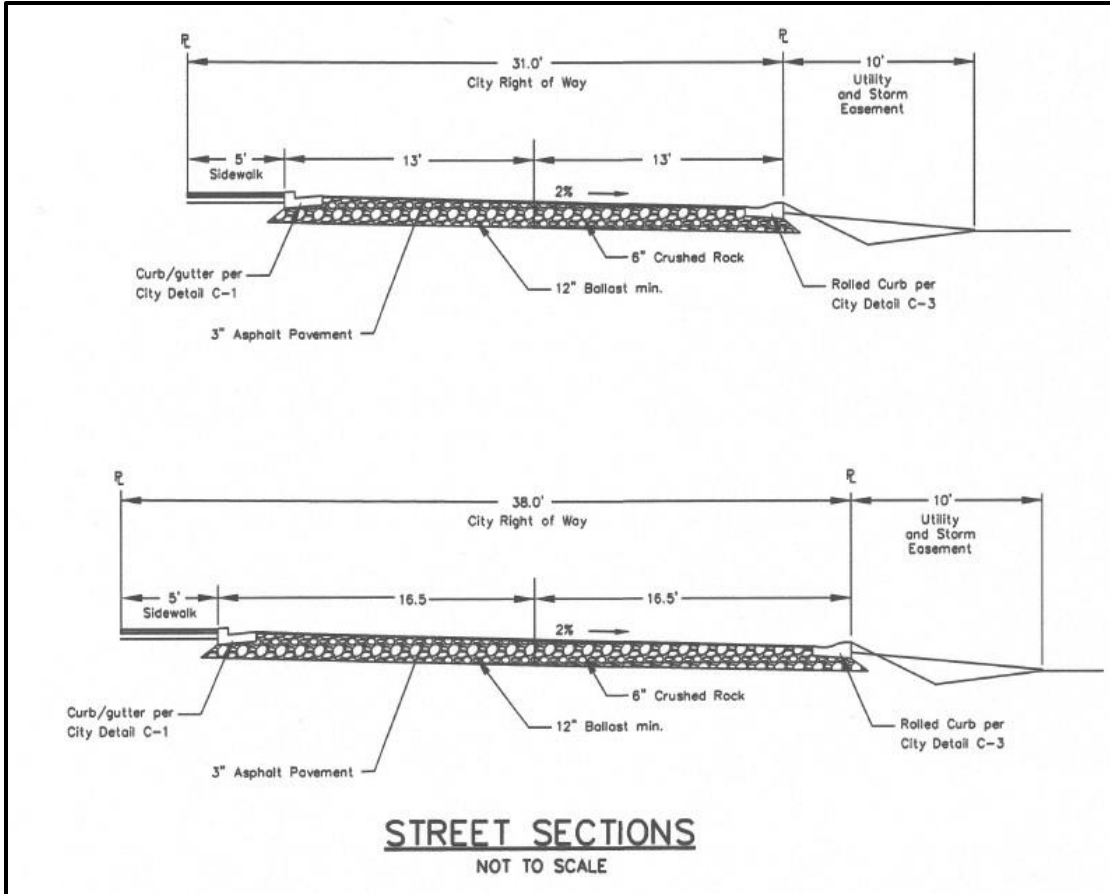
-Submitted by Chris Bosley, City Engineer

TRAFFIC:

The ITE Trip Generation Manual estimates that the residential properties may generate approximately 17 AM and 23 PM peak hour trips per day. As stated during the PUD presentation to the Planning Commission, the traffic generated from the commercial parcel cannot be accurately estimated because the uses have not been defined. However, with the connection to Lakewood Drive and with the City's future extension of Lacrosse Ave to Northwest Boulevard, traffic impacts will likely be minimal. The total additional traffic generation will not likely result in any significant increase to congestion on the surrounding streets.

-Submitted by Chris Bosley, City Engineer

Street Sections:



WATER:

There is adequate capacity in the public water system to support domestic, irrigation and fire flow for the proposed subdivision known as the "The Union". The Water Department has no objections to this subdivision as proposed.

-Submitted by Kyle Marine, Water Department Assistant Superintendent

WASTEWATER:

1. Public Sewer within an easement already exists within this site. In accordance with the 2013 Sewer Master Plan; the City's Wastewater Utility presently has the wastewater system capacity, willingness and intent to serve this PUD and Subdivision request, as proposed.
2. Sewer Policy #716 requires all legally recognized parcels within the City to connect to the public sewer system. (One Parcel One Lateral Rule).
3. Sewer Policy #719 requires a 20'-wide utility easement (30' if shared with Public Water) or R/W dedicated to the City for all public sewers.
4. Sewer Policy #719 requires an "All-Weather" surface permitting O&M access to the public sewer.

-Submitted by Mike Becker, Utility Project Manager

FIRE:

The Fire Department works with the Engineering, Water and Building Departments to ensure the design of any proposal meets mandated safety requirements for the city and its residents:

Fire department access to the site (Road widths, surfacing, maximum grade, turning radiuses, no parking-fire lanes, snow storage and gate access), in addition to, fire protection (Size of water main, fire hydrant amount and placement, and any fire line(s) for buildings requiring a fire sprinkler system) will be reviewed prior to final plat recordation or during the Site Development and Building Permit, utilizing the currently adopted International Fire Code (IFC) for compliance. The CD'A FD can address all concerns at site and building permit submittals with the corrections to the below conditions.

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

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

Finding #B7C: **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) requirements.**

Per engineering review, for the purposes of the preliminary plat, both subdivision design standards (chapter 16.15) and improvement standards (chapter 16.40) have been vetted for compliance. Streets and Engineering has no objections to the proposed Subdivision.

-Submitted by Chris Bosley, City Engineer

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

Finding #B7D: **The lots proposed in the preliminary plat (do) (do not) meet the requirements of the applicable zoning district.**

The gross area of the subject property is 3.6 acres. The total number of single family units requested is 23 with three additional units proposed as part of the mixed use development lot that was approved in PUD-3-19. The result is an overall density of 7.2 units per acre. The existing zoning is C-17, which allows a mix of housing types at a density of 17 units per acre. The existing zoning allows for a maximum of 61 units that could be built on the subject property. The proposed density is less than what is allowed under the current zoning district.

The applicant has requested the following zoning modifications as part of the PUD application.

- Front Setback: 10' rather than 20'
- Rear Setback: 8' rather than 25'
- Side Yard Setback: 5' and 5' rather than the 5' and 10' as required for lots without alley access.
- Minimum Lot Area: 2,175 SF rather than 5,500 SF
- Minimum Lot Width/Frontage: 27' rather than 50'

The proposed subdivision is in conformance with the requested modifications that were approved in item PUD-3-19.

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

APPLICABLE CODES AND POLICIES:

Utilities:

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

Streets:

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

Stormwater:

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

Fire Protection:

10. Fire hydrant(s) shall be installed at all locations as determined by the City Fire Inspectors.

General:

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

PROPOSED CONDITIONS:

Planning:

1. The creation of a homeowners association is required to ensure the perpetual maintenance of the open space and other common areas.
2. The proposed subdivision will be tied to "The Union" PUD site standards as approved in item PUD-3-19.

Water:

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

Wastewater:

5. All newly created lots are required to connect to the public sewer system conforming to all City Sewer Policies and Standards.
6. A utility easement of R/W for all public sewers shall be dedicated to the City.
7. An unobstructed City approved "all-weather" access shall be required over all public sewers within this subdivision.

ORDINANCES & STANDARDS USED FOR EVALUATION:

2007 Comprehensive Plan
Transportation Plan
Municipal Code
Idaho Code
Wastewater Treatment Facility Plan
Water and Sewer Service Policies
Urban Forestry Standards
Transportation and Traffic Engineering Handbook,
I.T.E. Manual on Uniform Traffic Control Devices
2017 Coeur d'Alene Trails Master Plan

ACTION ALTERNATIVES:

The Planning Commission must consider these requests and make separate findings to approve, deny, or deny without prejudice. The findings worksheet is attached.

Attachments:

Applicant's Narrative



**APPLICANT'S
NARRATIVE**

PROJECT NARRATIVE
FOR
“The Union” Subdivision
A planned unit development

September 26, 2019

HMH Engineering

Project Overview: Proposed Uses, Open Space, Structures and Infrastructure

The Union will be developed by Dennis Cunningham, President of Active West LLC. of Coeur d’Alene. He will model this development after his Meadow Ranch PUD, an award winning, Smart Growth Project and certified LEED-ND (Leadership in Energy & Environmental Design- Neighborhood Development) sub-division, Riviera Walk 1st Addition, Riviera Court, Riviera Place, Circuit, The Reserve in Hayden and the recently approved PUD The District in Riverstone; projects that has met all LEED criteria for integrating principles of smart growth, urbanism and green building. Meadow Ranch sub-division, Riviera Walk 1st Addition, Riviera Court, Riviera Place, Circuit, The Reserve in Hayden have all been a success story for both Active West and Active West Builders.

The Union (Phase 1) will consist of approximately 3.6 acres as a residential sub-division PUD, and consist of (23) single-family/duplex residential lots with an average lot size of 3,000 sf. Setbacks are as follows: 15’ front yard to face of house, 5’ side yard setbacks, and 10’-14’ rear yard backing up to the centennial easement area. For duplex lots, the side yard setback will be 5’ and the duplex will share a common wall.

The c-17 pad area will follow the c-17 zoning land use and design guidelines.

Access to the site will be from Beebe Blvd., the extension of La Crosse and Lakewood Dr. Driveways to the single-family homes will be private and accessed off the new La Crosse road extension.

Storm drainage will be facilitated through swales and drywells located adjacent to road ROW. All drainage calculations shall be in accordance with the City of Coeur d Alene standards and requirements.

Landscaping will include street trees, lawn, grassy swale(s), shrub and planting areas in all community areas as well as individual home site landscaping

Site Utility Extensions

Utilities to the project will be provided by the following utility companies. Avista Utilities will have gas lines extended into the property. Avista or Kootenai Electric will provide the electrical power. Local cable and telephone will be extended into the property. City of Coeur d'Alene will serve the property with public sanitary sewer and water services. Watermain service shall be within the ROW of the street, connections to existing shall be at Beebe Blvd., Lakewood Drive and via a 30' easement located between lots 6 and 7. Sanitary service shall be within the ROW of the street, connections to existing shall be made via a new structure located on the existing 24" north-south main. A 20' sanitary easement is provided between lots 20 and 21 for the existing 24" sewer main.

Common Space Ownership and Management

Active West and the design team will work with the City of Coeur d'Alene legal department on all required language for the CC&Rs, Articles of Incorporation and By-Laws, and any language that will be required to be placed on the final subdivision plat in regard to maintenance of all private infrastructure.

The developer will be responsible for the installation of any required street and traffic signage/signalization per MUTCD (Manual on Uniform Traffic Control Devices) and City of Coeur d'Alene standards and requirements. The HOA will be responsible for continued maintenance of all street and traffic signage and required signalization.

Preliminary Development Schedule

It is anticipated that the site improvement and site infrastructure work will begin February 1, 2020 and continue through May 30, 2020.

PLANNING COMMISSION STAFF REPORT

FROM: TAMI STROUD, ASSOCIATE PLANNER

DATE: NOVEMBER 12, 2019

SUBJECT: ATLAS WATERFRONT PUD & SUBDIVISION

- PUD-4-19 "ATLAS WATERFRONT" PLANNED UNIT DEVELOPMENT
- S-3-19 415 LOT PRELIMINARY PLAT REQUEST FOR "ATLAS WATERFRONT 1ST ADDITION"

LOCATION: 60.9 ACRES LOCATED AT 2598 E SELTICE WAY: THE SUBJECT PROPOSED IS ALSO DESCRIBED AS: IMMEDIATELY SOUTH OF SELTICE WAY AND WEST OF THE CENTENNIAL TRAIL AND NORTH OF THE SPOKANE RIVER. THE SUBJECT SITE IS COMMONLY KNOWN AS 3074 W. SELTICE WAY AND IS REFERRED TO AS THE ATLAS MILL SITE.

APPLICANT/OWNER:
City of Coeur d'Alene
710 E. Mullan Avenue
Coeur d'Alene, ID 83814

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

TWO DECISION POINTS:

Approval of a Planned Unit Development that will allow primarily single-family dwellings, townhomes with limited commercial and multi-family. In addition, 25- acres of open space including 12-acres of public open space along the Spokane River waterfront is proposed.

AND;

A 415- lot preliminary plat to be known as "Atlas Waterfront 1st Addition".

HISTORY:

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

As noted in the application, the proposed project is intended to create a unique and desirable neighborhood with a significant waterfront public open space. The City acquired the parcel two achieve two objectives: 1. Preserve the waterfront for the community. 2. Stimulate private investment on a former mill site that has been vacant for more than decade. The PUD will allow

the higher densities necessary to make the project financially feasible, while removing the most valuable real-estate, the waterfront, from development and preserving it for the public.

BACKGROUND INFORMATION:

The subject site is located to the west of Riverstone and south of Seltice Way, flanking the north bank of the Spokane River with the River's Edge development bordering the property to the west. The 60.9 acre site is currently vacant and undeveloped and with the acquisition, opens the door for economic development and public access to the river. The former railroad right-of-way that runs through the property was acquired and annexed into the city in 2015 to provide opportunities for parkland, a trail and public access through to the waterfront. The proposed project will be developed under the C-17 (Commercial at 17 units/acre) zoning district with the "Atlas Waterfront Neighborhood Development Standards" in place for the development of residential uses including single-family dwellings, townhomes, commercial and multi-family units. Atlas Waterfront will be primarily residential with opportunities for office/retail on the western edge and near Seltice Way. In addition, two "commercial only" nodes are located adjacent to the waterfront park as both locations are desirable restaurant locations.

The Atlas Waterfront PUD development will include three different frontage types, Residential fronting Riverfront Drive (rear-loaded), Residential fronting interior streets (rear-loaded), and Residential fronting interior streets (front-loaded) with additional frontage options based upon lot circumstances, as noted in the Development Standards.

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

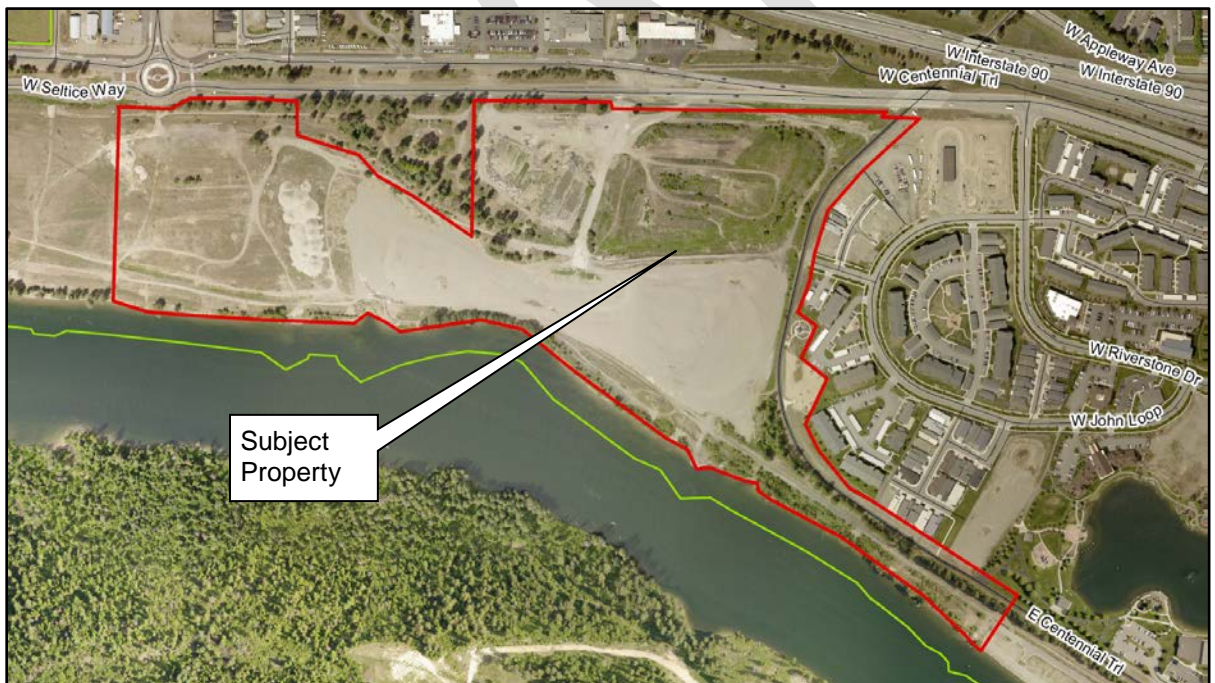
The proposed development will include 25-acres of open space including a 12-acre waterfront park, and upland open spaces to provide pedestrian circulation routes in addition to sidewalks. The waterfront park provides a grassy open play area, playground, picnic shelter, food truck parking, separate pedestrian and bicycle waterfront trails, a water dog park, ADA accessible swim area and kayak launch and several other water access points. The very northeast area of the site is a 7.7-acre public space with a use that will be determined by the City Parks and Recreation Department. See Attachment 1 for the Narrative/Justification for a complete overview of the proposed project. Details of the open space are provided in Attachment 2.

The project will be developed in phases as shown on the Phasing Map (page 16) over an 8 to 10-year schedule, depending on market conditions. The property will be sold by ignite CDA, the urban renewal district, through a request for proposal (RFP) process, in partnership with the City of Coeur d'Alene.

PROPERTY LOCATION MAP:



AERIAL MAP:



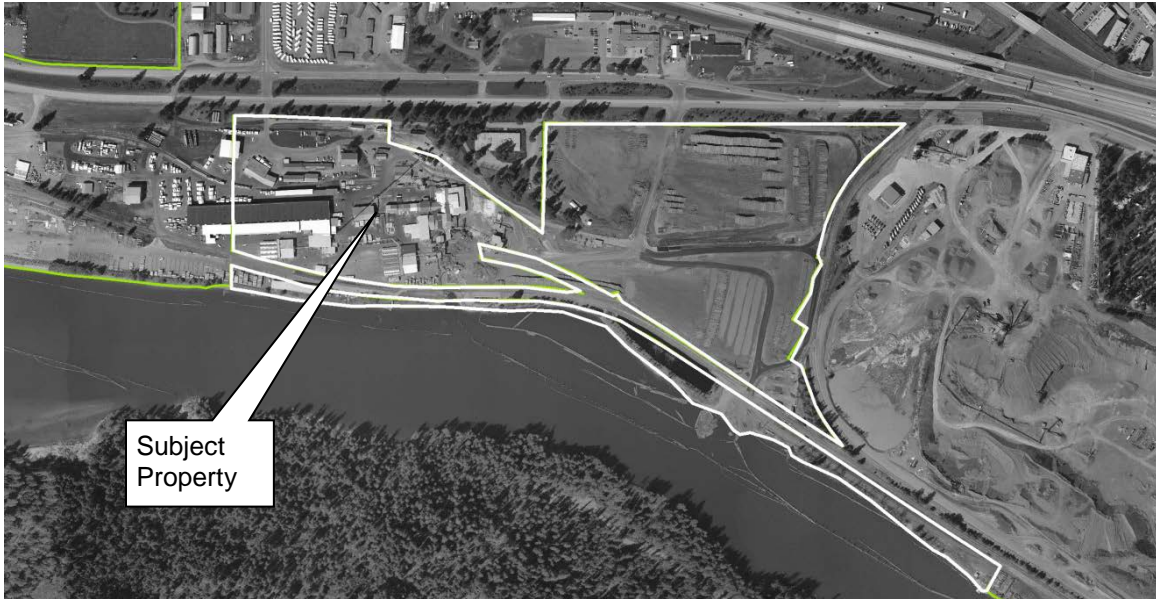
DRONE PHOTO LOOKING TOWARD RIVERSTONE AND THE LAKE:



DRONE PHOTO FROM ATLAS ROAD & SELTICE WAY ROUNDABOUT



1999 AERIAL PHOTO SHOWING ATLAS MILL IN OPERATION:



PLANNED UNIT DEVELOPMENT MODIFICATION REQUESTS:

The proposed PUD for the Atlas Waterfront project includes the following deviations as noted in the “Deviation Table”. Noted in black are the current standards in the C-17 zoning district. Noted in **red** are the requested deviations to the standards in within C-17 zone.

REQUESTED DEVIATIONS: MAXIMUM HEIGHT

Maximum Height	C-17	Proposed for Atlas Neighborhood <i>(italicized text indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</i>
Principal Structure		
Single family	32 feet (2.5 stories)*	3 stories (40 feet)
Duplex	32 feet (2.5 stories)*	3 stories (40 feet)
	*an additional story may be permitted on hillside lots that slope down from the street.	
Townhouses	N/A	3 stories (40 feet)
Multiple-family	45 feet (3.5 stories)	4 stories (45 feet)
Detached Carports & Garages		
with low slope roof (<2.5 : 12)	14 feet	14 feet
with high slope roof (>2.5 : 12)	18 feet	18 feet
other accessory structures	18 feet	18 feet
Remaining Uses		
Retail, Restaurant, Office	no height limit	Retail, Restaurant - 2 stories (30 feet) Office - 3 stories (45 feet)
Minimum Height (Proposed)		
<i>Applies geographically to buildings on parcels adjacent to Riverfront Drive</i>	N/A	2 stories (20 feet for buildings with single story uses in minimum height zone) At least half of the width of the street facing exterior wall shall be a full 2-story height

REQUESTED DEVIATIONS: MINIMUM LOT SIZE REQUIREMENTS

Minimum Lot Size Requirements	C-17	Proposed for Atlas Neighborhood <small>(<i>italicized text</i> indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</small>
Single family	5,500 sf	32' min. width (40' average shown) 80' min. depth 2,560 sf min. if area dimension required
Duplex	7,000 sf (if building occupies one lot)	20' min. width 80' min. depth 1,600 sf min. if area dimension required
Townhouses	N/A	20' min. width 80' min. depth 1,600 sf min. if area dimension required
Multi-family	7,500 sf minimum site size 2,500 sf per dwelling unit	No per dwelling unit minimum

REQUESTED DEVIATIONS: SETBACK REQUIREMENTS

Minimum Yard / Setback Req.	C-17	Proposed for Atlas Neighborhood <small>(<i>italicized text</i> indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</small>
Single family and Duplex	<p>Front: 20 feet from property line</p> <p>Side, interior (with alley): 5 feet</p> <p>Side, interior (front loaded, no alley): 10 feet one side, 5 feet one side</p> <p>Side, street facing: 10 feet</p> <p>Sides with garages accessed from street: 20 feet from property line</p> <p>Zero setback side yards are allowed for single family (per 17.05.080c)</p> <p>Rear: 25 feet or 12.5 feet adjacent to public open space (<i>assume this applies to front-loaded lots, no rear alley</i>)</p>	<p>Front-Loaded Lots</p> <p><i>Front: 20 feet to garage from back of sidewalk min. 4 feet projection or porch beyond garage wall, width equal to or greater than half the width of garage door</i></p> <p><i>Side, interior: 6 feet</i></p> <p><i>Side, street facing: 5 feet</i></p> <p><i>Sides with garages accessed from street: 20 feet from sidewalk</i></p> <p><i>Zero setback side yards are allowed for single family (per 17.05.080c), provided that the separation between building wall is 10 feet min.</i></p> <p><i>Rear: 15 feet</i></p> <hr/> <p>Alley-Loaded Lots</p> <p><i>Front: 15 feet primary building wall from back of sidewalk</i> <i>9 feet to porches and building projections</i></p> <p><i>Side, interior: 6 feet</i></p> <p><i>Side, street facing: 5 feet</i></p> <p><i>Garages accessed from side streets not allowed</i></p> <p><i>Zero setback side yards are allowed for single family (per 17.05.080c), provided that the separation between building wall is 10 feet min.</i></p> <p><i>Rear: 2 feet from alley ROW or tract line</i></p>

REQUESTED DEVIATIONS: SETBACK REQUIREMENTS

		<small>(Italicized text indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</small>
Townhouses	<p>Front: 20 feet from property line</p> <p>Side, interior: 10 feet</p> <p>Side, street facing: 20 feet</p> <p>Sides with garages accessed from street: 20 feet from property line</p> <p>Zero setback side yards are allowed for single family (per 17.05.080c)</p> <p>Rear: 25 feet or 12.5 feet adjacent to public open space <i>(assume this applies to front-loaded lots, no rear alley)</i></p>	<p>Alley-Loaded Lots</p> <p><i>Front: 15 feet primary building wall from prop line</i> <i>9 feet to porches and building projections</i></p> <p><i>Side, interior: 6 feet</i></p> <p><i>Side, street facing: 5 feet</i></p> <p><i>Zero setback side yards are allowed for single family (per 17.05.080c), provided that the separation between building wall is 10 feet min.</i></p> <p><i>Garages accessed from side streets not allowed</i></p> <p><i>Rear: 2 feet from alley ROW or tract line</i></p>

REQUESTED DEVIATIONS: SETBACK REQUIREMENTS

Minimum Yard / Setback Req.	C-17	Proposed for Atlas Neighborhood <small>(Italicized text indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</small>
Multiple-family	<p>Front: 20 feet from property line</p> <p>Side, interior: 10 feet</p> <p>Side, street facing: 20 feet</p> <p>Rear: 20 feet or 10 feet adjacent to public open space</p>	<p><i>Setback from public street: 15 feet min 25 maximum from ROW/property line</i></p> <p><i>Front porches/projections: 9 feet</i></p> <p><i>Setback from pedestrian access easement: 10 feet</i></p> <p><i>Setback from interior property line between buildings: 10 feet from property line</i></p> <p><i>Side Street Facing: 10 feet minimum</i></p> <p><i>Rear to primary wall: 13 feet minimum</i></p> <p><i>Rear to porches and projections: 6 feet</i></p> <p><i>Minimum 20 feet building separation if multiple buildings occupy a single parcel</i></p> <p><i>Setback from alley: 7 feet from alley ROW or tract line</i></p>

Minimum Yard / Setback Req.	C-17	Proposed for Atlas Neighborhood <small>(Italicized text indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</small>
Mixed use (residential / retail)	N/A	<p>Setback from back of sidewalk front and side: 6'</p> <p>Setback from interior property line between buildings: 10 feet from property line</p> <p>Minimum 20 feet building separation if multiple buildings occupy a single parcel</p> <p>Setback from alley: 8 feet from alley ROW or property line</p>

FENCES:

Fences	C-17	Proposed for Atlas Neighborhood <i>(italicized text indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</i>
Remaining Uses	Front yard area: 4 feet Side & rear yard area: 6 feet All fences must be on or within the property lines. Fences within the buildable area may be as high as the height limit for principal use. Higher fence height for game areas may be granted by Special Use Permit.	Front yard area: 3 feet Side & rear yard area: 6 feet All fences must be on or within the property lines.

PARKING:

Parking	C-17	Proposed for Atlas Neighborhood <i>(italicized text indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</i>
Residential		
Single family and Duplex	2 paved off-street spaces per unit	2 off-street spaces per unit
Townhouse	N/A	
Multi-family	Studio: 1.0 paved space per unit 1 BR: 1.5 paved space per unit 2+ BR: 2.0 paved spaces per unit	
General Commercial Uses		
Retail sales (non-restaurant)	1 paved off-street space per 330 gsf <i>approx. 3/1000 gsf</i>	1 paved off-street space per 330 gsf
Restaurant ≤ 1000 sf	1 paved off-street space per 330 gsf <i>approx. 3/1000 gsf</i>	1 paved off-street space per 330 gsf
Restaurant over 1000 sf	1 paved off-street space per 200 gsf <i>approx. 5/1000 gsf</i>	<i>1 paved off-street space per 250 gsf</i> <i>Allow up to 50% of required parking to be provided on-street</i>
Office	1 paved off-street space per 330 gsf <i>approx. 3/1000 gsf</i>	1 paved off-street space per 330 gsf

UPDATE:

During the Planning Commission’s Special Call Meeting on November 6, 2019, the Planning Commission provided input to the project design team and recommended the following changes to the “Atlas Waterfront Neighborhood Development Standards”:

- Page 10, add old mill district “precedent images”
- Page 30, Area 4. Add Hotel to use and building type
- Page 34, Area 5. Add Hotel to use and building type
- Page 44, Area 9. Add Hotel to use and building type.
- Page 48, Area 10. Add office, retail, mixed used and hotel to use and building type.
- Page 50, Area 11. Add administrative and professional office and hotel to use and building type.

These changes are reflected in the updated Atlas Waterfront Neighborhood Development Standards dated November 7, 2019 (see Attachment 3, online version).

PUD-2-19: PLANNED UNIT DEVELOPMENT FINDINGS:

17.07.230: PLANNED UNIT DEVELOPMENT REVIEW CRITERIA:

A planned unit development may be approved only if the proposal conforms to the following criteria, to the satisfaction of the commission:

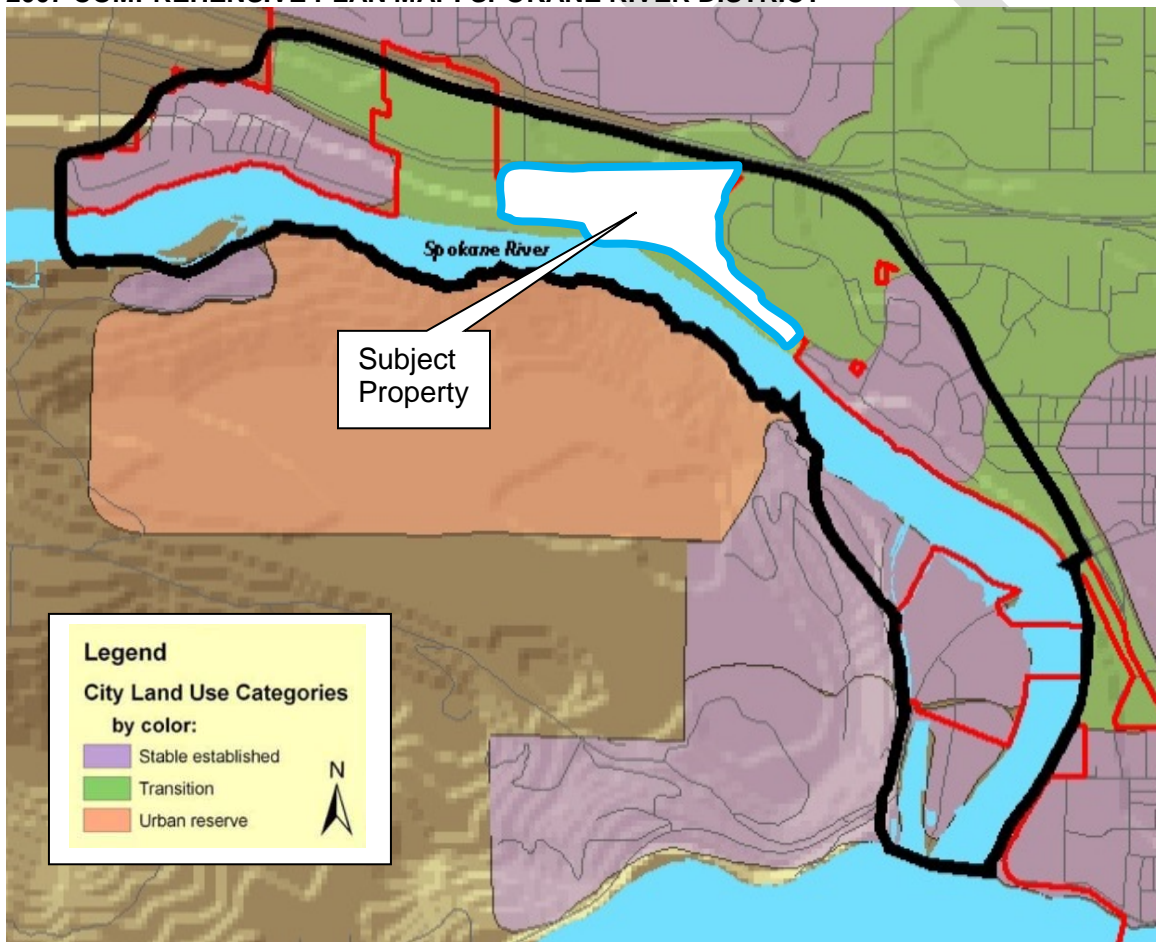
REQUIRED FINDINGS (PUD):

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

2007 COMPREHENSIVE PLAN- LAND USE CATEGORY:

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

2007 COMPREHENSIVE PLAN MAP: SPOKANE RIVER DISTRICT



Transition Areas:

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

Spokane River District Tomorrow

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

The characteristics of the Spokane River District neighborhoods will be:





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

NEIGHBORHOOD CHARACTER:

2007 Comprehensive Plan: Spokane River District Today

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

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

Comprehensive Plan (2007-2027)		Page 27
<h3>Special Areas: Areas of Coeur d'Alene Requiring Unique Planning</h3>		
<p>Shorelines</p> <p>The City of Coeur d'Alene is known for its shorelines. They are an asset and provide a multitude of benefits. Community pride, economic advantages, transportation, recreation, and tourism are just a few examples of how shorelines affect the use and perception of our city.</p> <p>Public access to and enhancement of our shorelines is a priority. Shorelines are a positive feature for a community and they must be protected. To ensure preservation, the city has an ordinance that protects, preserves, and enhances our visual resources and public access by establishing limitations and restrictions on specifically defined shoreline property located within city limits.</p> <p>To increase desired uses and access to this finite resource, the city will provide incentives for enhancement. Efficient use of adjacent land, including mixed use and shared parking where appropriate, are just a few tools we employ to reach this goal.</p> <p>Policy:</p> <ul style="list-style-type: none"> • Make public access to river and lake shorelines a priority. <p>Methods:</p> <ul style="list-style-type: none"> • Shoreline ordinance will govern appropriate development in designated areas. 	<ul style="list-style-type: none"> • Ensure scale, use, and intensity are suitable with location. • Promote protection and connectivity along shorelines. <p>Related Objectives:</p> <ul style="list-style-type: none"> • 1.01, 1.02, 1.03, 1.04, 1.05, 1.17, 3.14 	 <p style="text-align: center;">Coeur d'Alene Lake & Spokane River shorelines</p>
 <p style="text-align: center;">Shoreline</p>	 <p style="text-align: center;">Independence Point</p>	 <p style="text-align: center;">Coeur d'Alene Ironman starting line</p>
		<p>Special Point of Interest</p> <ul style="list-style-type: none"> • The Coeur d'Alene shoreline, measuring 5.16 miles within city limits, contains 2.36 public shoreline miles.

2007 COMPREHENSIVE PLAN GOALS & OBJECTIVES THAT APPLY:

Goal #1: Natural Environment

Our Comprehensive Plan supports policies that preserve the beauty of our natural environment and enhance the beauty of Coeur d'Alene.

Objective 1.01 Environmental Quality:

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

Objective 1.02 Water Quality:

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

Objective 1.03 Waterfront Development:

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

Objective 1.04 Waterfront Development:

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

Objective 1.05 Vistas:

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

Objective 1.09 Parks:

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

Objective 1.11 Community Design:

Employ current design standards for development that pay close attention to context, sustainability, urban design, and pedestrian access and usability throughout the city.

Objective 1.12 Community Design:

Support the enhancement of existing urbanized areas and discourage sprawl

Objective 1.13 Open Space:

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

Objective 1.14 Efficiency:

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

Objective 1.15 Natural Terrain:

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

Objective 1.16 Connectivity:

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

Objective 1.17 Hazardous Areas:

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

Goal #2: Economic Environment

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

Objective 2.01 Business Image & Diversity:

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

Objective 2.02 Economic & Workforce Development:

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

Objective 2.05 Pedestrian & Bicycle Environment:

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

Objective 2.06 Cooperative Partnerships:

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

Goal #3: Home Environment

Our Comprehensive Plan preserves the qualities that make Coeur d'Alene a great place to live.

Objective 3.01 Managed Growth:

Provide for a diversity of suitable housing forms within existing neighborhoods to match the needs of a changing population.

Objective 3.02 Managed Growth:

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

Objective 3.05 Neighborhoods:

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

Objective 3.06 Neighborhoods:

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

Objective 3.08 Housing:

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

Objective 3.13 Parks:

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

Objective 3.14 Recreation:

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

Objective 3.16 Capital Improvements:

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

Objective 3.18 Transportation:

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

Goal #4: Administrative Environment

Our Comprehensive Plan advocates efficiency and quality management.

Objective 4.01 City Services:

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

Objective 4.06 - Public Participation:

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

Evaluation: *The Planning Commission must determine, based on the information before them, whether the Comprehensive Plan policies do or do not support the request. Specific ways in which the policy is or is not supported by this request should be stated in the finding.*

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

To the South:

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

To the North:

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

To the East:

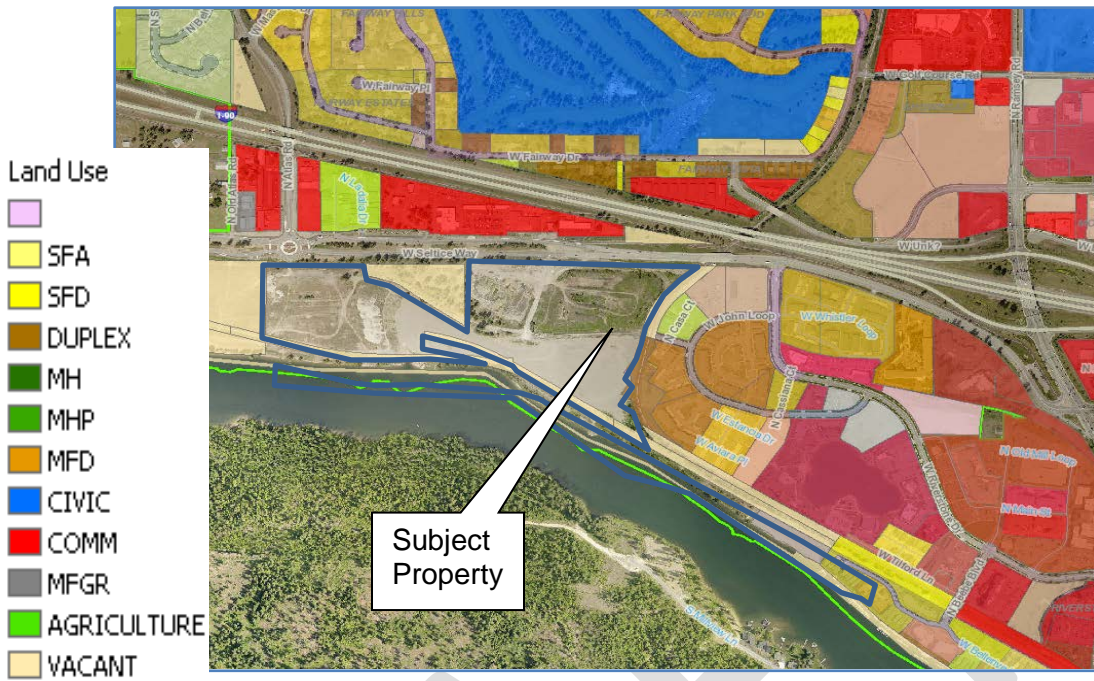
To the east of the subject site are the Riverstone and the Bellerive subdivisions, as well as the Centennial Trail and an existing dog park. Uses within Riverstone include multi-family apartments, a retirement community, single family dwellings, restaurants, a mixed use village with retail uses, and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

To the West:

To the west of the subject site is the 22 acre site owned by Lanzce Douglass which is currently vacant. A PUD and Preliminary plat was recently approved for a PUD to allow a 250 unit apartment facility, a mini-storage facility and a private gated residential community for the 29-lot preliminary plat to be known as "Rivers Edge".

Further to the west beyond the recently approved PUD and subdivision are single family dwellings and a commercial office space that is used as a call center. The properties to the west that have single family dwellings on them are zoned R-8PUD. The commercial call center property is zoned C-17LPUD. There is also a vacant undeveloped property, formerly a railroad right-of-way, owned by the City that will be developed with a 12-foot wide multi-use trail. *See Generalized Land Use Map on Page 15.*

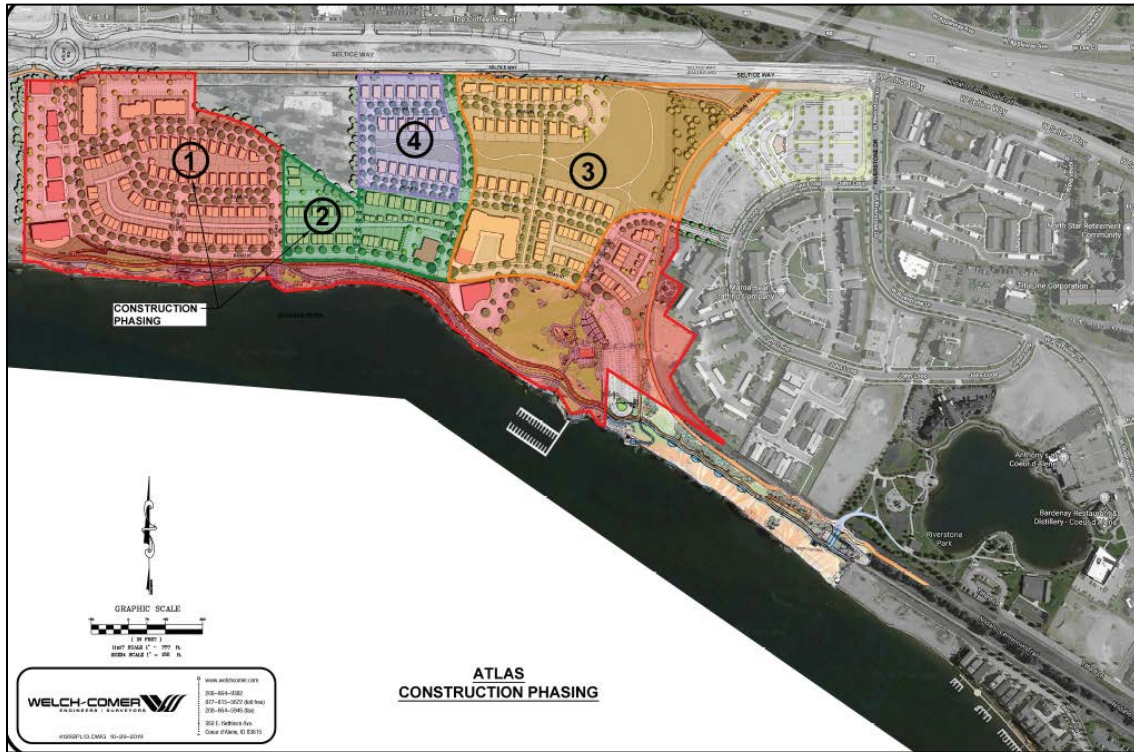
GENERALIZED LAND USE MAP:



ATLAS MILL SITE ILLUSTRATIVE PLAN:



PHASING PLAN:



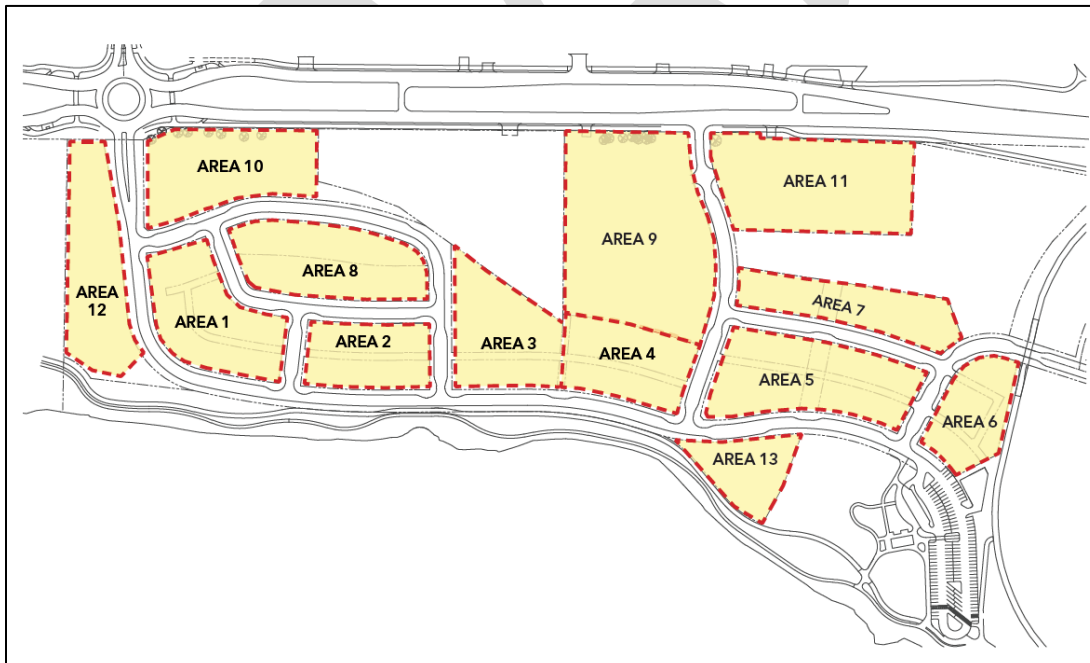
VIEW CORRIDORS:



UPLAND DEVELOPMENT CONCEPTS:



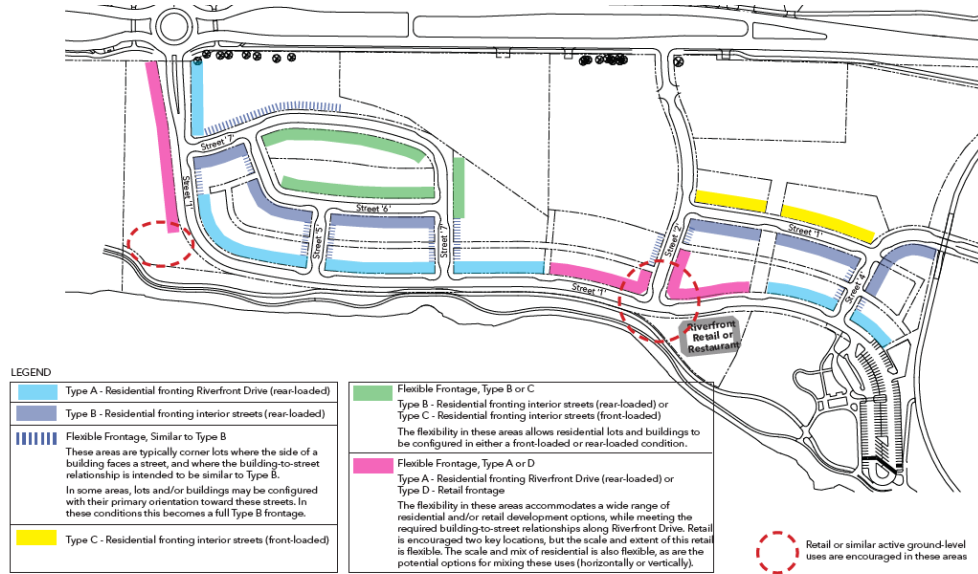
DEVELOPMENT AREAS KEY PLAN:



FRONTAGE TYPES:

A frontage encompasses the edge of a street, the building facades oriented toward the street and the entire space in between. The ensemble of physical elements within this zone plays a big role in establishing the character of the neighborhood and the quality of its pedestrian environment. This chapter illustrates and describes the street frontages for the Atlas Waterfront Neighborhood.

Riverfront Drive is the primary placemaking street within the development area. Riverview Drive and Suzanne Road are also important neighborhood streets, but from a frontage perspective they're different in that provide access the riverfront and run perpendicular to it. All other streets are interior and considered secondary within the hierarchy of neighborhood streets. See block standards for additional details, especially for areas with frontage flexibility.



BUILDING TYPES: ALLEY LOADED TOWNHOMES AND DUPLEXES

ALLEY LOADED TOWNHOUSES

ALLEY LOADED DUPLEXES

ALLEY LOADED TOWNHOUSES AND DUPLEXES

Parking:

- All parking shall be accessed from the alley, where one is provided.
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Planting strips are encouraged to be provided between every two surface parking spaces.

Building Frontage:

- Entries shall be oriented to the Primary Street and include a porch or stoop a min. 6' x 6' and 18" above the adjacent grade.
- Privacy transition shall be provided at primary entries facing Riverfront Drive.

Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- At a minimum, buildings shall be modulated at every two units.
- Projections and porches may extend to the minimum building setback.
- Corner lots are encouraged to have porches wrap the building corner.

BUILDING TYPES: TYPICAL ALLEY LOADED DUPLEXES AND TOWNHOMES



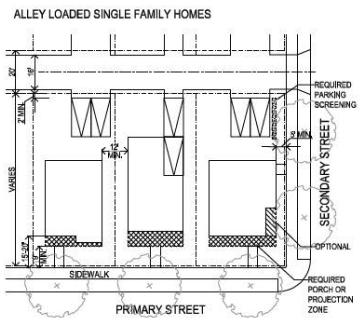
TYPICAL ALLEY LOADED DUPLEXES



TYPICAL ALLEY LOADED TOWNHOMES



BUILDING TYPES: ALLEY LOADED SINGLE FAMILY HOMES:



ALLEY LOADED SINGLE FAMILY HOMES

Parking:

- All parking shall be accessed from the alley, where one is provided.
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Planting strips are encouraged to be provided between every two surface parking spaces.

Building Frontage:

- Entries shall be oriented to the Primary Street and include a porch or stoop a minimum 6' x 6' and 18" above the adjacent grade.
- Privacy transition shall be provided at primary entries facing Riverfront Drive.

Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- Projections and porches may extend to the minimum building setback.
- Corner lots are encouraged to have porches wrap the building corner.




TYPICAL ALLEY LOADED SINGLE FAMILY



TYPICAL ALLEY LOADED NARROW LOT SINGLE FAMILY

BUILDING TYPES: FRONT LOADED DUPLEXES AND SINGLE FAMILY HOMES



FRONT LOADED SINGLE FAMILY

FRONT LOADED DUPLEXES

FRONT LOADED DUPLEXES AND SINGLE FAMILY HOMES

Parking:

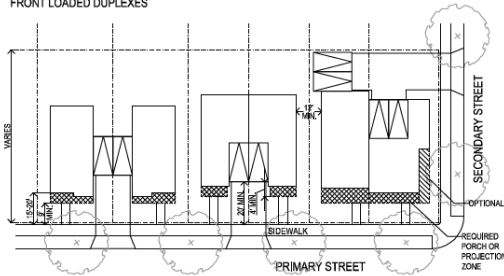
- Parking garages shall be set back a min. 20' from the back of the sidewalk.
- Garage doors shall be set back a minimum 4' from a building projection or porch.
- Parking on corner lots are encouraged to face the Secondary Street.
- Developments are encouraged to minimize curb cuts and parking garage visibility at Primary Street frontages.

Building Frontage:

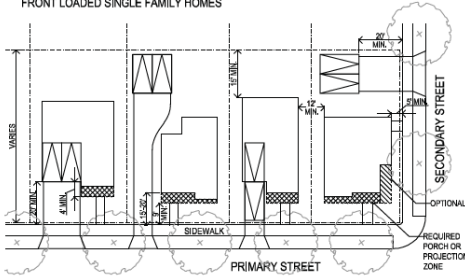
- Entries shall be oriented to the Primary Street and include a porch or stoop a minimum 6' x 6' and 18" above the adjacent grade.
- Privacy transition shall be provided at primary entries facing Riverfront Drive.

Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- Projections and porches may extend to the minimum building setback.
- Corner lots are encouraged to have porches wrap the building corner.



FRONT LOADED DUPLEXES



FRONT LOADED SINGLE FAMILY HOMES

BUILDING TYPES: MULTI-FAMILY RESIDENTIAL



TYPICAL MULTI-FAMILY



TYPICAL MULTI-FAMILY

Medium-density residential and commercial mixed-use buildings are encouraged at designated locations within the Atlas Mill Neighborhood. Rather than stand-alone projects, these buildings are envisioned as an integral part of the surrounding neighborhoods, extending the fabric of friendly streets, creating activity nodes with ground level, community-oriented uses, and providing an appropriate scale transition to nearby detached and attached single family houses.

Clustering of apartment houses or neighborhood-scaled office buildings at these locations offers the opportunity to create activity centers with local-serving retail and restaurant uses, as well as neighborhood-serving amenities and services at the street level.

MULTI-FAMILY RESIDENTIAL

Parking:

- All parking shall accessed from the alley or secondary street, where provided.
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Parking lots shall include a minimum of one tree island for every 10 parking stalls.

Building Frontage:

- Primary building entries shall be oriented to the Primary Street.
- Ground floor residential units are encouraged to have individual unit entries.
- Private unit entries shall include a porch or stoop a minimum 6' x 6' and 18" above the adjacent grade.
- Ground floor parking may not be located adjacent to primary street frontages.
- Below grade parking adjacent to street frontages may extend a maximum of 4' above the adjacent grade.
- Below grade parking shall be accessed from an alley or secondary street, where provided.

Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- Projections and porches may extend up to 6' beyond the primary building setback.
- At a minimum, buildings shall be modulated every 60' along street frontages.

BUILDING TYPES: MULTI-FAMILY RESIDENTIAL AND COMMERCIAL



BUILDING TYPES: COMMERCIAL / OFFICE

TYPICAL COMMERCIAL / RETAIL

COMMERCIAL-FREE STANDING RETAIL

COMMERCIAL / OFFICE

Parking:

- All parking shall be accessed from the alley or secondary street, where provided.
- Surface parking shall be located at the rear of the building.
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Parking lots shall include a minimum of one tree island for every 10 parking stalls.

Building Frontage:

- Primary building entries shall be oriented to the Primary Street.
- Ground floor parking may not be located adjacent to primary street frontages.
- Below grade parking adjacent to street frontages may extend a maximum of 4' above the adjacent grade.
- Below grade parking shall be accessed from an alley or secondary street, where provided.
- A minimum 8' wide clear sidewalk shall be provided adjacent to commercial building frontages.
- Additional uses above the ground floor are encouraged.

Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- Projections and porches may extend up to 6' beyond the primary building setback.
- Commercial uses shall include a minimum window area of 50% of the ground floor facade for each front facade which can include glass entry doors.
- Buildings shall be modulated a minimum of every 60' along street frontages.

BUILDING TYPES: OFFICE / MIXED USE:



Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the design and planning of the site is compatible with the location, setting and existing uses on adjacent properties.*

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

The subject property is higher along Seltice Way and slopes downward toward the Spokane River to the south. The pre-existing grade had an approximately forty-five foot (45') elevation drop on the subject site as shown on the Topographic Map on the next page. Some grading work has been done on the site to prepare it for development and remove pits that existed from the previous mill operations. The grade changes across the site will be advantageous to providing more views of the river and shoreline. There are no topographical or other physical constraints that would make the subject property unsuitable for the proposed PUD request.

TOPOGRAPHIC MAP:



SITE PHOTO - 1: View from the northeast portion of the property looking southeast toward the Spokane River. Riverstone and the Centennial Trail are visible on the left side of the photo.



SITE PHOTO - 2: View from the north central part of the property looking south toward the river. Piles of dirt and rock from the Atlas Mill cleanup effort are visible.



SITE PHOTO - 3: View from the center portion of the property looking north toward Seltice Way and the future roundabout at Atlas. Dirt and rock piles from the Atlas Mill cleanup effort are visible.



SITE PHOTO - 4: View from the center of the property looking northwest toward Seltice Way



SITE PHOTO - 5: View from the central portion of the property looking south toward the river and the City-owned former railroad right-of-way.



SITE PHOTO - 6: View from the west portion of the subject site looking southwest toward the adjacent property. The City-owned former railroad right-of-way is also visible.



SITE PHOTO -7: View from the central portion of the property looking southeast. Dirt piles from the mill cleanup, the city-owned former railroad right-of-way property and the river are visible.



SITE PHOTO -8 : View from the southern edge of the property looking east along the city-owned former railroad right-of-way property



SITE PHOTO -9 : View from the southern edge of the property looking southeast at a natural inlet on the Spokane River.



Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the proposal is compatible with natural features of the site and adjoining properties.*

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

See staff comments which can be found in finding #B7B (Subdivision: pages 33-37) below.

Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the location, design, and size of the proposal are such that the development will be adequately served by existing public facilities and services.*

Finding #B8E: **The proposal (does) (does not) provide adequate private common open space area, as determined by the Commission, no less than 10% of gross land area, free of buildings, streets, driveways or parking areas. The common open space shall be accessible to all users of the development and usable for open space and recreational purposes.**

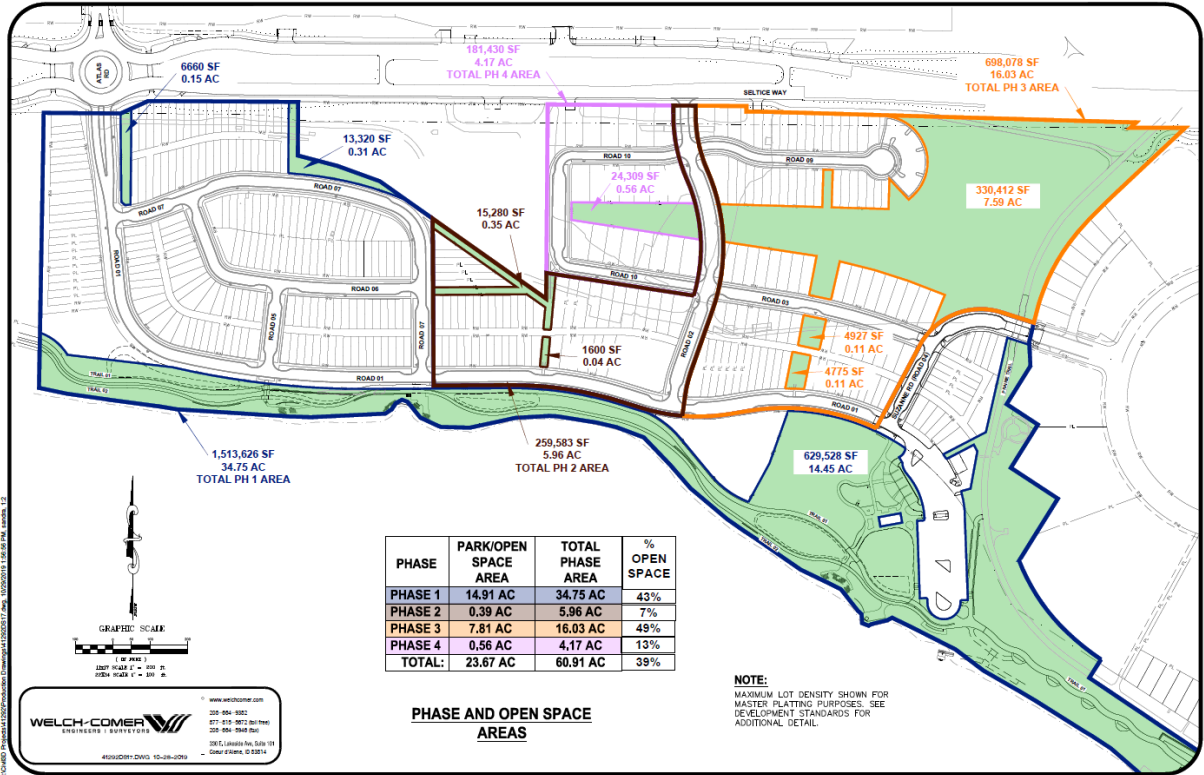
The proposed project will have a total of 39% of open space. The open space will consist of 25-acres of public open space areas. The project will include 12 acres of open space along the waterfront to include a waterfront park, and upland open spaces to provide pedestrian circulation routes in addition to sidewalks. The waterfront park provides a grass open play area, playground, picnic shelter, food truck parking, separate pedestrian and bicycle waterfront trails, a water dog park, ADA accessible swim area and kayak launch and several other water access points. The very northeast area of the site is a 7.7-acre public space with a use that will be determined by the City Parks and Recreation Department. See Attachment 2 for the Open Space Improvements.

OPEN SPACE AREAS PER PHASE:

OPEN SPACE DETAILS:

PHASE	PARK/OPEN SPACE AREA	TOTAL PHASE AREA	% OPEN SPACE
PHASE 1	14.91 AC	34.75 AC	43%
PHASE 2	0.39 AC	5.96 AC	7%
PHASE 3	7.81 AC	16.03 AC	49%
PHASE 4	0,56 AC	4,17 AC	13%
TOTAL:	23.67 AC	60.91 AC	39%

PHASE AND OPEN SPACE MAP:



LANDSCAPING AND PUBLIC OPEN SPACE PLAN:



In February of 2016, the Planning Commission held a workshop to discuss and better define the intent, functionality, use, types, required improvements, and other components of open space that is part of Planned Unit Development (PUD) projects. The workshop discussion was necessary due to a number of requested PUD's with the Planning Commission being asked to approve "usable" open space within a proposed development.

Per the Planning Commission Interpretation (Workshop Item I-1-16 Open Space), the below list outlines what qualifies as Open Space.

- \geq 15 FT wide, landscaped, improved, irrigated, maintained, accessible, usable, and include amenities
- Passive and Active Parks (including dog parks)
- Community Gardens
- Natural ok if enhanced and in addition to 10% improved
- Local trails

Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the proposal provides adequate private common open space area, no less than 10% of gross land area, free of buildings, streets, driveways or parking areas. The common open space shall be accessible to all users of the development and usable for open space and recreational purposes.*

Finding #B8F: **Off-street parking (does) (does not) provide parking sufficient for users of the development.**

The Atlas Waterfront PUD is consistent with all of the City Code parking requirements for land uses in the project with the exception of one requested deviation.

This PUD is requesting a deviation to the City's off-street parking requirements only for the commercial restaurant use (Primary Food Sales/ On-Site Consumption). The current parking requirement for this type of use is as follows:

- 1 space for every 330 square feet of floor area for facilities under 1,000 square feet or 1 space for every 200 square feet of floor area for facilities over 1,000 square feet.

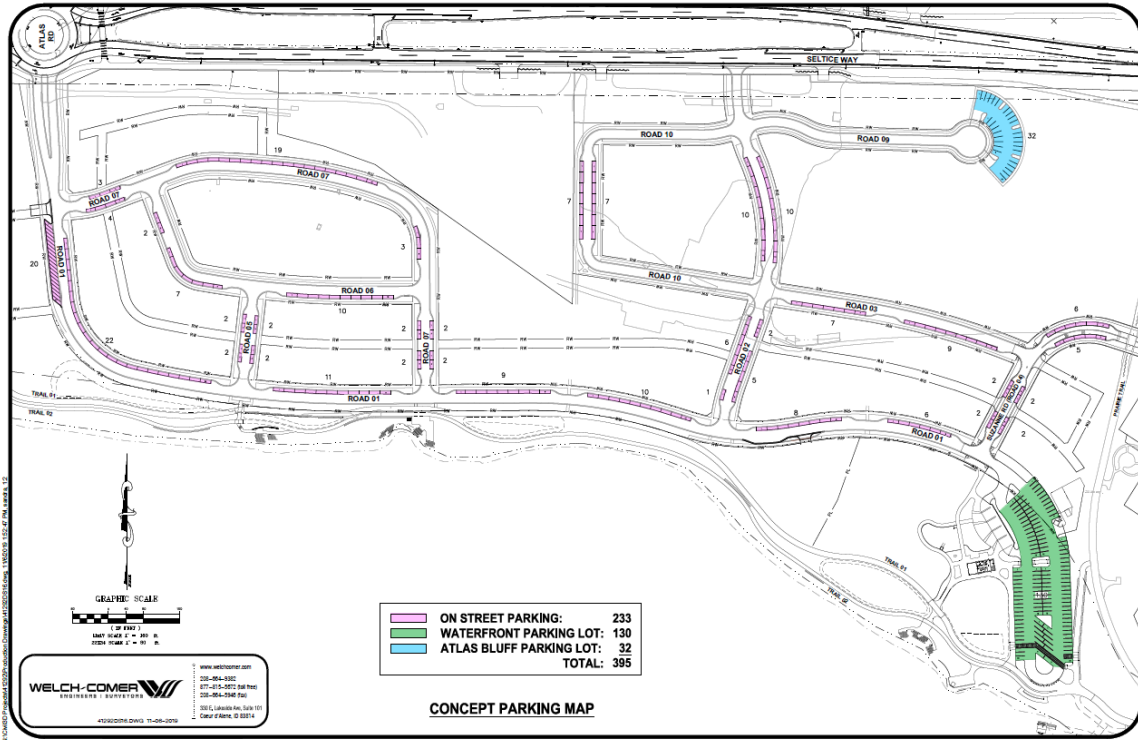
The requested parking deviation for the restaurant use over 1,000 square feet is as follows:

- 1 paved off-street space per 250 gsf (gross square footage). Allow up to 50% of the required parking to be provided on-street.

See the Concept Parking Plan on the next page for locations of designated parking lots for public spaces and on street parking.

Single family and duplex homes will be required to provide two (2) off-street paved parking spaces per unit, which is consistent with code requirements for single-family/duplex residential. Parking for multi-family units is based on the total number of bedrooms in each unit. The parking table on page 8 shows how the parking requirements will be met for the multi-family use.

CONCEPT PARKING PLAN:



Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the off-street parking provides parking sufficient for users of the development.*

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

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

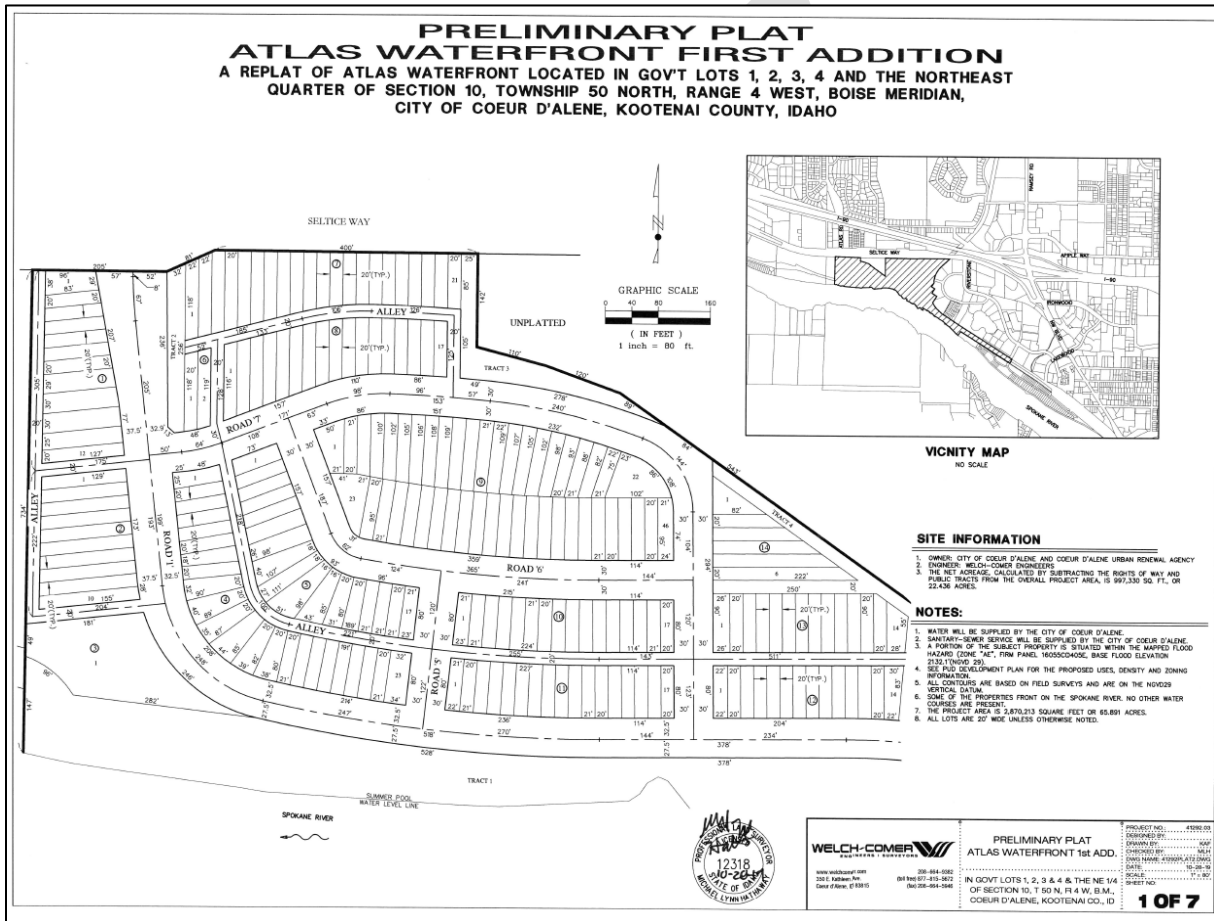
Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the proposal provides for an acceptable method for the perpetual maintenance of all common property.*

S-3-19 SUBDIVISION FINDINGS:

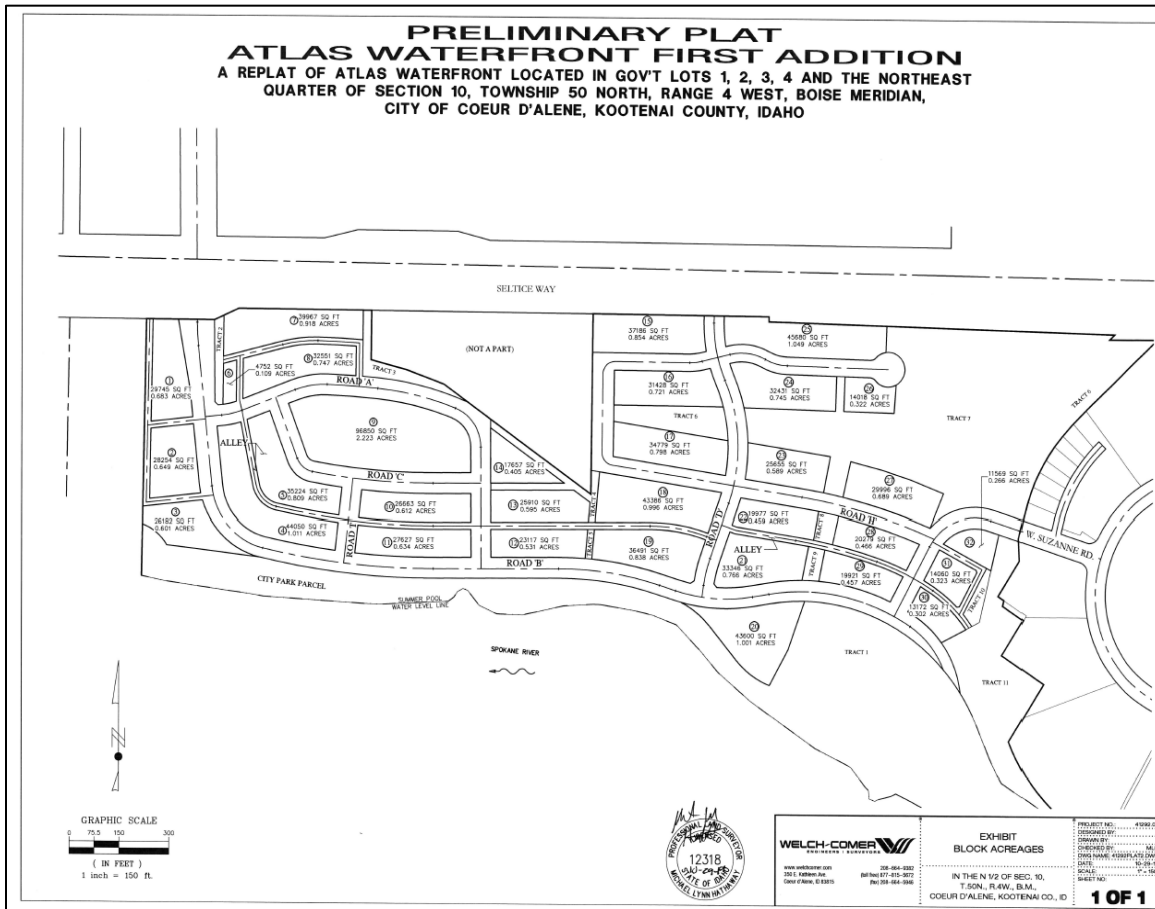
REQUIRED FINDINGS (Subdivision):

Finding #B7A: That all of the general preliminary plat requirements (have) (have not) been met as attested to by the City Engineer.

PRELIMINARY PLAT FOR "ATLAS WATERFRONT FIRST ADDITION":



PRELIMINARY PLAT BLOCK ACREAGES EXHIBIT:



The preliminary plat submitted contains all of the general preliminary plat elements required by the Municipal Code.

-Submitted by Chris Bosley, City Engineer

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

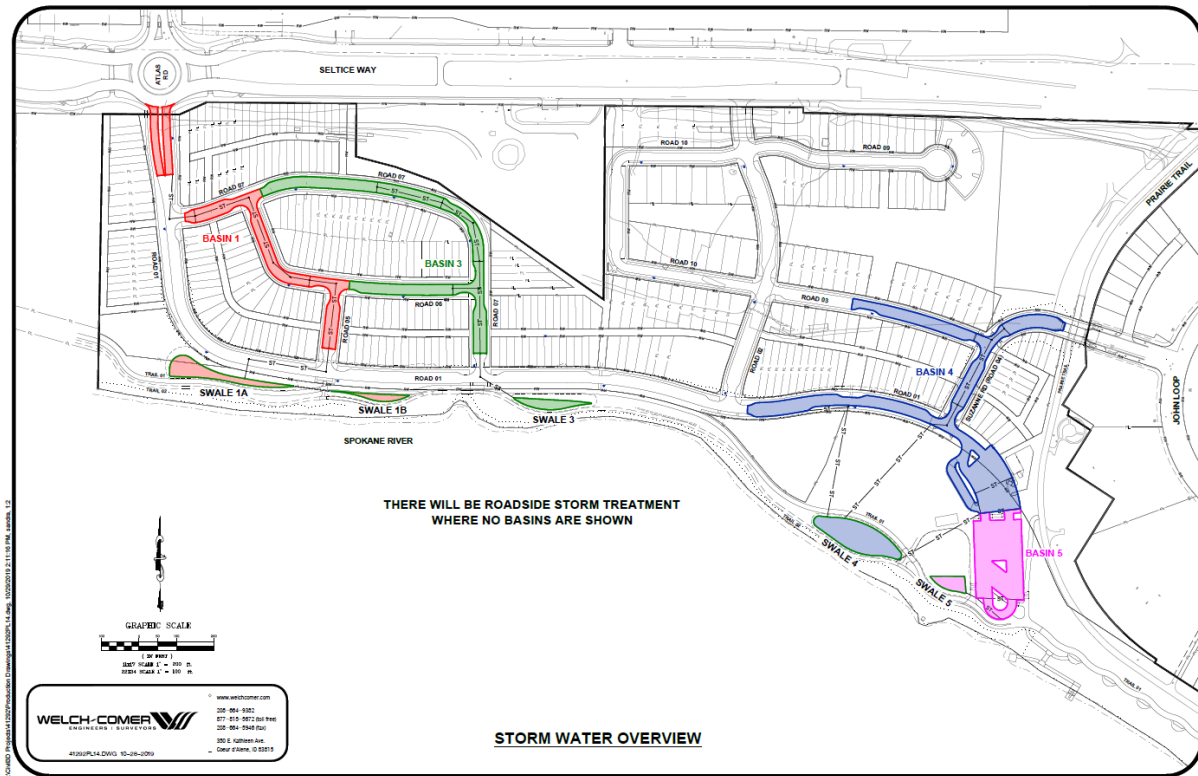
Finding #B7B: **That the provisions for sidewalks, streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities, and utilities (are) (are not) adequate.**

STORMWATER:

City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site. Development of the subject property will require that all new storm drainage be retained on site. This issue will be addressed at the time of plan review and site development of the subject property.

-Submitted by Chris Bosley, City Engineer

STORMWATER UTILITY OVERVIEW:



STREETS:

The subject property is bordered by Seltice Way to the north. The existing street was recently redeveloped to City standards and no alterations will be required. All internal streets within the proposed development will be constructed to City approved standards. Streets and Engineering has no objections to the proposed PUD. The alleys will be 16' wide and paved, exceeding the City standard.

-Submitted by Chris Bosley, City Engineer

TRAFFIC:

A traffic study was completed for this property by Welch Comer and Associates in January, 2019. The results of that study indicate that at full buildout, this proposed project could generate approximately 548 trips in the PM peak hour. The additional traffic generated will likely result in increases to congestion on the surrounding streets, particularly Seltice Way and Northwest Boulevard. However, a recommended mitigation measure proposed in the traffic study is to optimize traffic signal timing on the Northwest Boulevard/Ramsey Road corridor near I-90. The City recently approved an MOU with the Idaho Transportation Department to upgrade those six traffic signals in the corridor and give control to the City. Work has begun on that project and is expected to be completed by Memorial Day weekend in 2020. These signal improvements are expected to greatly improve traffic flow in the corridor. Streets and Engineering has no objections to the proposed PUD.

-Submitted by Chris Bosley, City Engineer

WATER:

There is adequate capacity in the public water system as a whole to support domestic, irrigation and fire flow for the proposed 60-acre PUD & 415 lot preliminary plat known as "Atlas Waterfront 1st Addition." A thorough review of the recently supplied hydraulic study will likely confirm that current and planned improvements should support the proposed project.

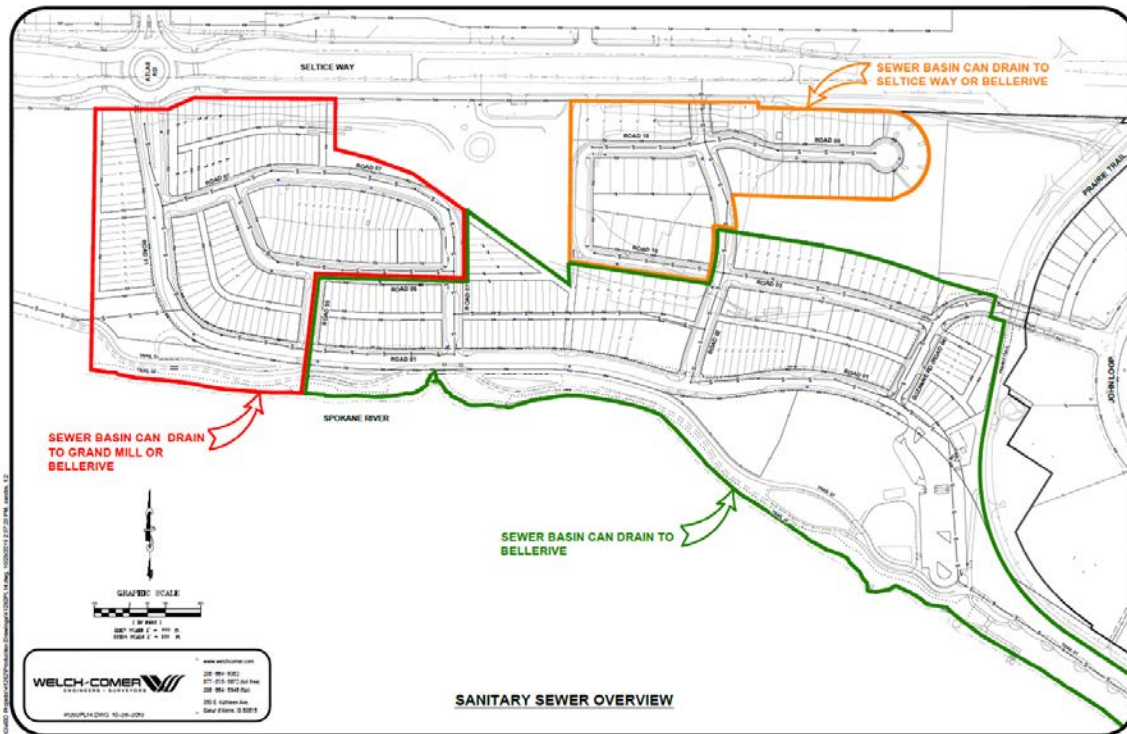
-Submitted by Kyle Marine, Assistant Water Superintendent

WASTEWATER:

1. Sewer Policy #719 requires an "All-Weather" surface permitting unobstructed O&M access to the public sewer.
2. City Resolution 14-025 requires all EDUs discharging wastewater within the Mill River Lift Station Sewer Service Area to pay into the capacity system upgrades to the Mill River Lift Station.
3. Properties within the Mill River Lift Station Service Area electing to deviate Sewer Master Plan flows to the Riverside Pump Station Basin will require an analysis of the collection system and pump station's capacity to accommodate the additional rerouted sewer flows.
4. Sewer Policy #716 requires all legally recognized parcels within the City to individually connect and discharge into (1) public sewer connection.
5. Idaho Code §39-118 requires IDEQ or QLPE to review and approve public infrastructure plans for construction.
6. The Subject Property is within the City of Coeur d'Alene and in accordance with the 2013 Sewer Master Plan; the City's Wastewater Utility presently has the wastewater system capacity, willingness and intent to serve this PUD request as proposed. Any increase in density may require hydraulic modeling the sewer flows acceptable to the Wastewater Utility and upsizing of public sewer.

-Submitted by Mike Becker, Capital Program Manager

SANITARY SEWER OVERVIEW:



FIRE:

The Fire Department works with the Engineering, Water, and Building Departments to ensure the design of any proposal meets mandated safety requirements for the city and its residents.

Fire department access to the site (road widths, surfacing, maximum grade, turning radiuses, no parking-fire lanes, snow storage and gate access), in addition to fire protection (size of water main, fire hydrant amount and placement, and any fire line(s) for buildings requiring a fire sprinkler system) will be reviewed prior to final plat recordation or during the Site Development and Building Permit process, utilizing the currently adopted International Fire Code (IFC) for compliance.

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

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

PARKS:

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

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

-Submitted by Monte McCully, Trails Coordinator

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

Finding #B7C: **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) requirements.**

For the purposes of the preliminary plat, both subdivision design standards (Chapter 16.15) and improvement standards (Chapter 16.40) have been vetted for compliance. Because the proposed development is a PUD initiated by the City and ignite cda, city staff were involved in the creation of the design standards for the development and reviewing the preliminary plat. Streets and Engineering has no objection to the preliminary plat and modifications the subdivision improvement standards through the PUD.

-Submitted by Chris Bosley, City Engineer

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

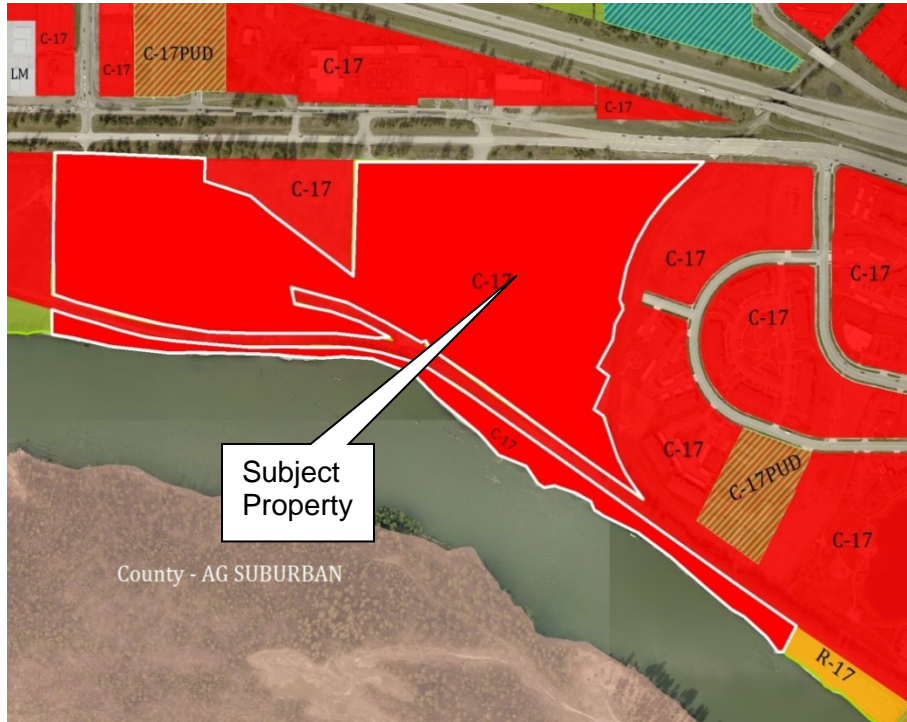
Finding #B7D: **The lots proposed in the preliminary plat (do) (do not) meet the requirements of the applicable zoning district.**

The Atlas Waterfront project includes a modification to the required zoning standards through the PUD process as noted in the Requested Deviations Tables on pages 5-8 for the residential and commercial uses. The development standards outline the Building Types, Circulation and Landscaping for the proposed development. The C-17 zoning district does not require a minimum lot size requirement.

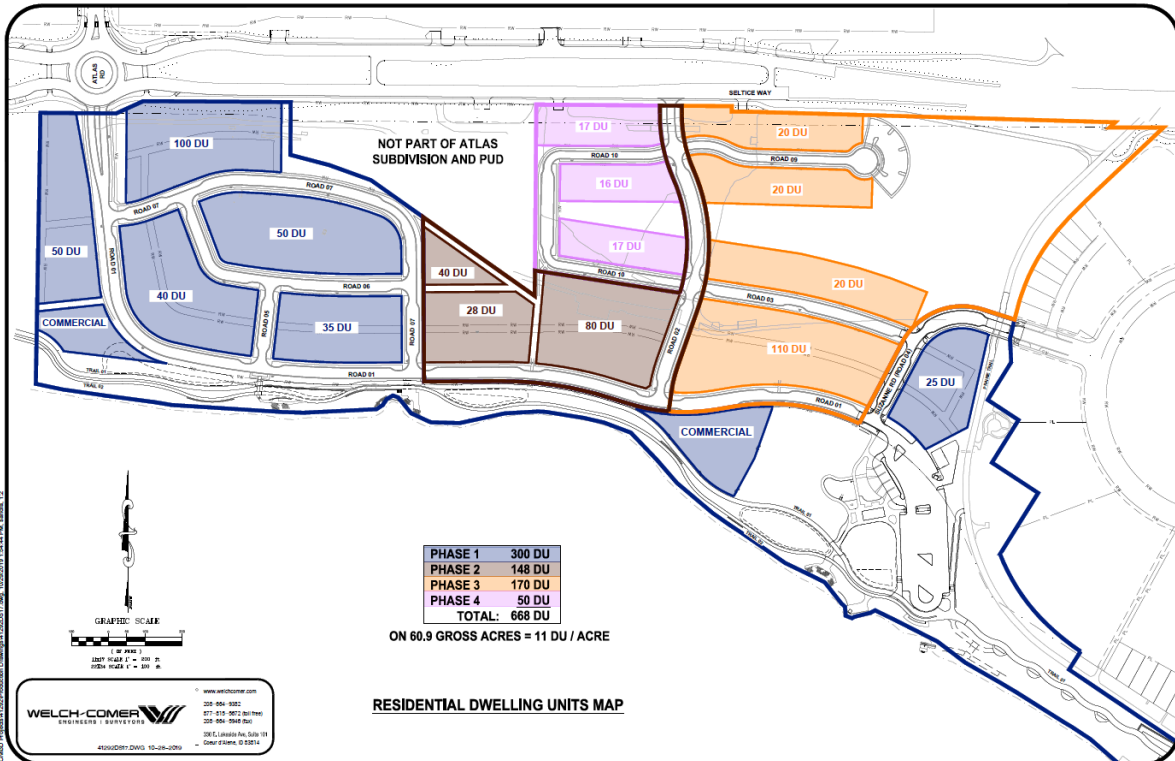
The existing C-17 zoning district allows a mix of housing types at a density of not greater than 17 units per acre. A multi-family facility in the C-17 District follows the R-17 Zoning district for density requirements. Single family and duplex housing follows the R-8 Zoning district density requirements. The proposed density for the site is 11 dwelling units (du) per gross acre. The overall residential unit count of 664 dwelling units is shown on the Residential Density Map, which indicates the maximum number of residential units by block.

EXISTING ZONING:

- Zoning
- C-17
- C-17L
- C-17LPUD
- C-17PUD
- DC
- DCPUD
- LM
- M
- MH-8
- MH-8PUD
- NC
- NW
- R-1
- R-12
- R-12PUD
- R-17
- R-17PUD
- R-1PUD
- R-3
- R-3PUD
- R-5
- R-5PUD
- R-8
- R-8PUD
- R-8SF



RESIDENTIAL DWELLING UNITS PER BLOCK MAP:



C-17 ZONING DISTRICT:

The C-17 district is intended as a broad spectrum commercial district that permits limited service, wholesale/retail and heavy commercial in addition to allowing residential development at a density of seventeen (17) units per gross acre. This district should be located adjacent to arterials; however, joint access developments are encouraged.

17.05.500: PERMITTED USES; PRINCIPAL:

Principal permitted uses in a C-17 district shall be as follows:

- Administrative offices.
- Agricultural supplies and commodity sales.
- Automobile and accessory sales.
- Automobile parking when serving an adjacent business or apartment.
- Automobile renting.
- Automobile repair and cleaning.
- Automotive fleet storage.
- Automotive parking.
- Banks and financial institutions.
- Boarding house.
- Building maintenance service.
- Business supply retail sales.
- Business support service.
- Childcare facility.
- Commercial film production.
- Commercial kennel.
- Commercial recreation.
- Communication service.
- Community assembly.
- Community education.
- Community organization.
- Construction retail sales.
- Consumer repair service.
- Convenience sales.
- Convenience service.
- Department stores.
- Duplex housing (as specified by the R-12 district).
- Essential service.
- Farm equipment sales.
- Finished goods wholesale.
- Food and beverage stores
- Funeral service.
- General construction service.
- Group assembly.
- Group dwelling - detached housing.
- Handicapped or minimal care facility.
- Home furnishing retail sales.
- Home occupations.
- Hospitals/healthcare.
- Hotel/motel.
- Juvenile offenders facility.
- Laundry service.
- Ministorage facilities.
- Multiple-family housing (as specified by the R-17 district).
- Neighborhood recreation.
- Noncommercial kennel.
- Nursing/convalescent/rest homes for the aged.
- Personal service establishments.
- Pocket residential development (as specified by the R-17 district).
- Professional offices.
- Public recreation.
- Rehabilitative facility.
- Religious assembly.
- Retail gasoline sales.
- Single-family detached housing (as specified by the R-8 district).
- Specialty retail sales.
- Veterinary office

17.05.510: PERMITTED USES; ACCESSORY:

Accessory permitted uses in a C-17 district shall be as follows:

- Accessory dwelling units.
- Apartment for resident caretaker watchman.
- Outdoor storage or building when incidental to the principal use
- Private recreation (enclosed or unenclosed).
- Residential accessory uses as permitted by the R-17 district

17.05.520: PERMITTED USES; SPECIAL USE PERMIT:

Permitted uses by special use permit in a C-17 district shall be as follows:

- Adult entertainment sales and service.
- Auto camp.
- Criminal transitional facility.
- Custom manufacturing.
- Extensive impact.
- Residential density of the R-34 district
- Underground bulk liquid fuel storage
- Veterinary hospital.
- Warehouse/storage.
- Wireless communication facility

17.05.320: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

Minimum yard requirements for multi-family housing in the C-17 zoning district defers the R-17 district standards, which are as follows:

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 rear yard will be reduced by one-half (1/2) when adjacent to public open space.

17.44.030: OFF STREET PARKING - RESIDENTIAL USES:

D.	Multiple-family housing:	
	1. Studio units	1 space per unit
	2. 1 bedroom units	1.5 spaces per unit
	3. 2 bedroom units	2 spaces per unit
	4. 3 bedroom units	2 spaces per unit
	5. More than 3 bedrooms	2 spaces per unit

R-8 RESIDENTIAL ZONING DISTRICT

This district is intended as a residential area that permits a mix of housing types at 8 dwelling units per gross acre. This district is intended for those areas of the City that are developed at this density; or are preferably developed at this density because of factors such as vehicular access, topography, flood hazard, landslide hazard, and landslide hazard.

17.05.100: PERMITTED USES; PRINCIPAL:

Principal permitted uses in an R-8 district shall be as follows:

- Single family housing. (NOTE: Fort Grounds & Pine Grove only – a single family only designation applies to the majority of the area; duplexes are not permitted. ADU's are a permitted use).

- Duplex housing.
- Home Occupations, as defined in Sec. 17.06.705.
- Essential services (underground).
- Civic administrative offices.
- Neighborhood recreation.
- Public recreation

17.05.110: PERMITTED USES; ACCESSORY:

Accessory permitted uses in an R-8 district shall be as follows:

- Carport, garage and storage structures (attached or detached).
- 2. Private recreation facility (enclosed or unenclosed).
- 3. Accessory dwelling unit (ADU).

17.05.120: PERMITTED USES; SPECIAL USE PERMIT:

Permitted uses by special use permit in an R-8 district shall be as follows:

- Boarding house.
- Child care facility.
- Community assembly.
- Community education.
- Community organization.
- Convenience sales.
- Essential service (above ground).
- Handicapped or minimal care facility.
- Juvenile offender facility.
- Noncommercial kennel.
- Religious assembly.
- Restriction to single family.
- Group dwelling.
- 2 units per gross acre density increase.
- Bed & breakfast facilities.

17.05.130: SITE PERFORMANCE STANDARDS; MAXIMUM HEIGHT:

Maximum height requirements in an R-8 District shall be as follows:

MAXIMUM HEIGHT

Structure Type	Structure Location	
	In Buildable Area For Principal Facilities	In Rear Yard
Principal structure	32 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

17.05.150: SITE PERFORMANCE STANDARDS; MINIMUM LOT:

The minimum lot requirements in an R-8 District shall be five thousand five hundred (5,500) square feet per unit per individual lot. All buildable lots must have fifty feet (50') of frontage on a public street, unless an alternative is approved by the City through normal subdivision procedure, or unless a lot is nonconforming.

17.05.160: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

A. Minimum yard requirements for residential activities in an R-8 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. There will be no permanent structures erected within the corner cutoff areas.

C. Extensions into yards are permitted in accordance with section 17.06.495 of this title.

R-12 RESIDENTIAL ZONING DISTRICT

The R-12 district is intended as a residential area that permits a mix of housing types at a density not greater of twelve (12) units per gross acre.

17.05.180: PERMITTED USES; PRINCIPAL:

Principal permitted uses in an R-12 district shall be as follows:

- Civic Administrative Offices
- Duplex housing
- Essential service
- "Home occupation", as defined in this title
- Neighborhood recreation
- Public recreation
- Single-family detached housing as specified by the R-8 district

17.05.190: PERMITTED USES; ACCESSORY:

Accessory permitted uses in an R-12 district shall be as follows:

- Accessory dwelling units.
- Garage or carport (attached or detached).
- Private recreation facility (enclosed or unenclosed).

17.05.200: PERMITTED USES; SPECIAL USE PERMIT:

Permitted uses by special use permit in an R-12 district shall be as follows:

- Boarding house
- Childcare facility
- Commercial film production
- Commercial recreation
- Community assembly
- Community education

- Community organization
- Convenience sales
- Essential service
- Group dwelling - detached housing
- Handicapped or minimal care facility
- Juvenile offenders facility
- Noncommercial kennel
- Religious assembly
- Restriction to single-family only
- Two (2) unit per gross acre density increase

17.05.210: SITE PERFORMANCE STANDARDS; MAXIMUM HEIGHT:

Maximum height requirements in an R-12 district shall be as follows:

MAXIMUM HEIGHT

Structure Type	Structure Location	
	In Buildable Area For Principal Facilities	In Rear Yard
Principal structure	32 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

17.05.230: SITE PERFORMANCE STANDARDS; MINIMUM LOT:

Minimum lot requirements in an R-12 District shall be as follows:

- A. 1. Three thousand five hundred (3,500) square feet per unit except for single-family detached housing.
2. Five thousand five hundred (5,500) square feet per single-family detached lot.
- 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 or unless a lot is nonconforming

17.05.240: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

A. Minimum yard requirements for residential activities in an R-12 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. There will be no permanent structures erected within the corner cutoff areas.
- C. Extensions into yards are permitted in accordance with section 17.06.495 of this title.

SHORELINE REGULATIONS:

17.08.205: TITLE, PURPOSE AND APPLICABILITY:

- A. The provisions of this article shall be known as *SHORELINE REGULATIONS*.
- B. It is the purpose of these provisions to protect, preserve and enhance visual resources and public access of the Coeur d'Alene shoreline, as defined herein, by establishing certain limitations and restrictions on specifically defined shoreline property located within the city limits.
- C. The provisions of this article do not apply to:
 1. The Coeur d'Alene municipal wastewater treatment plant; and
 - 2. Other facilities or structures on city owned property intended to provide or secure physical or visual access to the shoreline. (Ord. 3452, 2012)**

17.08.210: DISTRICT BOUNDARY DEFINED:

- A. These shoreline regulations shall apply to all property located within one hundred fifty feet (150') of the shoreline of Lake Coeur d'Alene and the Spokane River.
- B. In the case of properties crossed by the shoreline district boundary, only those portions which are within the district itself shall be subject to the shoreline regulations.
- C. For the purposes of the shoreline regulations, the shoreline is determined by the average summer storage level of Lake Coeur d'Alene at elevation two thousand one hundred twenty eight (2,128) WWP datum (2,125 USGS datum).

17.08.215: OVERLAY DISTRICT ESTABLISHED:

The shoreline district shall overlay the underlying zoning district. The shoreline regulations shall apply in addition to the underlying zoning district regulations. In case of conflict between regulations, the more restrictive shall apply.

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

APPLICABLE CODES AND POLICIES:

Utilities:

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

Streets:

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

Stormwater:

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

Fire Protection:

10. Fire hydrant(s) shall be installed at all locations as determined by the City Fire Inspectors.

General:

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

PROPOSED CONDITIONS:

- 1) Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense. Any additional service will have cap fees due at building permits.
- 2) An unobstructed City approved "all-weather" access shall be required over all public sewers.
- 3) Mill River Lift Station Surcharge Fees will be required on all EDUs discharging sewer into the Mill River Service Area during the building permit process.
- 4) This Project shall complete an analysis of the sewer system and Riverside Pump Station's capacity to accept additional rerouted sewer flows.
- 5) This Project shall be required to comply with the City's One Lot-One Lateral Rule.
- 6) All public sewer plans require IDEQ or QLPE Approval prior to construction.

- 7) The City of Coeur d'Alene Wastewater Utility presently has the wastewater system capacity, willingness and intent to serve this PUD and Subdivision Request as proposed.
- 8) Single access road over 150 feet requires a FD approved turn-around.
- 9) Turning radiuses for FD is 25' interior and 50' exterior.
- 10) Minimum street width for FD access is 20' with no parking allowed on both sides of the street. 20' to 26' width – no parking on one side of the street.
- 11) Fire hydrant placement based on required fire flow will be determined during each phase.
- 12) Over 30 single family residents on a single fire department access road requires a secondary FD egress road (20' minimum).
- 13) Build a 12-foot shared-use path and an adjacent 8-foot gravel path along the waterfront.
- 14) Use 'Driveway Mix' asphalt in the construction of the paved trail.
- 15) Sterilize the ground with herbicide before laying down gravel and asphalt.

ORDINANCES & STANDARDS USED FOR EVALUATION:

2007 Comprehensive Plan
Transportation Plan
Municipal Code
Idaho Code
Wastewater Treatment Facility Plan
Water and Sewer Service Policies
Urban Forestry Standards
Transportation and Traffic Engineering Handbook, I.T.E.
Manual on Uniform Traffic Control Devices
2017 Coeur d'Alene Trails Master Plan

ACTION ALTERNATIVES:

The Planning Commission will need to consider the two requests and make separate findings to approve, deny, or deny without prejudice. The findings worksheets are attached.

Attachments:

Attachment 1 – Narrative/Justification – dated September 30, 2019
Attachment 2 – Open Space Improvements
Attachment 3 – Atlas Waterfront Neighborhood Development Standards, dated November 7, 2019
(ONLINE VERSION)

A decorative border composed of a grid of purple diamonds in various shades, surrounding a central light purple rectangular area.

**APPLICANT'S
NARRATIVE**

Introduction

The Atlas site is located at the western edge of the City and bordered on the north by Seltice Way, an arterial that was formerly US-10 and connects Coeur d'Alene with Post Falls and continues into Washington. The Spokane River establishes the south property boundary and land to the west is vacant (planned to be single family and/or multi-family) and to the east is multi-family. The surrounding land density is shown in Figure 11.

Seltice Way was recently revitalized from an old highway corridor to a modern multi-modal transportation corridor including two, two lane roundabouts and multiuse paths on the north and south sides. The corridor is experiencing growth with a recent single-family development on the north side and the anticipated multifamily development to the west of the Atlas project.

The proposed Atlas Waterfront Project, as described in this narrative, meets the City's comprehensive plan future land use characterization (see Figure 2, top image). Additionally, the project goal of preserving the entire +/- 4,000 lf. of waterfront as public space will meet the comprehensive plan special areas "Shoreline" policy objectives (See Figure 2, bottom image).

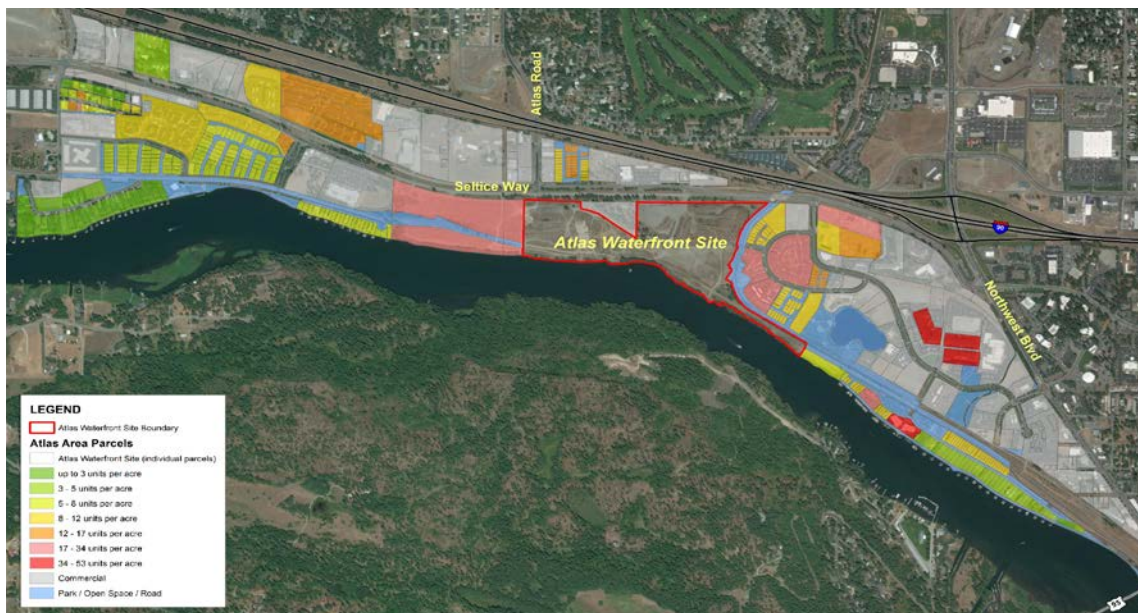
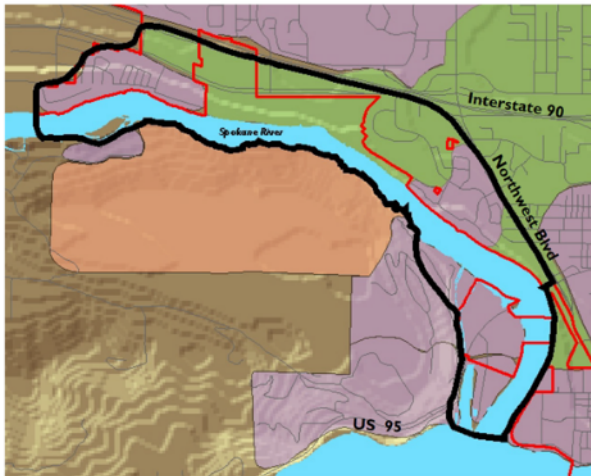


Figure 1: Land Use Density Surrounding the Atlas Site

Land Use: Spokane River District



Spokane River District Tomorrow

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

The characteristics of the Spokane River District will be:

- Various commercial, residential, and mixed uses.
- Public access should be provided to the river.
- That overall density may approach ten to sixteen dwelling units per acre (10-16:1), but pockets of denser housing are appropriate and encouraged.
- That open space, parks, pedestrian and bicycle connections, and other public spaces will be provided throughout, especially adjacent to the Spokane River.
- That the scale of development will be urban in nature, promoting multi-modal connectivity to downtown.
- The scale and intensity of development will be less than the Downtown Core.
- Neighborhood service nodes are encouraged where appropriate.
- That street networks will be interconnected, defining and creating smaller residential blocks and avoiding cul-de-sacs.
- That neighborhoods will retain and include planting of future, large-scale, native variety trees.

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

Shorelines

The City of Coeur d'Alene is known for its shorelines. They are an asset and provide a multitude of benefits. Community pride, economic advantages, transportation, recreation, and tourism are just a few examples of how shorelines affect the use and perception of our city.

Public access to and enhancement of our shorelines is a priority. Shorelines are a positive feature for a community and they must be protected. To ensure preservation, the city has an ordinance that protects, preserves, and enhances our visual resources and public access by establishing limitations and restrictions on specifically defined shoreline property located within city limits.

To increase desired uses and access to this finite resource, the city will provide incentives for enhancement. Efficient use of adjacent land, including mixed use and shared parking where appropriate, are just a few tools we employ to reach this goal.

Policy:

- Make public access to river and lake shorelines a priority.

Methods:

- Shoreline ordinance will govern appropriate development in designated areas.

- Ensure scale, use, and intensity are suitable with location.
- Promote protection and connectivity along shorelines.

Related Objectives:

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



Coeur d'Alene Lake & Spokane River shorelines



Shoreline



Independence Point



Coeur d'Alene Ironman starting line

Special Point of Interest

- The Coeur d'Alene shoreline, measuring 5.16 miles within city limits, contains 2.36 public shoreline miles.

Figure 2: City Comprehensive Plan Excerpts

The City annexed the site in 2018 as C-17 and the proposed density is 11 dwelling units (DU) per gross acre.

In 2017/18, the Atlas Mill site was master planned to determine the financial feasibility of the property being included in an urban renewal district (URD). Considerable public input was solicited for the public spaces. During the public meetings, the private development portion of the project was also presented to demonstrate to the public the density and land uses necessary to make it financially feasible to preserve the waterfront land as public open space. The public supported the higher density and land uses as a tradeoff for the public waterfront open space. See the enclosed residential density map

In order to achieve the higher densities that make the project financially feasible, deviations from certain site performance standards and off-street parking requirements (restaurant land use only) are necessary as summarized in Table 1.

Proposed Uses and Activities

The Atlas Mill development standards outline the allowed land uses for each designated Development Area. Atlas Mill will primarily be a residential development with opportunities for office/retail on the western edge and near Seltice Way. Two “commercial only” nodes are located adjacent to the waterfront park as both locations are desirable restaurant locations.

The 25-acres of open space include a 12-acre waterfront park, and upland open spaces to accommodate pedestrian circulation routes that are in addition to street sidewalks. An overall site design objective is to make the development less “vehicle-centric.” While the goal is to have a less vehicle centric neighborhood, the current reality is that vehicles are the dominant transportation form and off-street parking for the public space (130 spaces) is provided and on street parking for the neighborhood (252 spaces) is provided. One parking standard deviation is proposed for Restaurants. See table 1

The waterfront park provides a grass open play area, playground, picnic shelter, food truck parking, separate pedestrian and bicycle waterfront trails, a water dog park, ADA accessible swim area and kayak launch and several other water access points.

The very northeast area of the site is a 7.7-acre public space with a use that will be determined by the City Parks and Recreation Department.

Building Types, Circulation and Landscaping

The development standards outline the variety of desired building size and forms by specifying, by Development Area, elements such as minimum and maximum building heights, façade articulation, and driveway access locations. Defining driveway access locations by Development Areas ensures the desired street character will be achieved as well as the vehicle and pedestrian circulation. Primary access to the site will be at the Atlas Road/Seltice Way Roundabout with one additional access to Seltice Way on the northeast portion of the site an access to the Riverstone Development at the existing Suzanne Road.

The public open space will be primarily “natural style” landscaping instead of the more “manicured style” found in many parks. During the master planning process, the public

overwhelming chose the “natural style” landscaping. Street side and public tracts landscaping will include both manicured and natural styles.

Utilities

No utilities currently exist at the site. City water and sewer utilities will be extended to serve the site (see utility concept plans enclosed). Street and parking lot stormwater will be collected by a piped collection system and conveyed to centralized stormwater treatment swales located in the waterfront parks space. Power, gas, telecom, fiber optic will be buried.

Phasing

The project will be developed in phases as shown on the enclosed phasing map over an 8 to 10-year schedule, depending on market conditions. The property will be sold by ignite CDA, the urban renewal district, through a request for proposal (RFP) process . The RFP process not only allows ignite CDA to evaluate sale price, but a number of other factors such as product type, development timeline, and adherence to the master plan vision.

Maximum Height	C-17	Proposed for Atlas Neighborhood <i>(italicized text indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</i>
Principal Structure		
Single family	32 feet (2.5 stories)*	<i>3 stories (40 feet)</i>
Duplex	32 feet (2.5 stories)*	<i>3 stories (40 feet)</i>
	*an additional story may be permitted on hillside lots that slope down from the street.	
Townhouses	N/A	<i>3 stories (40 feet)</i>
Multiple-family	45 feet (3.5 stories)	<i>4 stories (45 feet)</i>
Detached Carports & Garages		
with low slope roof (<2.5 : 12)	14 feet	14 feet
with high slope roof (>2.5 : 12)	18 feet	18 feet
other accessory structures	18 feet	18 feet
Remaining Uses		
Retail, Restaurant, Office	no height limit	Retail, Restaurant - 2 stories (30 feet) Office - 3 stories (45 feet)
Minimum Height (Proposed)		
<i>Applies geographically to buildings on parcels adjacent to Riverfront Drive</i>	N/A	2 stories (20 feet for buildings with single story uses in minimum height zone) At least half of the width of the street facing exterior wall shall be a full 2-story height

Minimum Lot Size Requirements	C-17	Proposed for Atlas Neighborhood <i>(italicized text indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</i>
Single family	5,500 sf	<i>32' min. width (40' average shown)</i> <i>80' min. depth</i> <i>2,560 sf min. if area dimension required</i>
Duplex	7,000 sf (if building occupies one lot)	<i>20' min. width</i> <i>80' min. depth</i> <i>1,600 sf min. if area dimension required</i>
Townhouses	N/A	<i>20' min. width</i> <i>80' min. depth</i> <i>1,600 sf min. if area dimension required</i>
Multi-family	7,500 sf minimum site size 2,500 sf per dwelling unit	<i>No per dwelling unit minimum</i>

Minimum Yard / Setback Req.	C-17	Proposed for Atlas Neighborhood <i>(italicized text indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</i>
Single family and Duplex	<p>Front: 20 feet from property line</p> <p>Side, interior (with alley): 5 feet</p> <p>Side, interior (front loaded, no alley): 10 feet one side, 5 feet one side</p> <p>Side, street facing: 10 feet</p> <p>Sides with garages accessed from street: 20 feet from property line</p> <p>Zero setback side yards are allowed for single family (per 17.05.080c)</p> <p>Rear: 25 feet or 12.5 feet adjacent to public open space <i>(assume this applies to front-loaded lots, no rear alley)</i></p>	<p>Front-Loaded Lots</p> <p><i>Front: 20 feet to garage from back of sidewalk min. 4 feet projection or porch beyond garage wall, width equal to or greater than half the width of garage door</i></p> <p><i>Side, interior: 6 feet</i></p> <p><i>Side, street facing: 5 feet</i></p> <p><i>Sides with garages accessed from street: 20 feet from sidewalk</i></p> <p><i>Zero setback side yards are allowed for single family (per 17.05.080c), provided that the separation between building wall is 10 feet min.</i></p> <p><i>Rear: 15 feet</i></p> <hr/> <p>Alley-Loaded Lots</p> <p><i>Front: 15 feet primary building wall from back of sidewalk 9 feet to porches and building projections</i></p> <p><i>Side, interior: 6 feet</i></p> <p><i>Side, street facing: 5 feet</i></p> <p><i>Garages accessed from side streets not allowed</i></p> <p><i>Zero setback side yards are allowed for single family (per 17.05.080c), provided that the separation between building wall is 10 feet min.</i></p> <p><i>Rear: 2 feet from alley ROW or tract line</i></p>

Minimum Yard / Setback Req.	C-17	Proposed for Atlas Neighborhood
-----------------------------	------	---------------------------------

		<i>(italicized text indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</i>
Townhouses	<p>Front: 20 feet from property line</p> <p>Side, interior: 10 feet</p> <p>Side, street facing: 20 feet</p> <p>Sides with garages accessed from street: 20 feet from property line</p> <p>Zero setback side yards are allowed for single family (per 17.05.080c)</p> <p>Rear: 25 feet or 12.5 feet adjacent to public open space <i>(assume this applies to front-loaded lots, no rear alley)</i></p>	<p>Alley-Loaded Lots</p> <p><i>Front: 15 feet primary building wall from prop line 9 feet to porches and building projections</i></p> <p><i>Side, interior: 6 feet</i></p> <p><i>Side, street facing: 5 feet</i></p> <p><i>Zero setback side yards are allowed for single family (per 17.05.080c), provided that the separation between building wall is 10 feet min.</i></p> <p><i>Garages accessed from side streets not allowed</i></p> <p><i>Rear: 2 feet from alley ROW or tract line</i></p>

Minimum Yard / Setback Req.	C-17	Proposed for Atlas Neighborhood <i>(italicized text indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</i>
Multiple-family	Front: 20 feet from property line Side, interior: 10 feet Side, street facing: 20 feet Rear: 20 feet or 10 feet adjacent to public open space	<i>Setback from public street: 15 feet min 25 maximum from ROW/property line</i> <i>Front porches/projections: 9 feet</i> <i>Setback from pedestrian access easement: 10 feet</i> Setback from interior property line between buildings: 10 feet from property line <i>Side Street Facing: 10 feet minimum</i> <i>Rear to primary wall: 13 feet minimum</i> <i>Rear to porches and projections: 6 feet</i> <i>Minimum 20 feet building separation if multiple buildings occupy a single parcel</i> <i>Setback from alley: 7 feet from alley ROW or tract line</i>

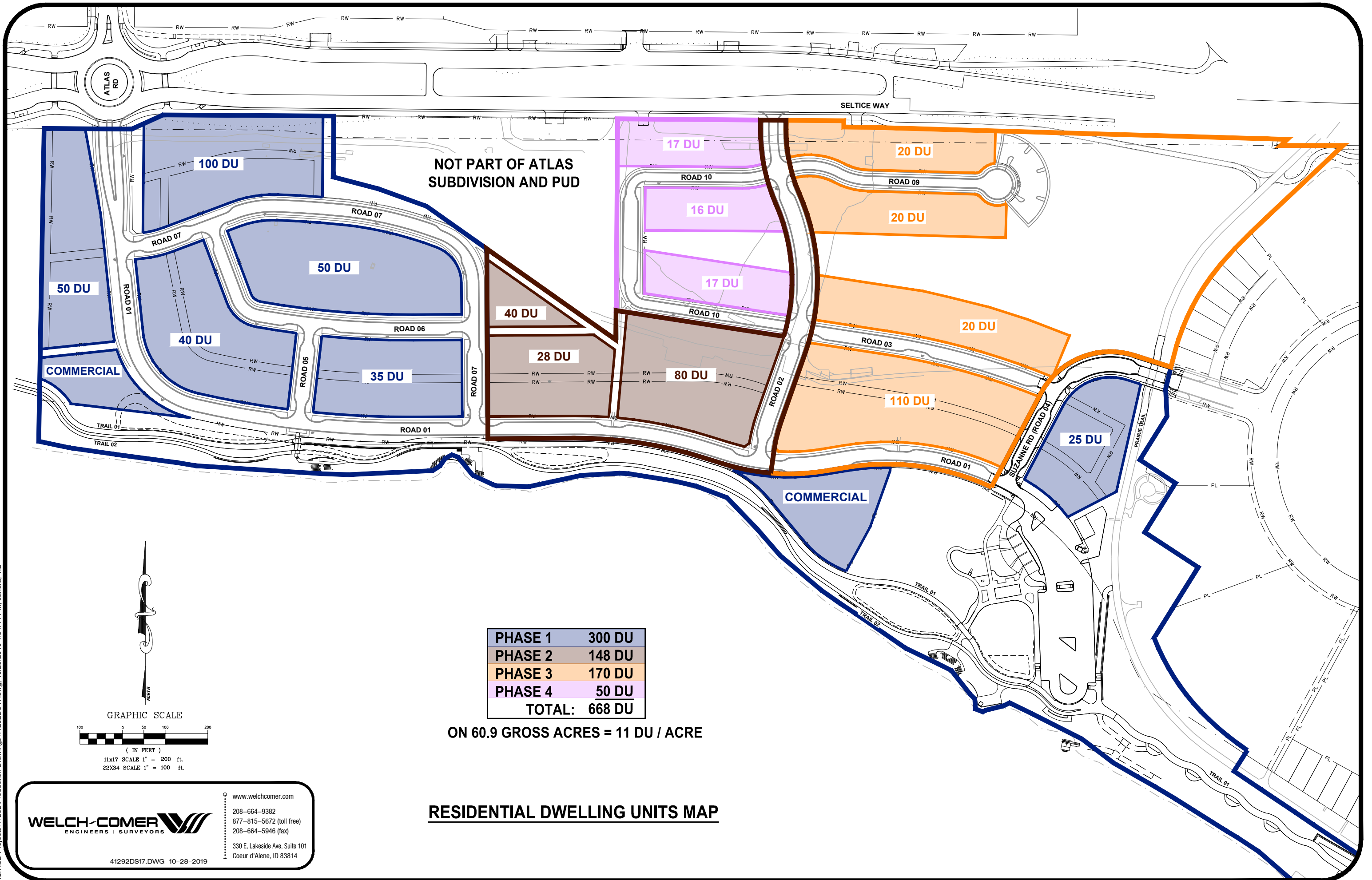
Minimum Yard / Setback Req.	C-17	Proposed for Atlas Neighborhood <i>(italicized text indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</i>
Mixed use (residential / retail)	N/A	Setback from back of sidewalk front and side:6' Setback from interior property line between buildings: 10 feet from property line Minimum 20 feet building separation if multiple buildings occupy a single parcel

		Setback from alley: 8 feet from alley ROW or property line
--	--	---

Fences	C-17	Proposed for Atlas Neighborhood <i>(italicized text indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</i>
Remaining Uses	<p>Front yard area: 4 feet</p> <p>Side & rear yard area: 6 feet All fences must be on or within the property lines.</p> <p>Fences within the buildable area may be as high as the height limit for principal use.</p> <p>Higher fence height for game areas may be granted by Special Use Permit.</p>	<p><i>Front yard area: 3 feet</i></p> <p>Side & rear yard area: 6 feet All fences must be on or within the property lines.</p>

Parking	C-17	Proposed for Atlas Neighborhood <i>(italicized text indicates a proposed deviation from the City Standard. Bold text indicates a voluntary more restrictive standard).</i>
Residential		
Single family and Duplex	2 paved off-street spaces per unit	2 off-street spaces per unit
Townhouse	N/A	
Multi-family	Studio: 1.0 paved space per unit 1 BR: 1.5 paved space per unit 2+ BR: 2.0 paved spaces per unit	
General Commercial Uses		
Retail sales (non-restaurant)	1 paved off-street space per 330 gsf <i>approx. 3/1000 gsf</i>	1 paved off-street space per 330 gsf
Restaurant ≤ 1000 sf	1 paved off-street space per 330 gsf <i>approx. 3/1000 gsf</i>	1 paved off-street space per 330 gsf
Restaurant over 1000 sf	1 paved off-street space per 200 gsf <i>approx. 5/1000 gsf</i>	<i>1 paved off-street space per 250 gsf</i> <i>Allow up to 50% of required parking to be provided on-street</i>
Office	1 paved off-street space per 330 gsf <i>approx. 3/1000 gsf</i>	1 paved off-street space per 330 gsf

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NOT PART OF ATLAS
SUBDIVISION AND PUD

PHASE 1	300 DU
PHASE 2	148 DU
PHASE 3	170 DU
PHASE 4	50 DU
TOTAL:	668 DU

ON 60.9 GROSS ACRES = 11 DU / ACRE

RESIDENTIAL DWELLING UNITS MAP

GRAPHIC SCALE

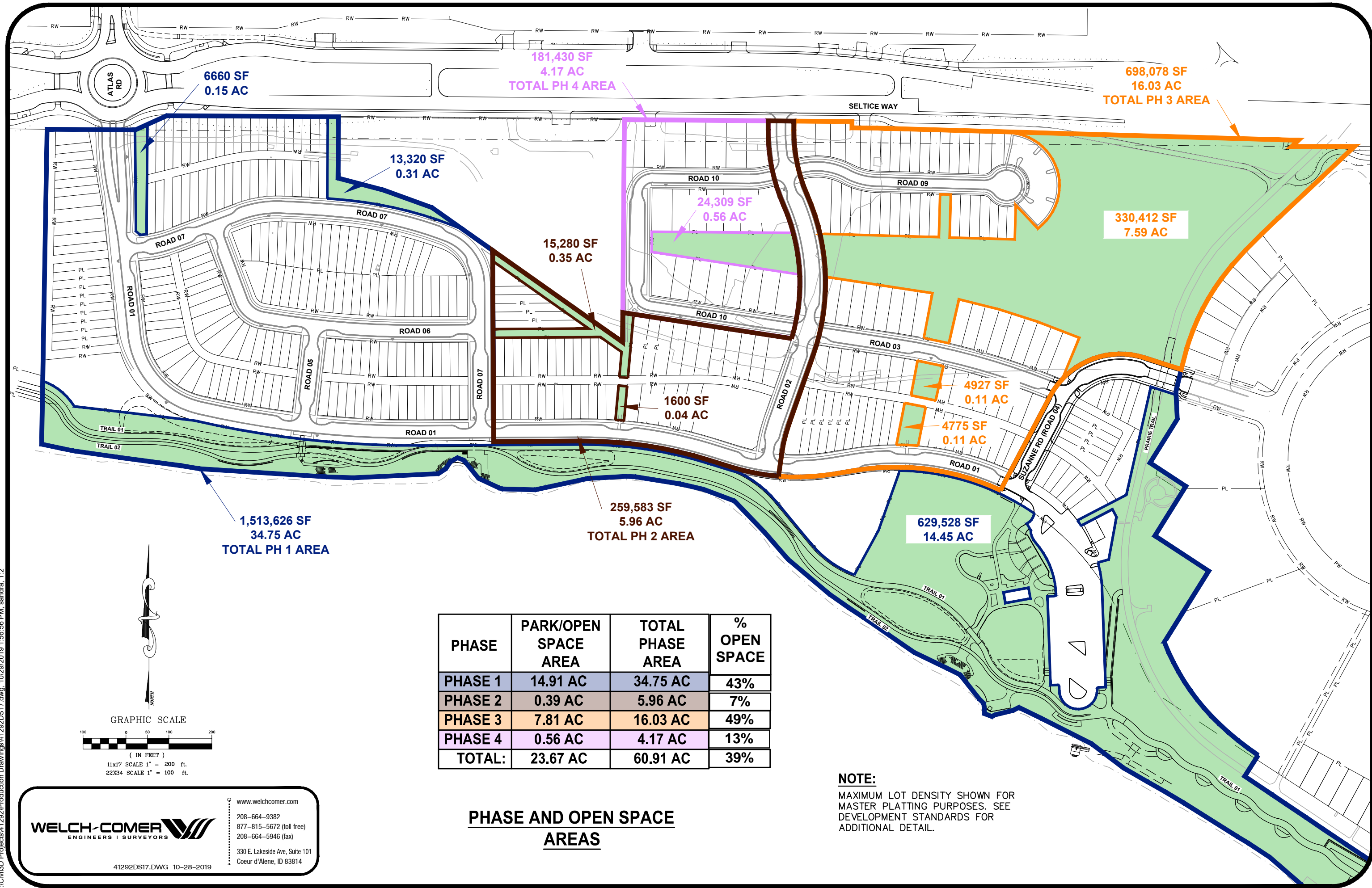


(IN FEET)
11x17 SCALE 1" = 200 ft.
22x34 SCALE 1" = 100 ft.



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6660 SF
0.15 AC

181,430 SF
4.17 AC
TOTAL PH 4 AREA

698,078 SF
16.03 AC
TOTAL PH 3 AREA

13,320 SF
0.31 AC

15,280 SF
0.35 AC

24,309 SF
0.56 AC

330,412 SF
7.59 AC

1600 SF
0.04 AC

4927 SF
0.11 AC

4775 SF
0.11 AC

1,513,626 SF
34.75 AC
TOTAL PH 1 AREA

259,583 SF
5.96 AC
TOTAL PH 2 AREA

629,528 SF
14.45 AC

PHASE	PARK/OPEN SPACE AREA	TOTAL PHASE AREA	% OPEN SPACE
PHASE 1	14.91 AC	34.75 AC	43%
PHASE 2	0.39 AC	5.96 AC	7%
PHASE 3	7.81 AC	16.03 AC	49%
PHASE 4	0.56 AC	4.17 AC	13%
TOTAL:	23.67 AC	60.91 AC	39%

PHASE AND OPEN SPACE AREAS

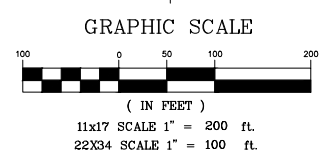
NOTE:
MAXIMUM LOT DENSITY SHOWN FOR MASTER PLATTING PURPOSES. SEE DEVELOPMENT STANDARDS FOR ADDITIONAL DETAIL.

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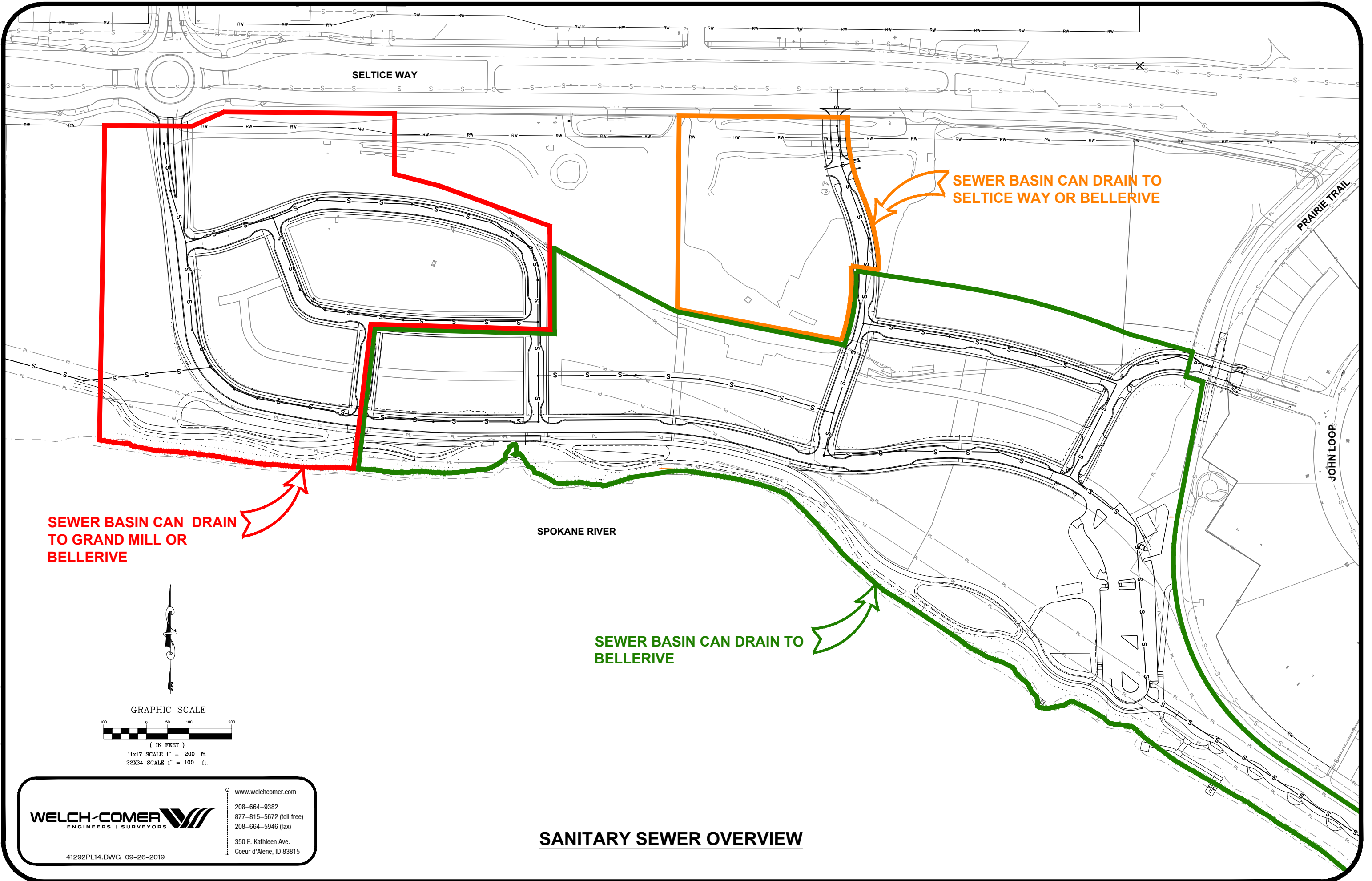


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SELTICE WAY

SEWER BASIN CAN DRAIN TO SELTICE WAY OR BELLERIVE

SEWER BASIN CAN DRAIN TO GRAND MILL OR BELLERIVE

SPOKANE RIVER

SEWER BASIN CAN DRAIN TO BELLERIVE

PRAIRIE TRAIL

JOHN LOOP



GRAPHIC SCALE



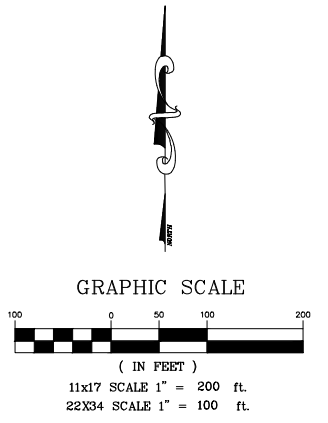
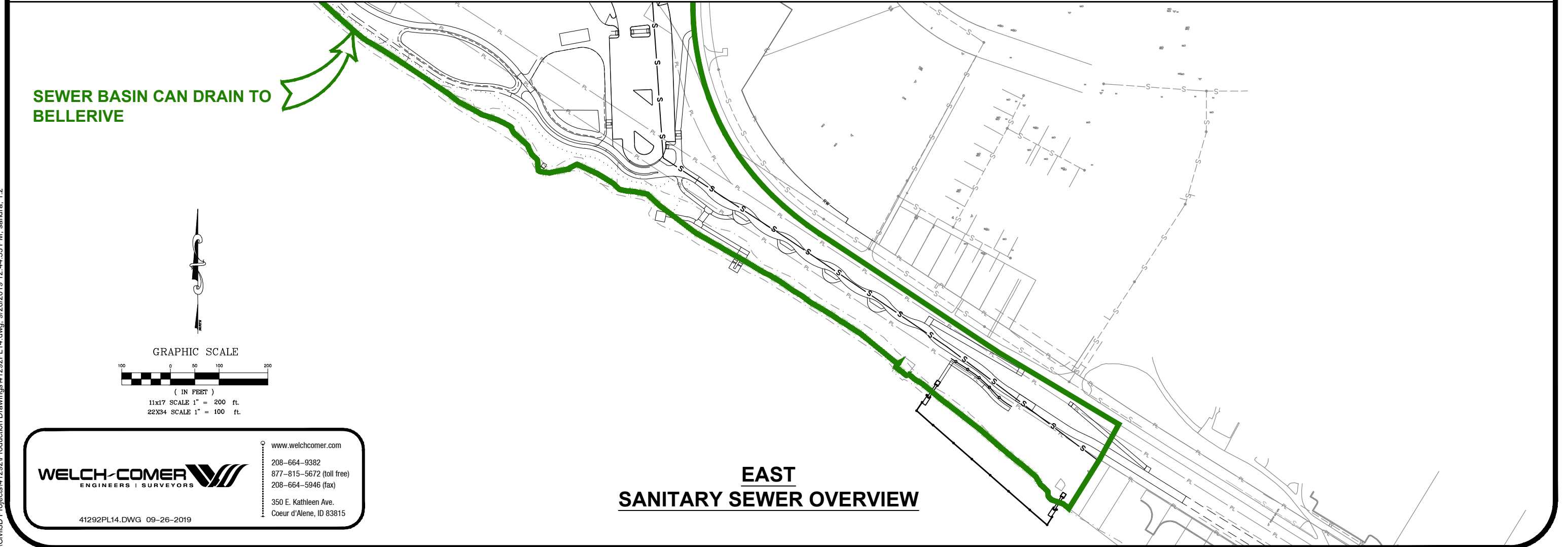
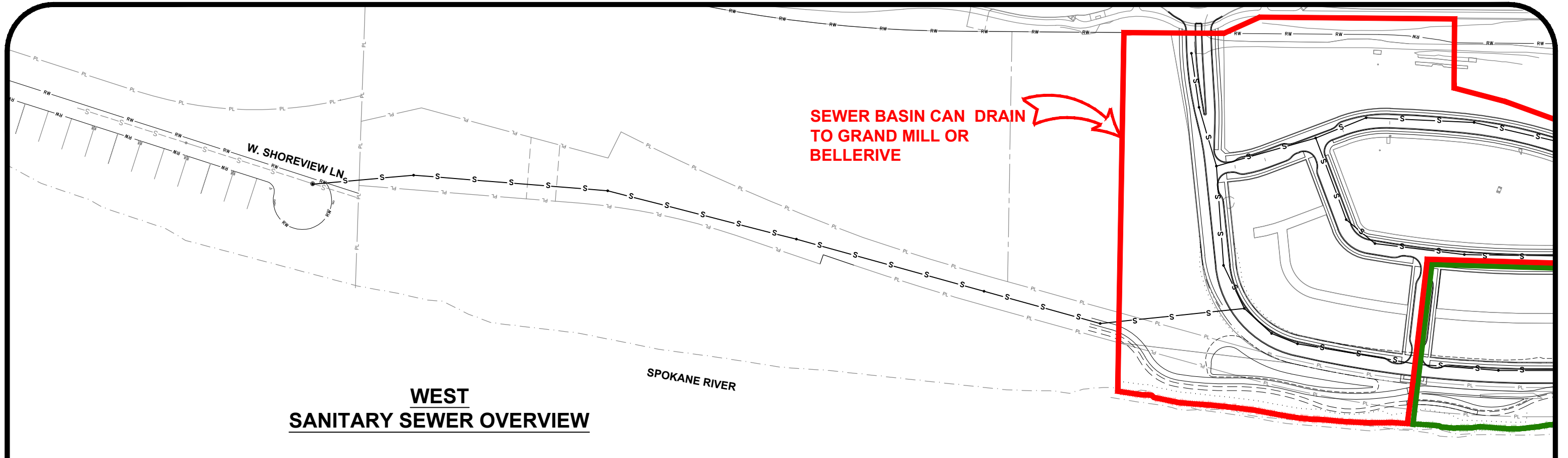
(IN FEET)
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SANITARY SEWER OVERVIEW



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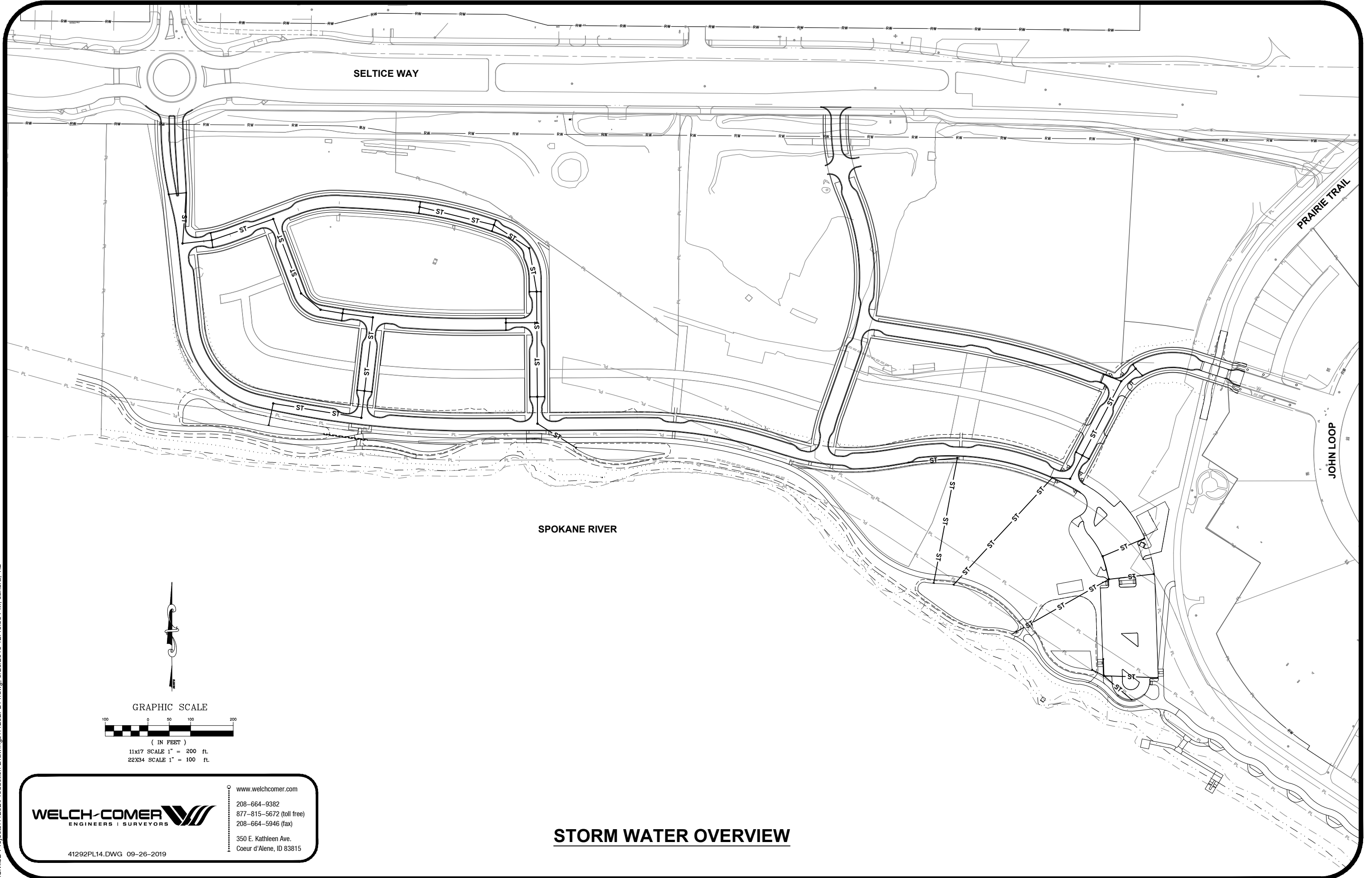
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GRAPHIC SCALE



(IN FEET)
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22X34 SCALE 1" = 100 ft.

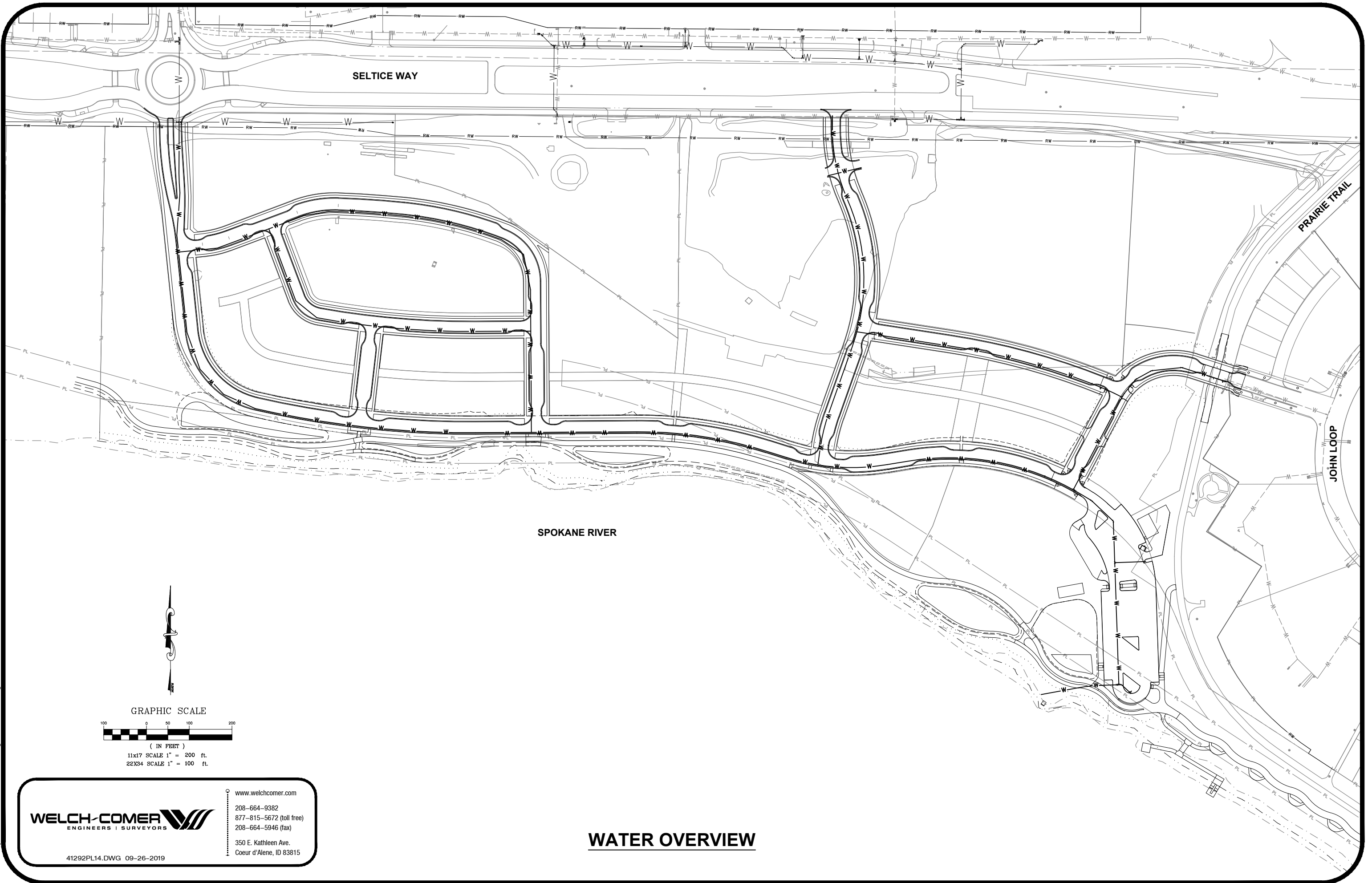


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STORM WATER OVERVIEW

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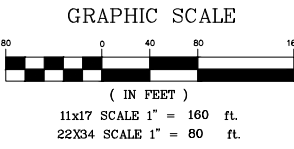
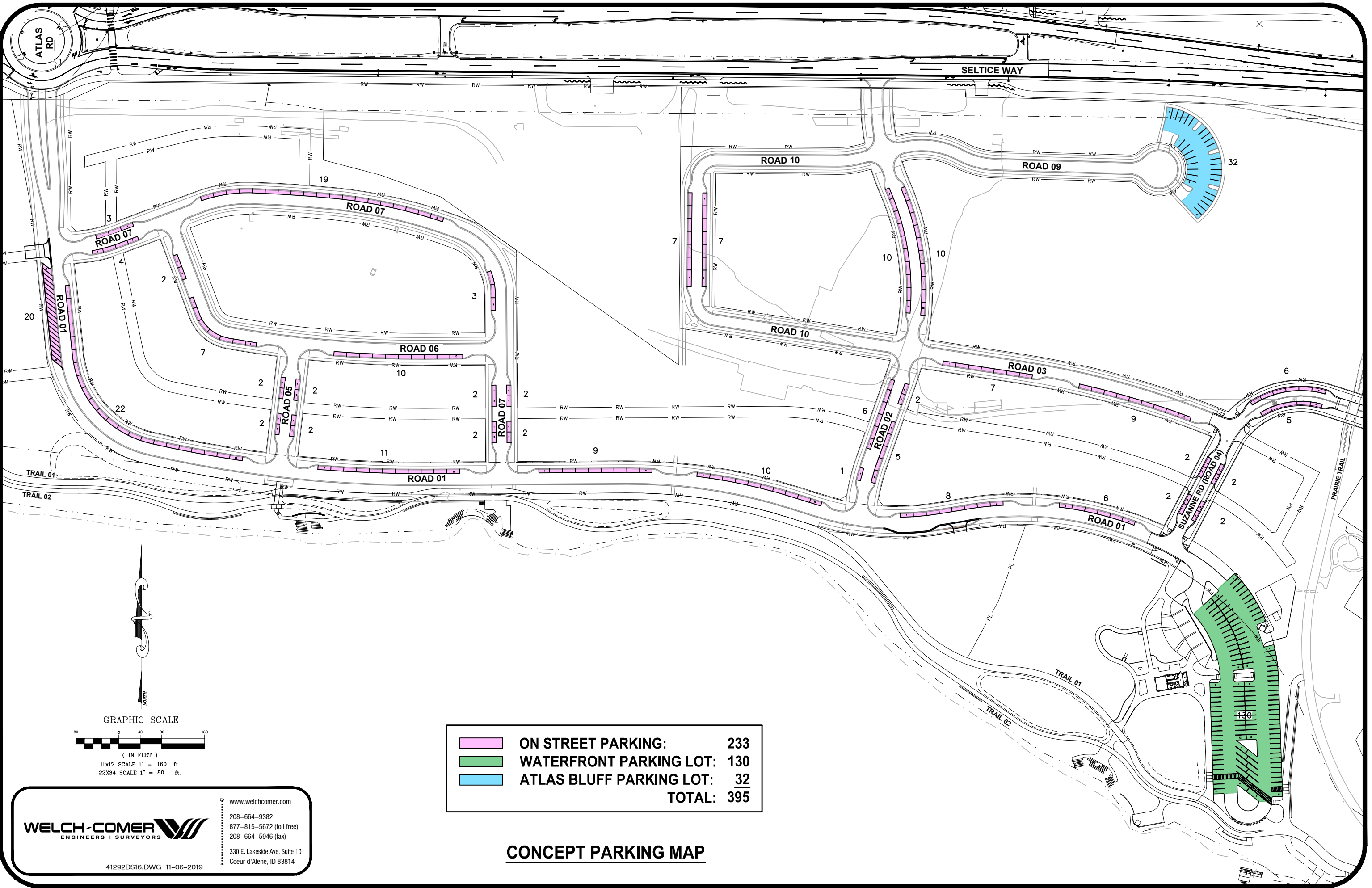
WATER OVERVIEW



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	ON STREET PARKING:	233
	WATERFRONT PARKING LOT:	130
	ATLAS BLUFF PARKING LOT:	32
	TOTAL:	395

CONCEPT PARKING MAP

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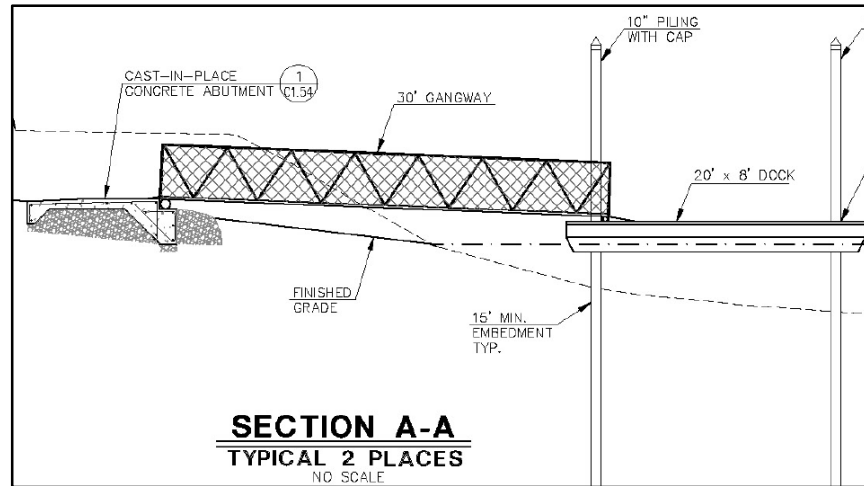
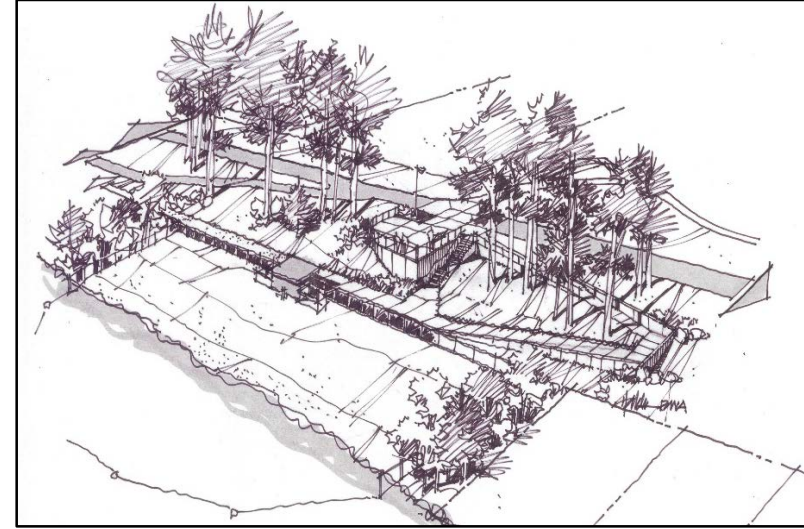
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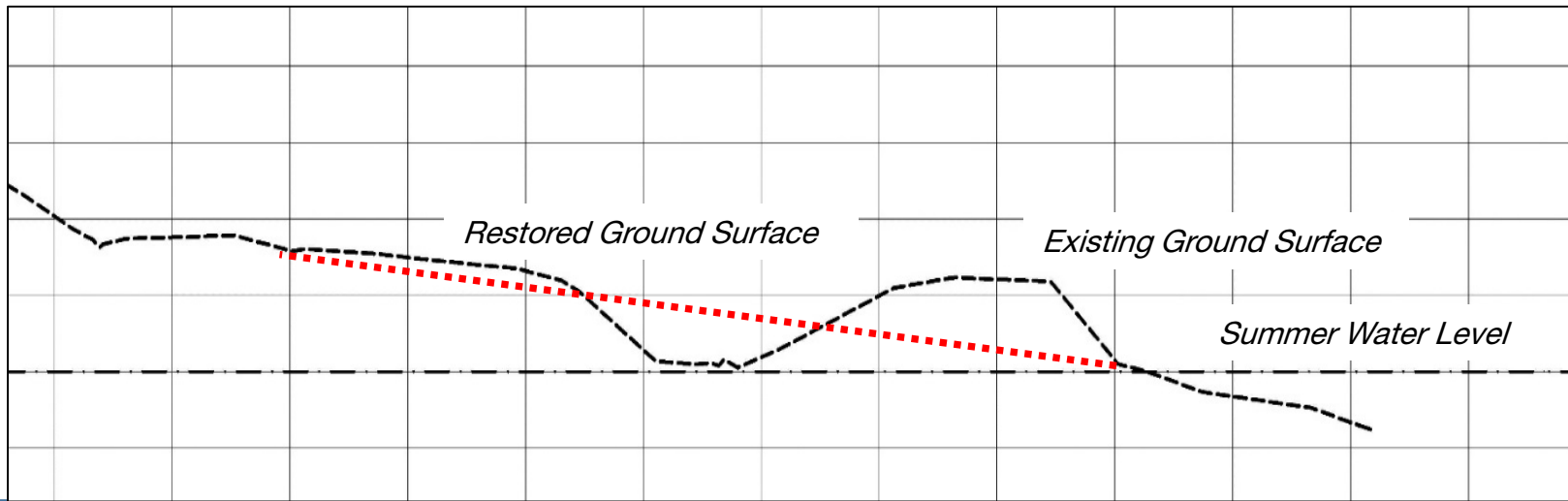
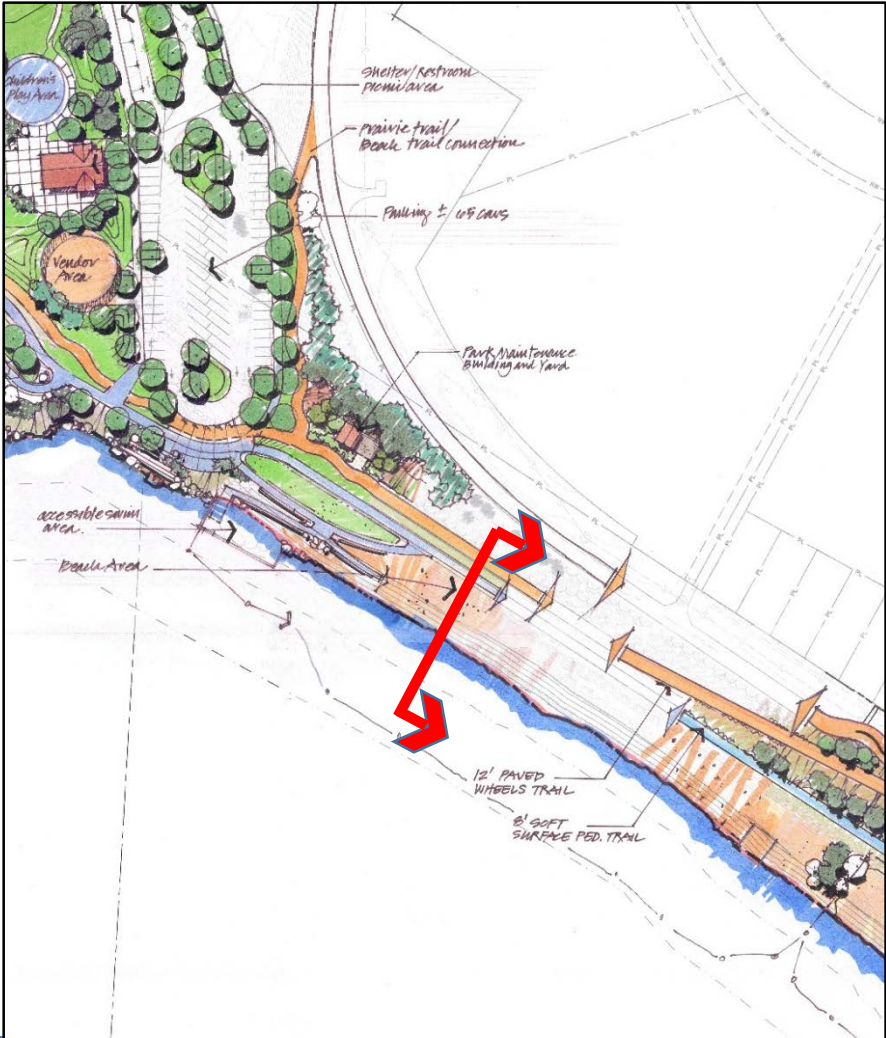
Waterfront Open Space Improvements

The waterfront open space will be completed by July 2020

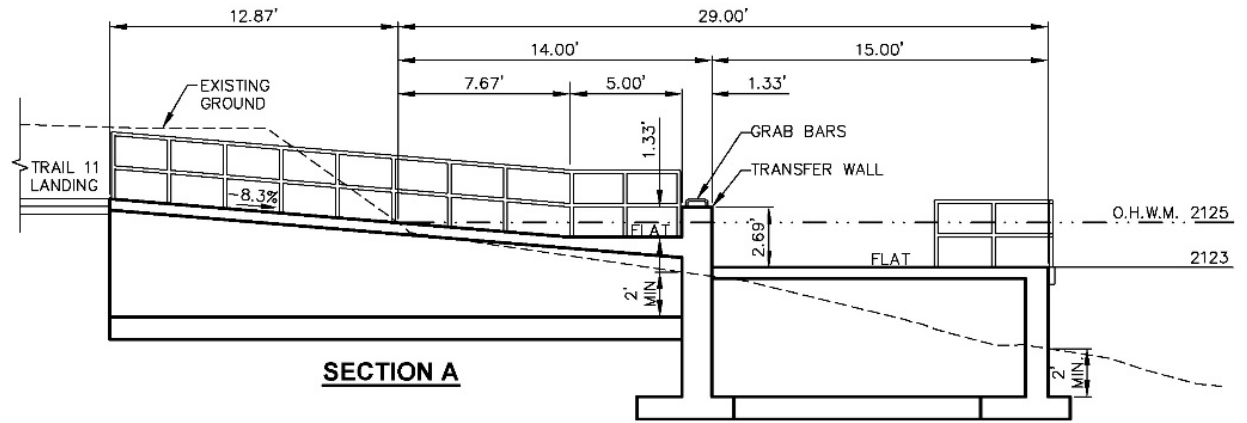
1. Water Access Dog Park



2. Restored Beach



3. Accessible Beach and Water Access



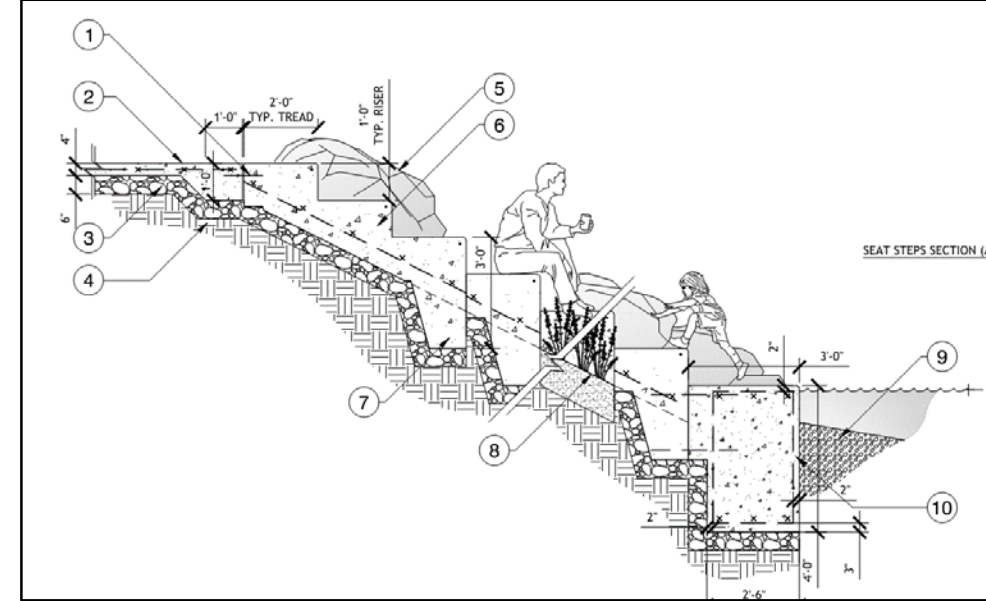
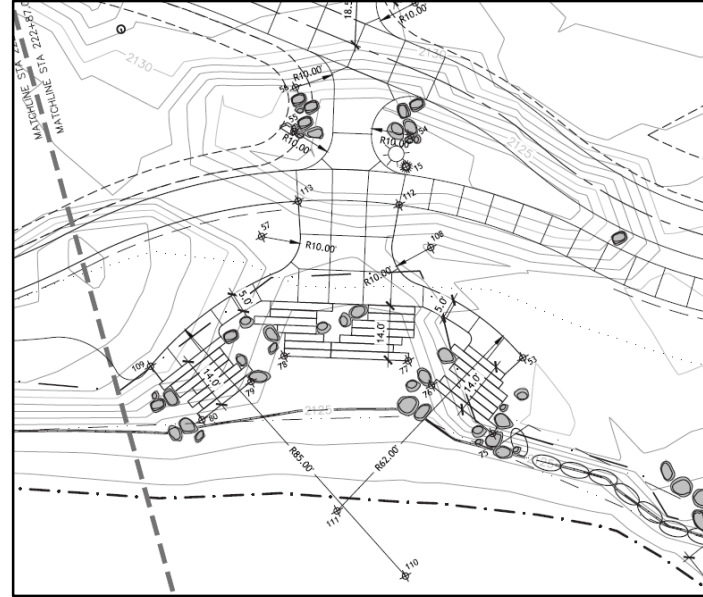
4. Accessible Kayak/SUP Launch



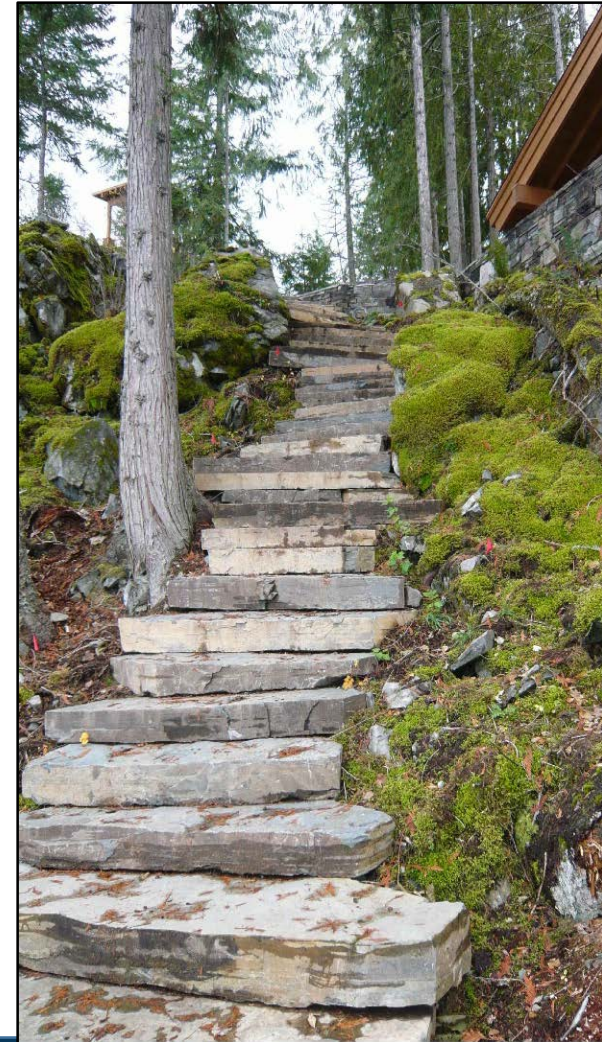
5. Playground



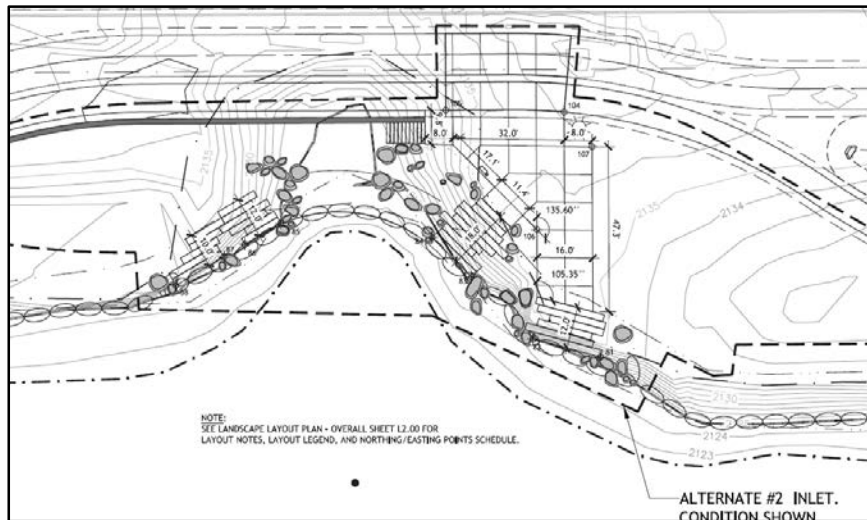
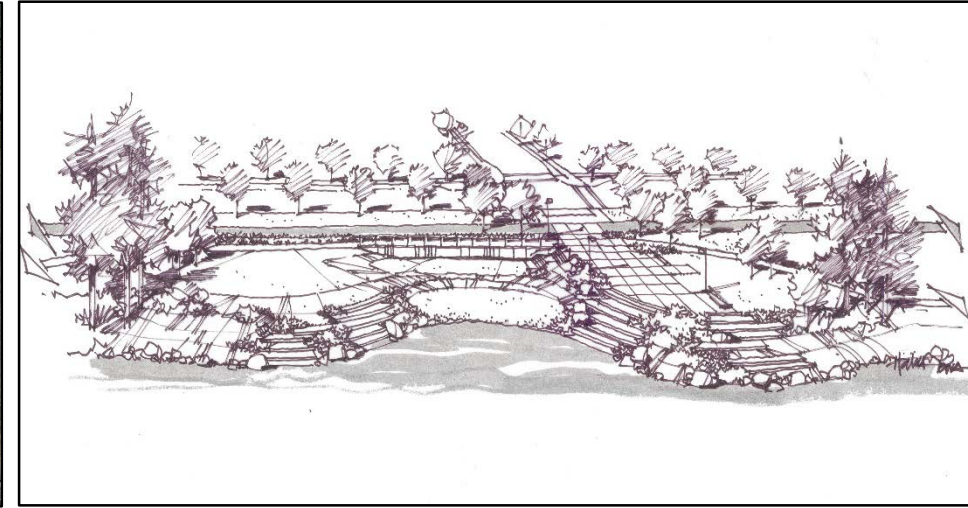
6. Water Access



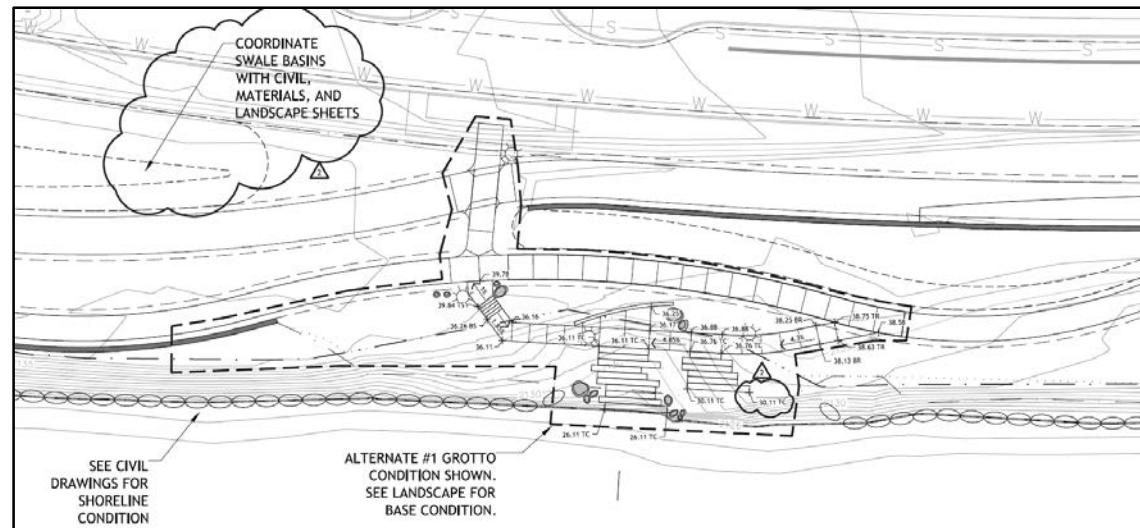
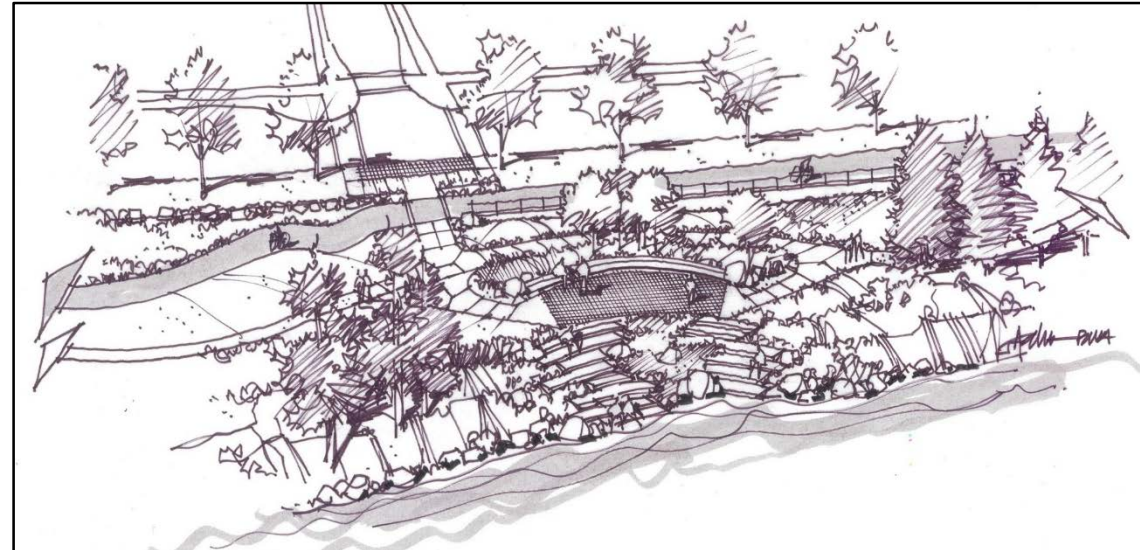
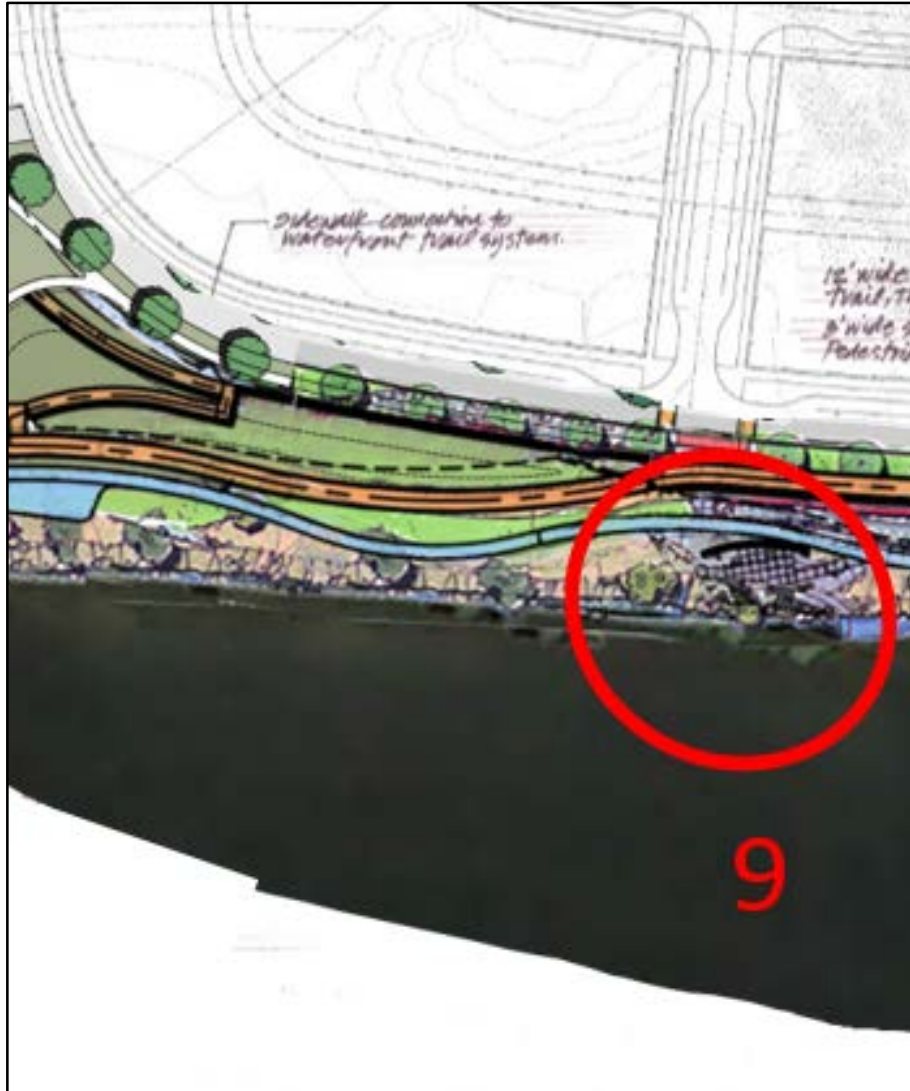
7. Water Access & Shoreline Stabilization



8. Water Access & Shoreline Stabilization



9. Water Access & Shoreline Stabilization



ATLAS WATERFRONT NEIGHBORHOOD DEVELOPMENT STANDARDS

VISION

Create a Private Development Land Use and Public Space Concept Plan that will:

- Support Preserving the Entire Waterfront as Public Space
- Balance Public and Private Funding, if Possible
- Create a Unique and Desirable Community Addition that Reflects our Community Values

Vision:

- Provide Pedestrian and Bike Access Throughout
- Create a Natural and Unique Identity
- Acceptable Trade-Off: Higher Density in Exchange for More Public Space (Inclusive of the Entire Waterfront as Public)
- Water Access is a Priority
- Reserving Commercial Property for Higher Wage-Job Creating Businesses is Supported



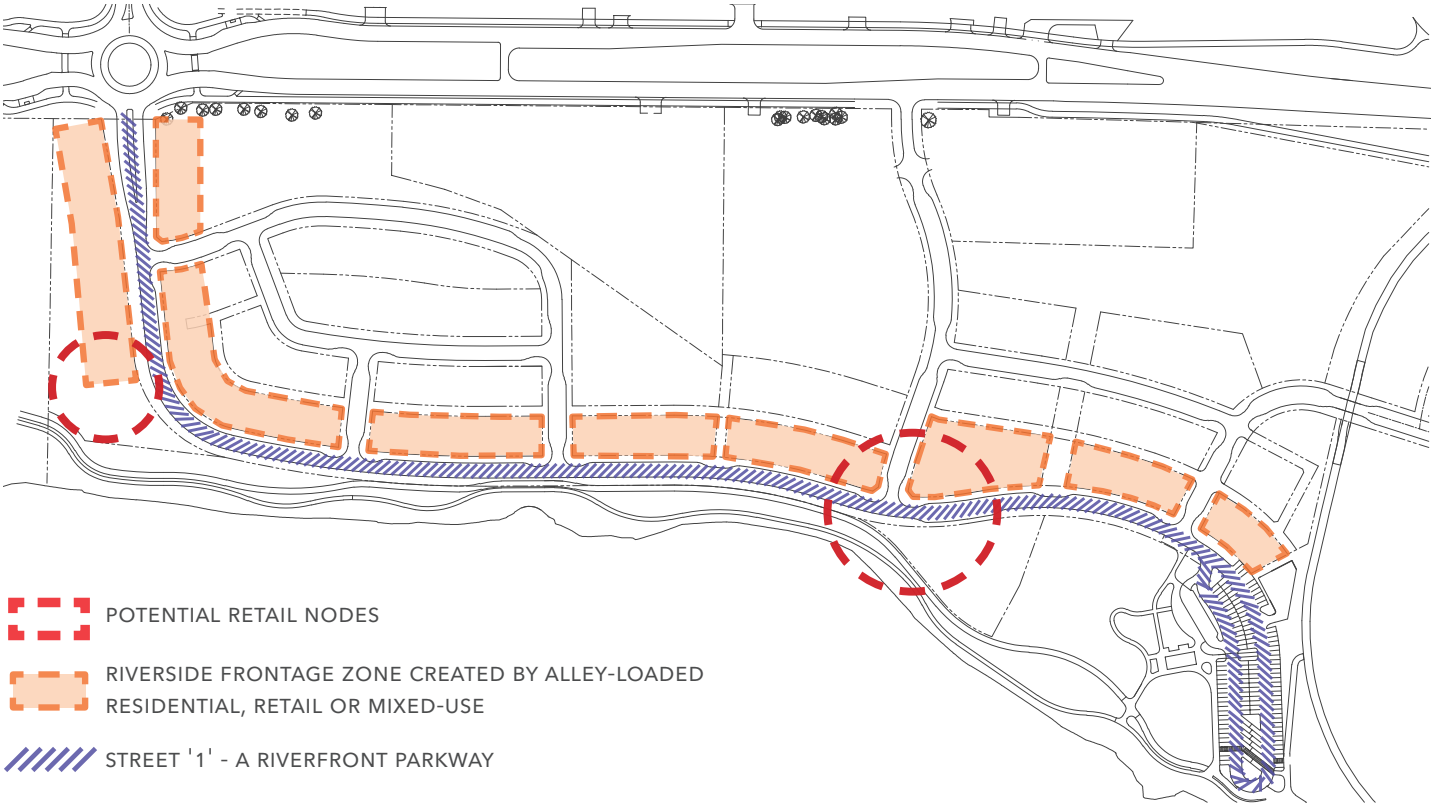
Establishes intended:

- Commercial and residential development quality, character and uses.
- Streetscape “look and feel” including pedestrian amenities
- Upland and waterfront trails, plazas, and park spaces character and general locations.

ILLUSTRATIVE PLAN



UPLAND DEVELOPMENT CONCEPTS



PHASING PLAN



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PRECEDENTS FOR UPLAND DEVELOPMENT



Kendall Yards - Spokane, WA



Hidden Springs - Boise, ID

PRECEDENTS FOR UPLAND DEVELOPMENT



Daybreak + SoDa Row - South Jordan, UT

Veranda Beach - Oroville, WA

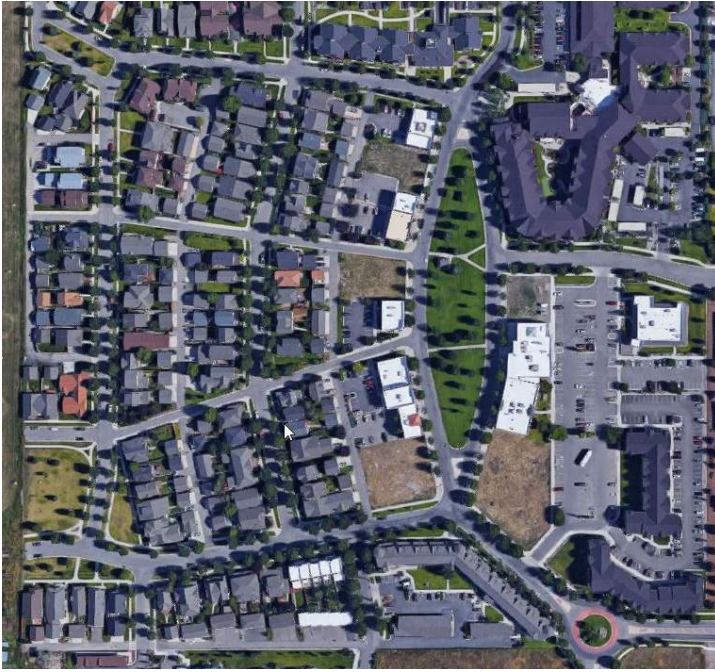
PRECEDENTS FOR UPLAND DEVELOPMENT



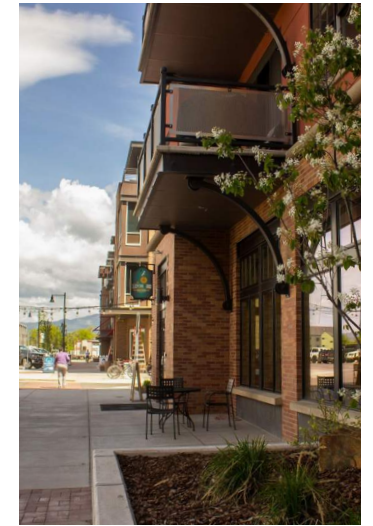
Northwest Crossing - Bend, OR

Seabrook - near Pacific Beach, WA

PRECEDENTS FOR UPLAND DEVELOPMENT



Hellgate Meadows - Missoula, MT



Old Sawmill District - Missoula, MT

PRECEDENTS FOR UPLAND DEVELOPMENT



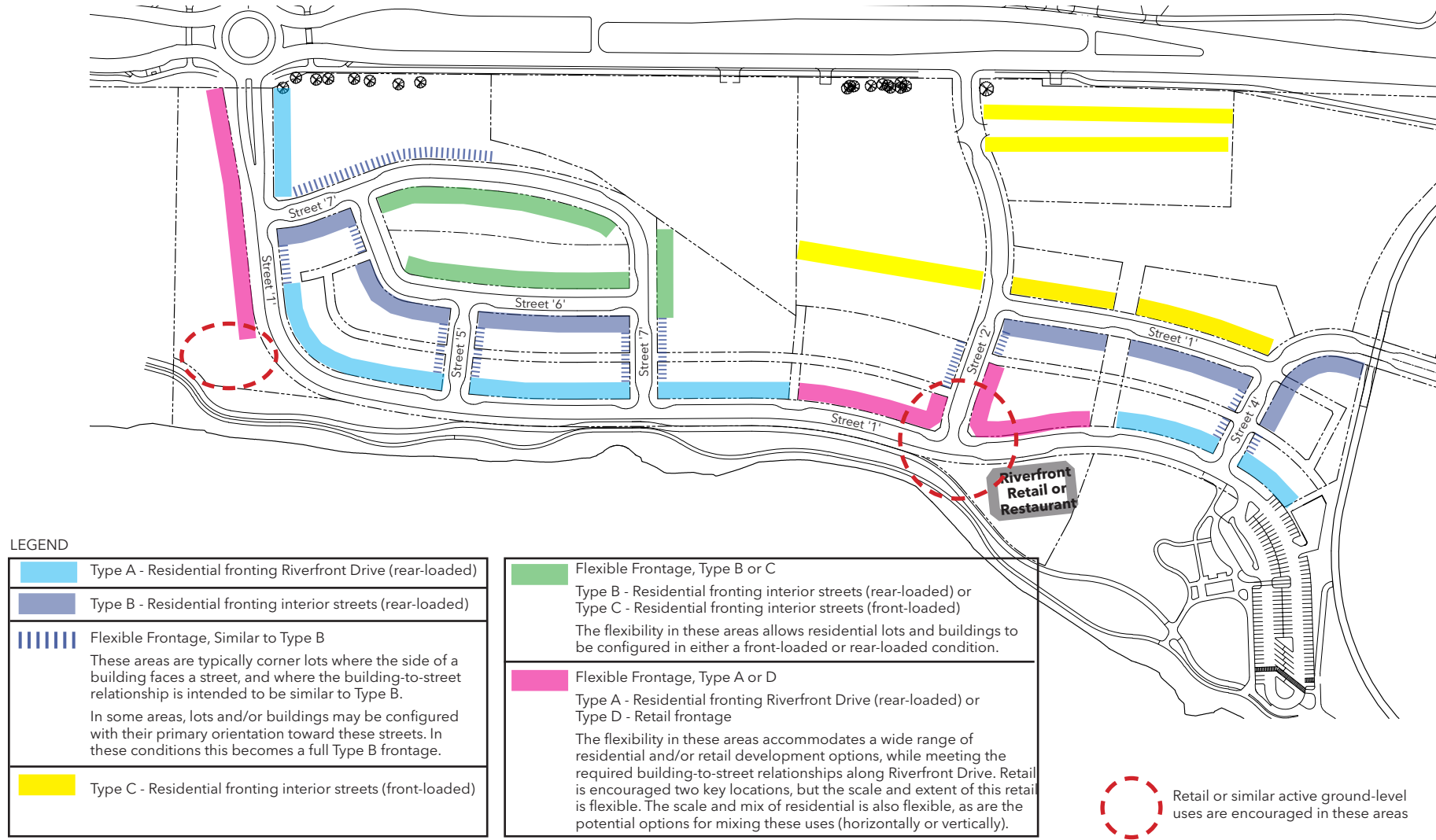
Old Mill District - Bend, OR

STREET FRONTAGES

FRONTAGE TYPES

A frontage encompasses the edge of a street, the building facades oriented toward the street and the entire space in between. The ensemble of physical elements within this zone plays a big role in establishing the character of the neighborhood and the quality of its pedestrian environment. This chapter illustrates and describes the street frontages for the Atlas Waterfront Neighborhood.

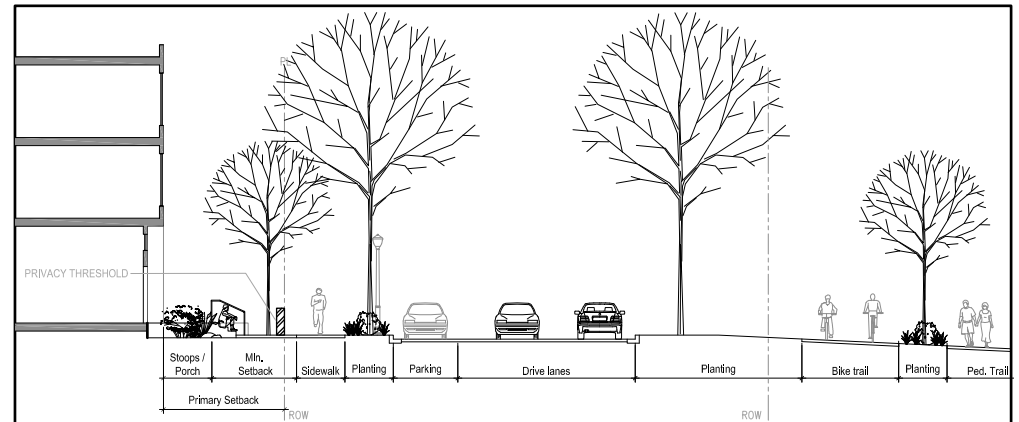
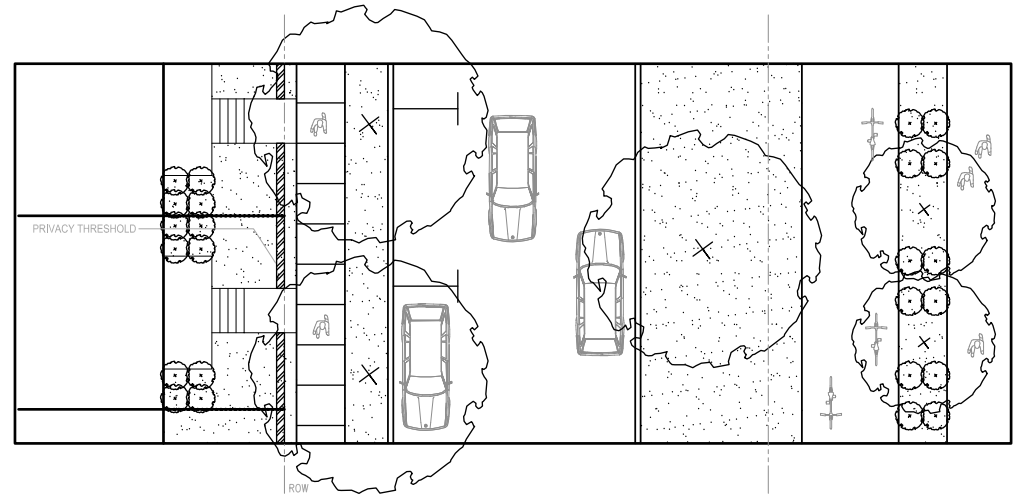
Riverfront Drive is the primary placemaking street within the development area. Riverview Drive and Suzanne Road are also important neighborhood streets, but from frontage perspective they're different in that provide access the riverfront and run perpendicular to it. All other streets are interior and considered secondary within the hierarchy of neighborhood streets. See block standards for additional details, especially for areas with frontage flexibility.



FRONTAGE TYPES

A Buildings oriented to Riverfront Drive (alley-loaded)

- Front-loaded building types and driveways are not allowed
- Setbacks: see block standards
- Prominent Street Wall: to define the north side of Riverfront Drive, buildings are required be at least 2-stories in height.
- For attached residential and multifamily building types, create a sense of individual identity by articulating individual dwelling units through building massing, roof lines, cladding, entry features or other architectural elements
- Provide front doors that clearly orient toward the street with opportunities for personalization in the small yards, terraces or patios in front of the dwelling units
- Outdoor Privacy Threshold: Riverfront Drive is destined to be a popular street with regular pedestrian traffic on its sidewalks. **Privacy in close proximity, layered sense of transition.** a hedge or fence (metal/wood) or low wall is required parallel to the sidewalk. It shall be maintained at a height of 24"-36".
- Front Door: Each unit is encouraged to have a front entrance that conveys a sense of pride and individuality. Porch or stoop, ideally 18"-36" above the sidewalk.

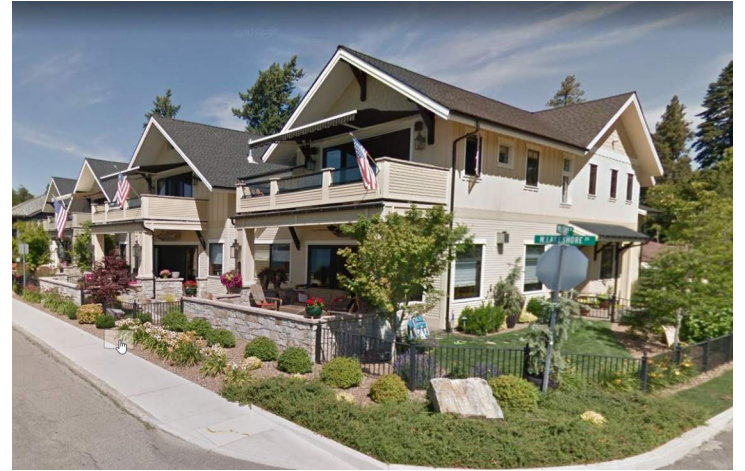


FRONTAGE TYPE A



FRONTAGE TYPES

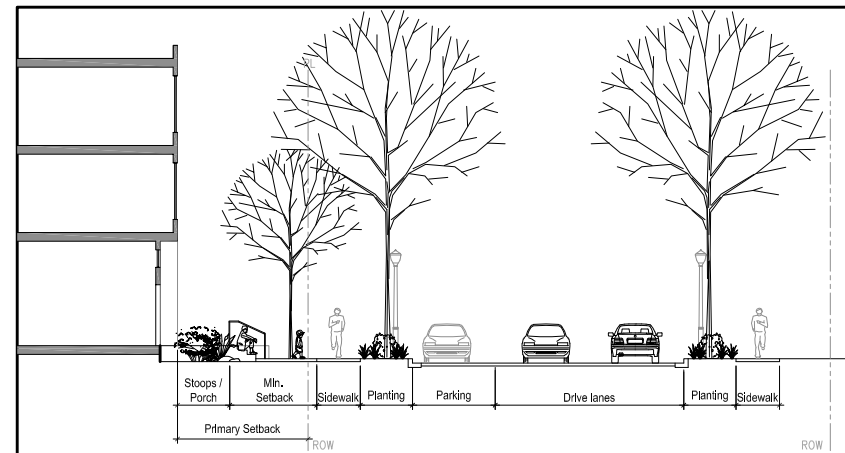
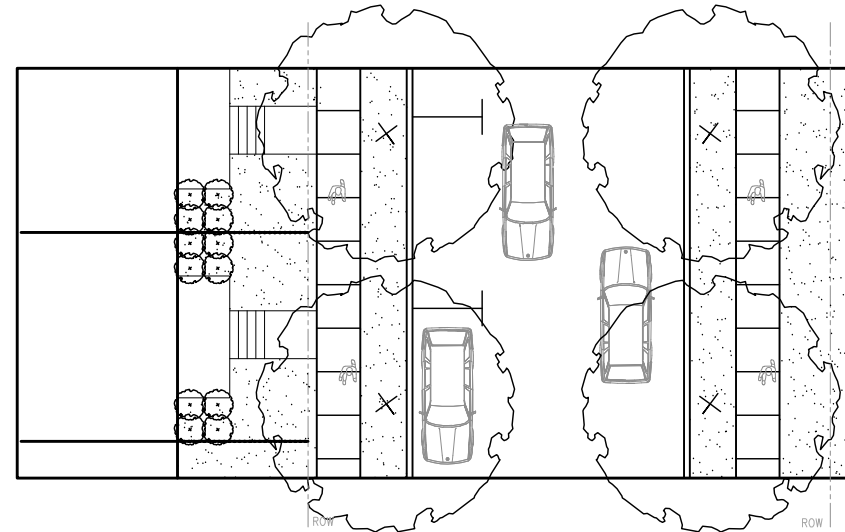
A Examples of alley-loaded residential and residential / mixed-use buildings with front small yards or terraces defined by low walls, fences or hedges



FRONTAGE TYPES

B Residential buildings oriented to internal streets (alley-loaded)

- Frontage Type B is similar to Type A, but with a few differences that give Type B more flexibility (differences highlighted in red)
- Setbacks: see block standards
- Street Wall: buildings are **encouraged** to be at least 2-stories in height (appearance from sidewalk)
- To create a sense of individual identity, articulate individual dwelling units through building massing, roof lines, cladding, entry features or other architectural elements
- Provide opportunities for personalization at the front door and in the small yards, terraces or patios in front of the dwelling units
- Front Door: Each unit is encouraged to have a front entrance that conveys a sense of pride and individuality. Consider a porch or stoop, ideally raised 12"-18" above the sidewalk.
- Outdoor Privacy Threshold, as described in Frontage Type A, is optional

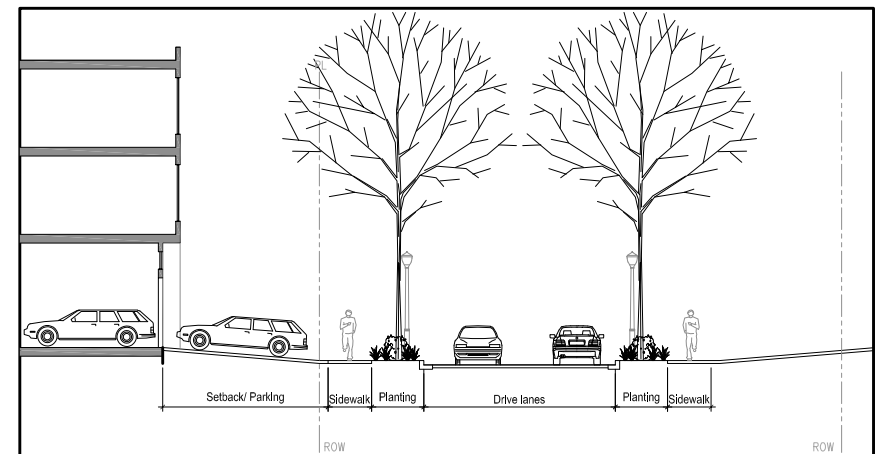
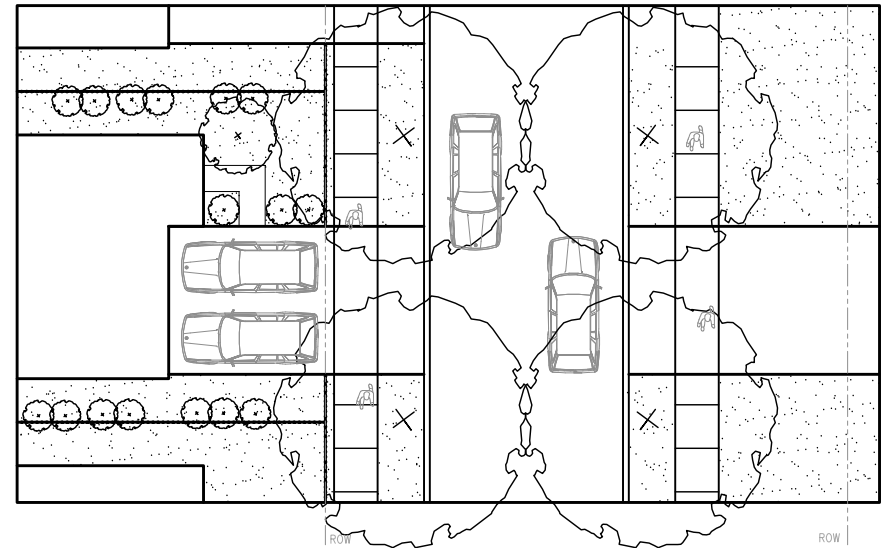


FRONTAGE TYPE B

FRONTAGE TYPES

C Residential buildings oriented to internal streets (front-loaded)

- Applies to parcels fronting internal streets where a rear alley is not provided
- At ground-level, garage walls shall not be the portion of the building that is closest to the street. Features such as building modulation, bays and porches shall project at least 4 feet beyond garage doors.
- Ensure a streetscape that has street trees planted at regular intervals: the combination of lot width, building placement, driveway location and width shall be configured so that trees can be planted at regular intervals along the street. Provide a minimum of one street tree per lot.

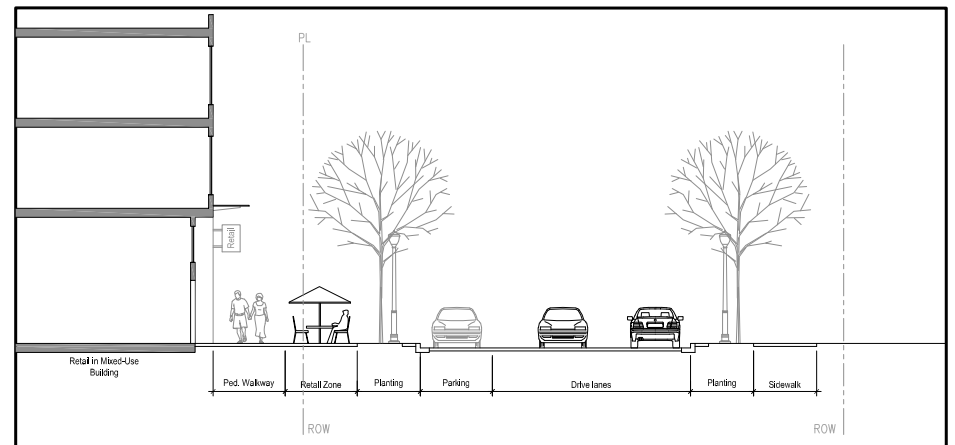
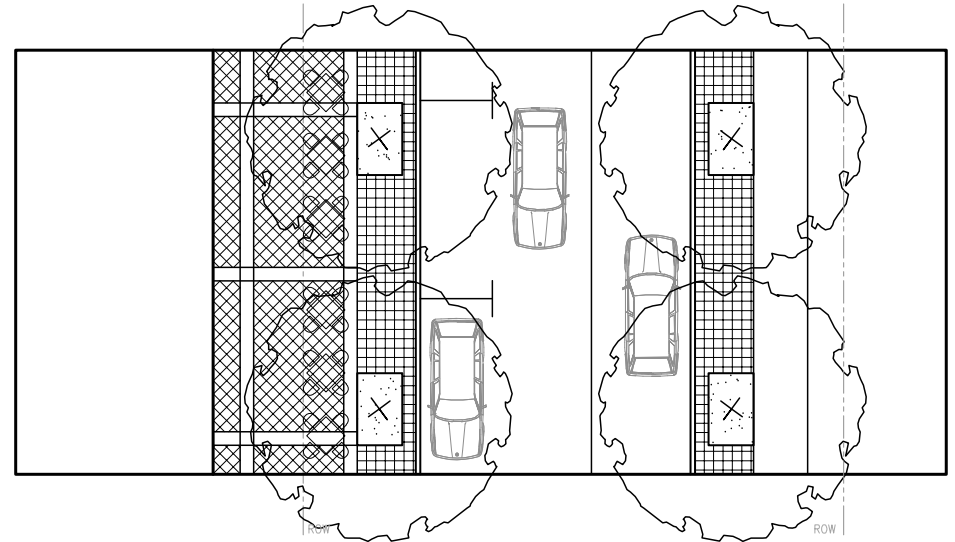


FRONTAGE TYPE C

FRONTAGE TYPES

D Retail or similar active uses adjacent to sidewalk

- Building entries shall be flush with sidewalk.
- Majority of ground-level building facade shall be transparent for visibility to interior space.
- Sidewalk shall be scored concrete and/or unit paving and extend to the edge of the building.
- Curb-edge zone may be primarily paved, with the wells or raised planters for street trees, or a continuous vegetative planting strip, or a combination thereof.
- Furnishing zone: outdoor café seating and merchandise displays are encouraged. Established a minimum 4' wide zone for movable sidewalk furniture at the building edge or along the curb edge and street tree zone.
- Maintain a continuous and unobstructed 8' wide pedestrian walkway.



FRONTAGE TYPE D

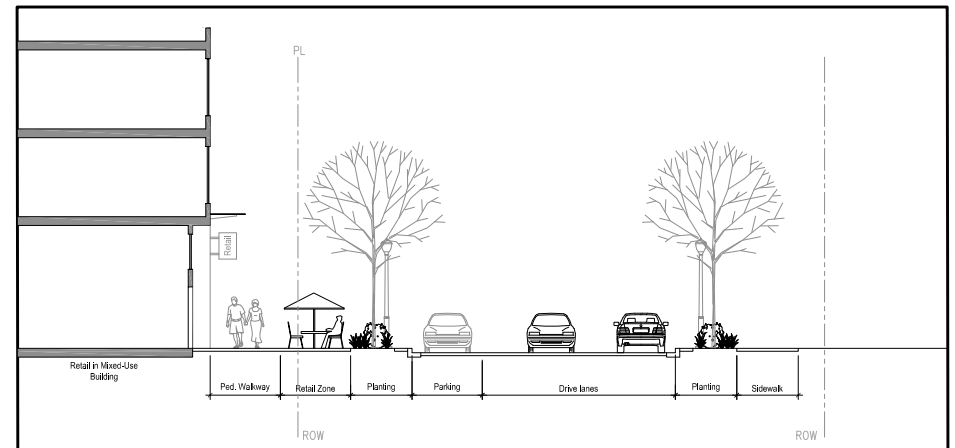
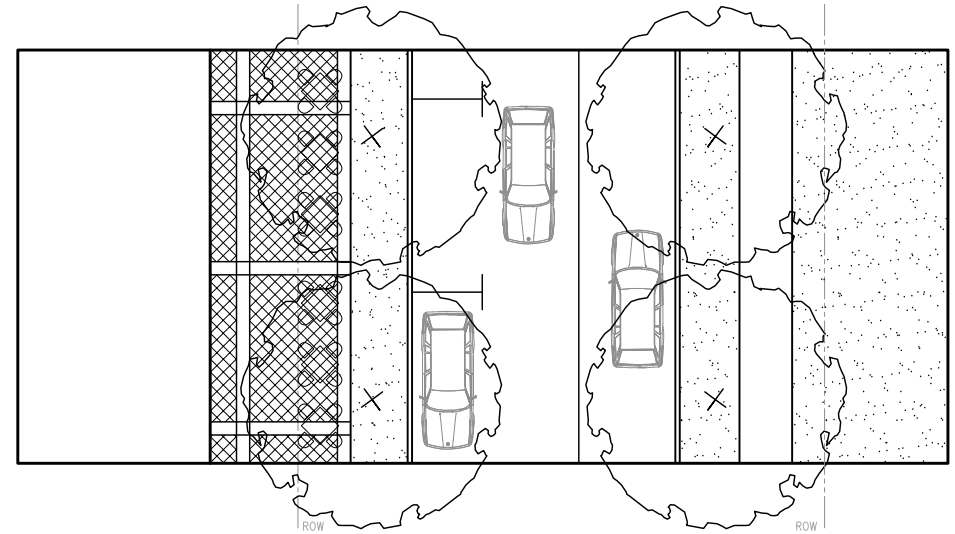
FRONTAGE TYPES

D2 ACTIVE RETAIL OR RELATED USES ADJACENT TO SIDEWALK

Variation of Frontage Type D



Small scale development with mix of street-facing retail and office uses, and office on the second floor.

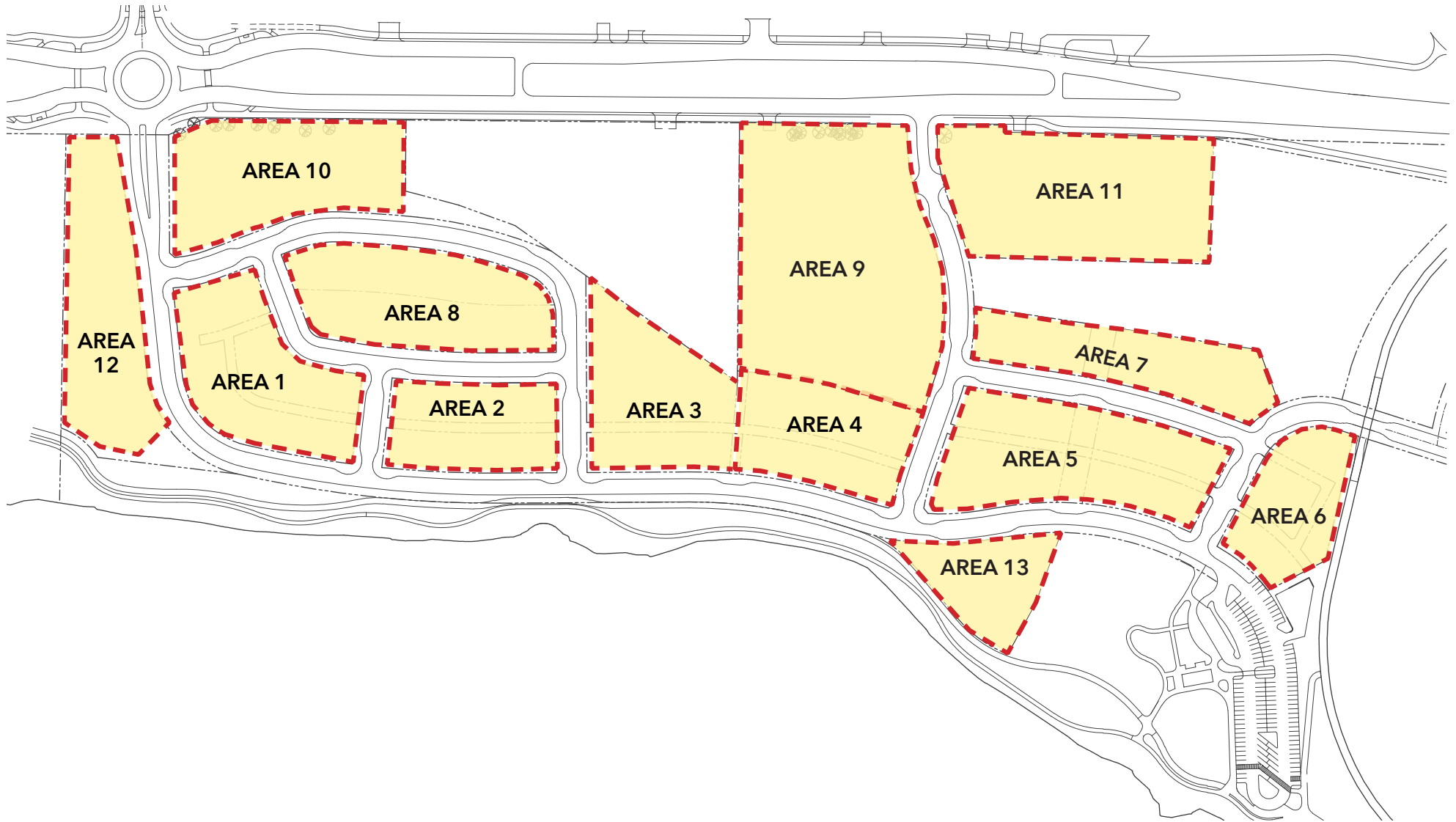


FRONTAGE TYPE D2

STANDARDS FOR DEVELOPMENT AREAS

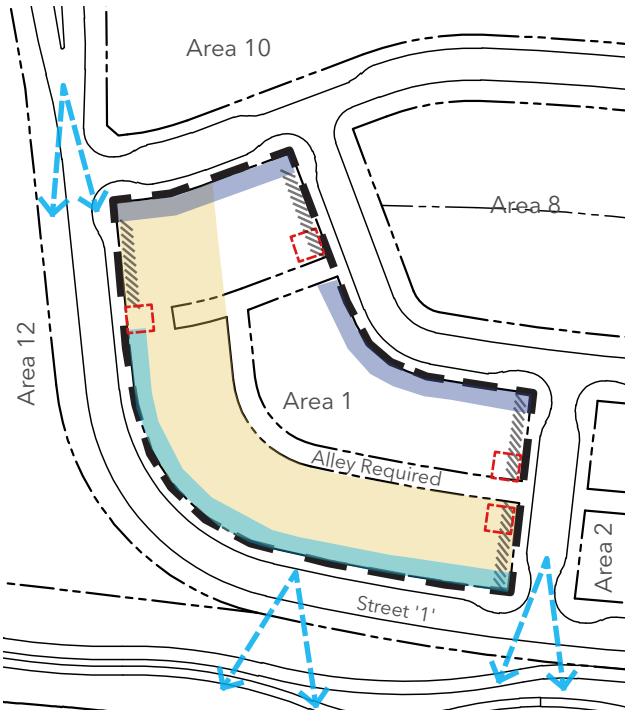
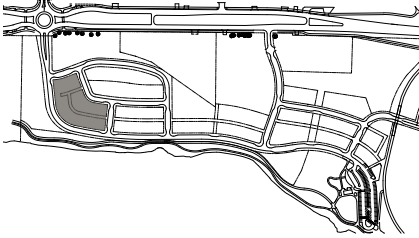
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DEVELOPMENT AREAS KEY PLAN



DEVELOPMENT AREA 1 | STANDARDS

Key Plan



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

Introduction

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

Use

- Residential

Building Types

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

Lots - Townhouses and Duplexes

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

Lots - Single Family

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

Corner Lots

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

Setbacks (Minimum Yard)

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Building Height

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

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

Alley

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

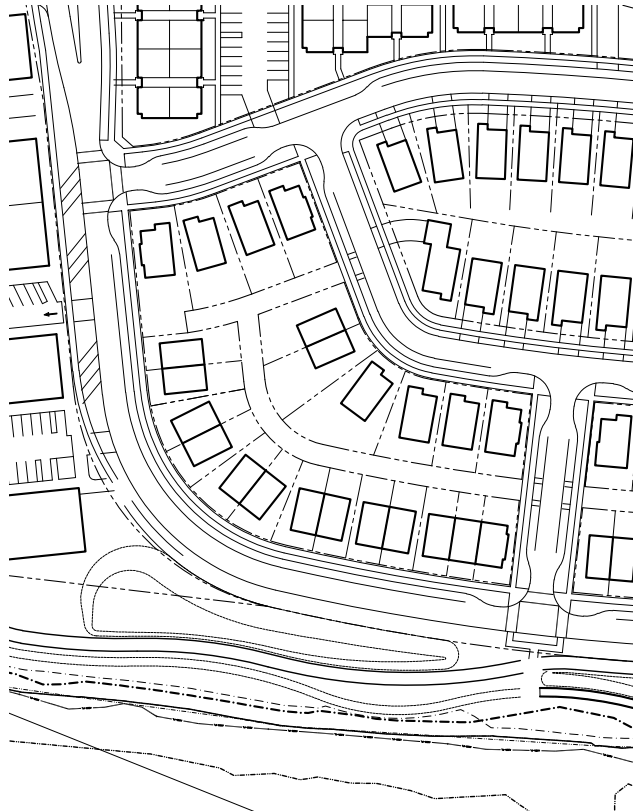
Perimeter Streets

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

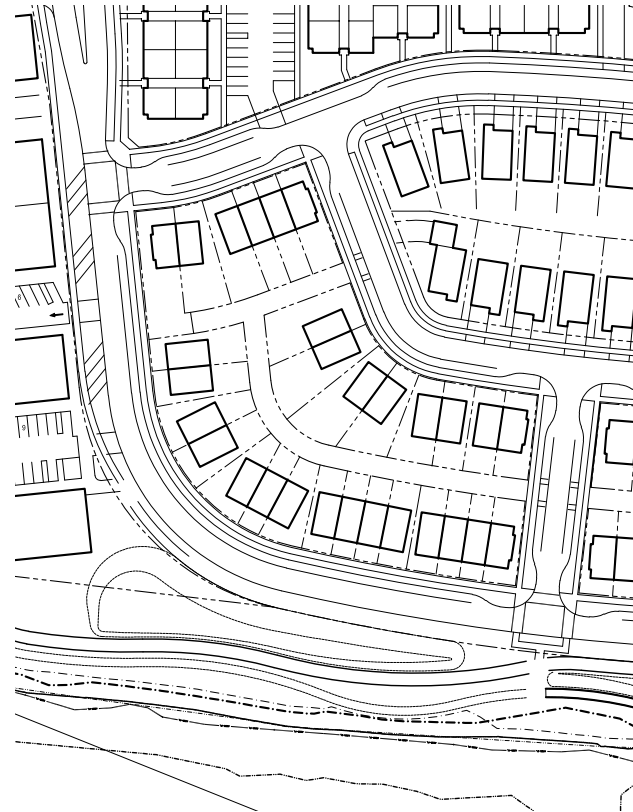
DEVELOPMENT AREA 1 | POTENTIAL CONFIGURATIONS

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

1. Single family and duplexes

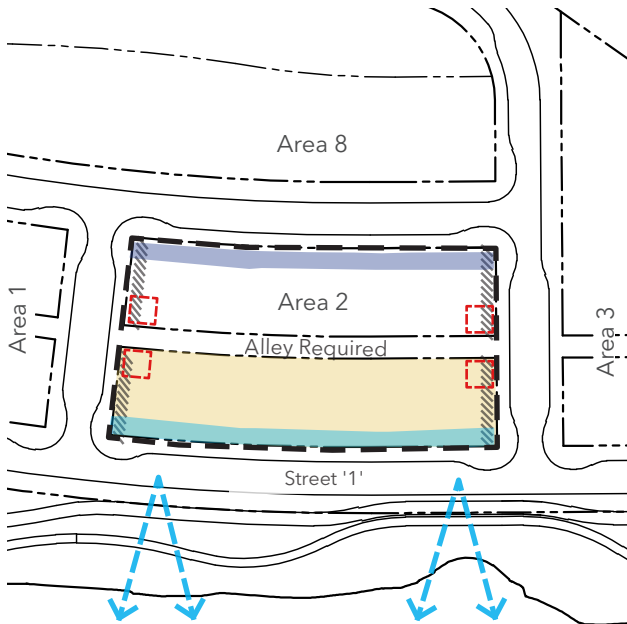
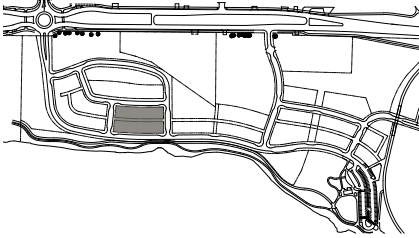


2. Townhouses and duplexes



DEVELOPMENT AREA 2 | STANDARDS

Key Plan



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

Introduction

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

Use

- Residential

Building Types

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

Lots - Townhouses and Duplexes

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

Lots - Single Family

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

Corner Lots

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

Setbacks (Minimum Yard)

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Building Height

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

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

Alley

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

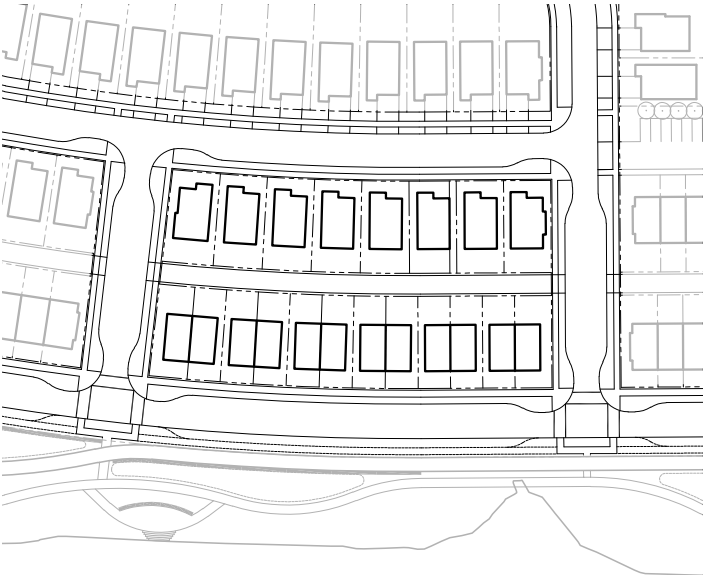
Perimeter Streets

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

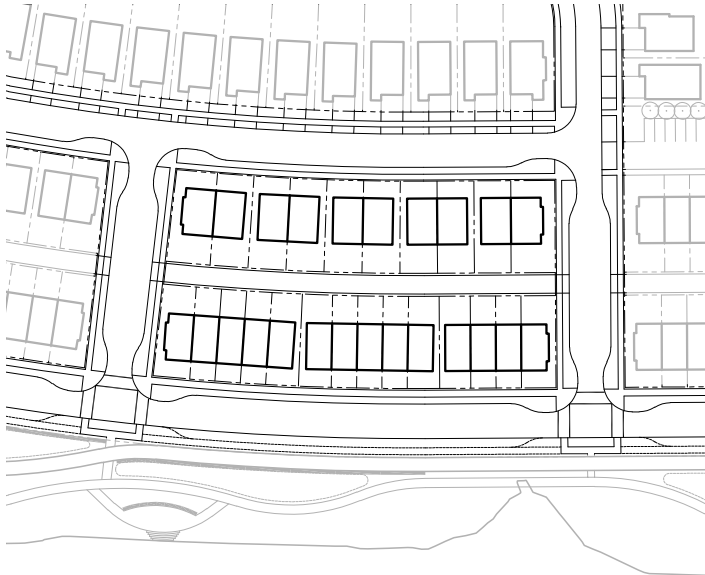
DEVELOPMENT AREA 2 | POTENTIAL CONFIGURATIONS

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

1. Duplexes and Single Family

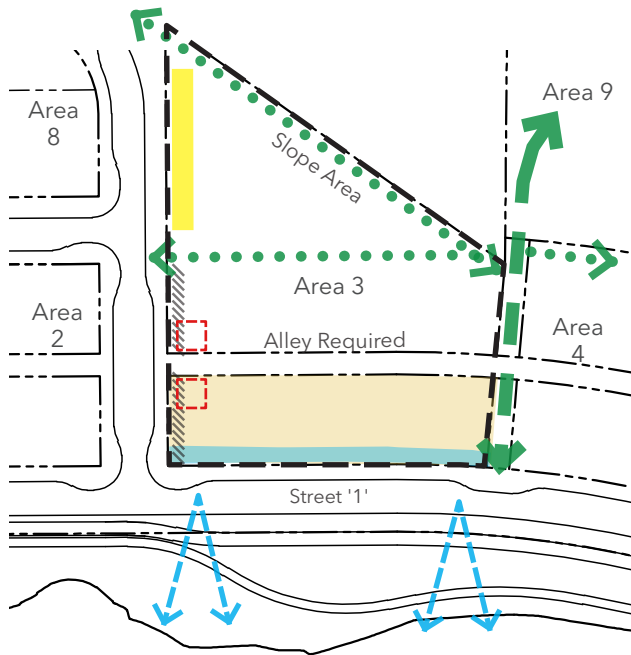
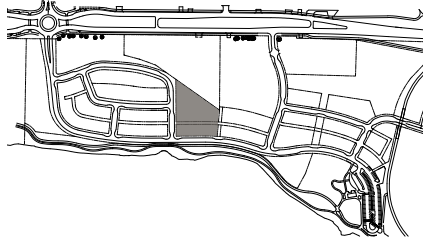


2. Townhouses and Duplexes



DEVELOPMENT AREA 3 | STANDARDS

Key Plan



- Frontage Type A
- Frontage Type C
- Corner Lots / Side Street Orientation
- Minimum Building Height Area
- Required Pedestrian Walkways
- Preferred Pedestrian Walkways (if compatible with proposed development)
- Waterfront View
- Alley Parking Screening

Introduction

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

Use

- Residential

Building Types

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

Lots - Townhouses and Duplexes

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

Lots - Single Family

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

Lots - Multiple Family

- No minimum or maximum size requirements

Corner Lots

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

Setbacks (Minimum Yard) - South of Alley

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

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Setbacks (Minimum Yard) - North of Alley

Front-loaded - Townhouses, Duplexes, Single Family

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

DEVELOPMENT AREA 3 | STANDARDS

Setbacks (Minimum Yard) - North of Alley

Multiple Family

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side - interior: 10' min.
- Side - facing street: 10' min.
- Side - facing alley: 5' min.
- Side separation between buildings if no property line: 20' min.
- Rear - to primary building wall: 13' min.
- Rear - to porches and projections: 6' min.

Building Height

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

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

Alley

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

Perimeter Streets

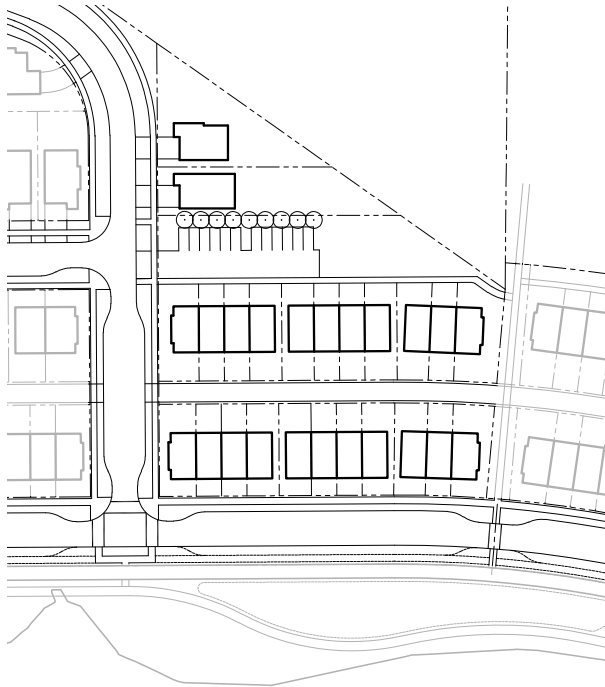
- On-street parking is allowed on Street '1' and potentially on the west side of the area.
- Curb cuts are not allowed along Street '1'.
- Curb cuts for individual driveways are allowed along the west side of the area, in the section of Frontage Type C.

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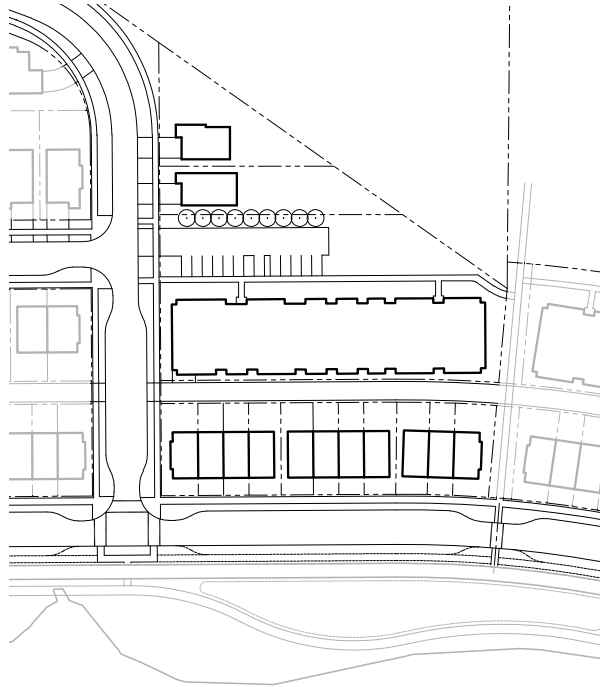
DEVELOPMENT AREA 3 | POTENTIAL CONFIGURATIONS

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

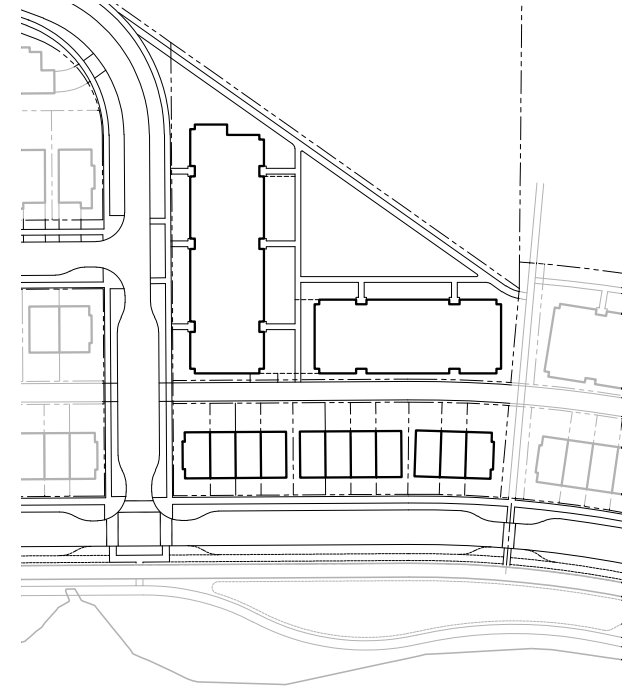
1. Townhouses and single family



2. Townhouses, single family, and multiple family (parking under building)

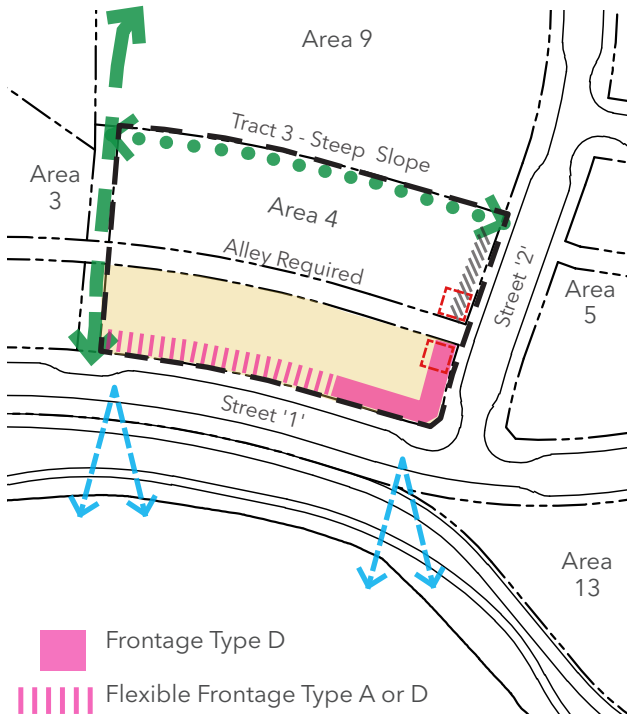
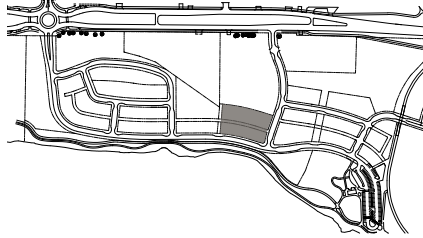


3. Townhouses and an alternative multiple family configuration (parking primarily under buildings)



DEVELOPMENT AREA 4 | STANDARDS

Key Plan



- Frontage Type D
- Flexible Frontage Type A or D
- Minimum Building Height Area
- Corner Lots / Side Street Orientation
- Waterfront View
- Required Pedestrian Walkway
- Preferred Pedestrian Walkway
- Alley Parking Screening

Introduction

- Development on Area 4 (south of alley) plays a key role in shaping the character of Street '1'.
- Like other blocks along Street '1', the buildings on Area 4 (south of alley) are intended to create a streetwall that compliments the overall design of the street.
- Area 4 requires an alley to achieve this goal. The alley will extend west into Area 3.
- One or more buildings with street facing retail or a similar active use is required at the southeast corner of Area 4. Additional retail is allowed along Street '1'.
- Alley alignment may be revised to accommodate a larger building at the southeast corner of the block.
- Area 4 is sloped site where the topography steps down from north to south (toward the river).
- To the north of this area is a steep slope which is not conducive for development. A pedestrian walkway is planned along the north edge and is intended to function like a pedestrian street that provides an "address" and access to the front doors for residential units north of the alley.
- The tract between Area 3 and Area 4 is planned to have a pedestrian hillclimb (stairway) which provides access to the waterfront from the upper portions of these areas and from Area 9.

Uses

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

Building Types

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

Lots - Townhouses and Duplexes

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

Lots - Single Family

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

Lots - Multiple Family

- No minimum or maximum size requirements

Lots - Non-Residential Uses

- No minimum or maximum size requirements

Corner Lots

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

Setbacks (Minimum Yard) - rear-loaded Townhouses, Duplexes, Single Family

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Setbacks (Minimum Yard) - Multiple Family

- Front (to primary building wall): 15' min. - 20' max.
- Front (to porches and projections): 9' min.
- Side (interior): 10' min.
- Side separation between buildings if there is no property line: 20' min.
- Side (facing street): 13' min.
- Rear: 6' min.

DEVELOPMENT AREA 4 | STANDARDS

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

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

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

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

Building Height

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

Off-Street Parking (quantity and dimensions)

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

Alley

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

Perimeter Streets

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

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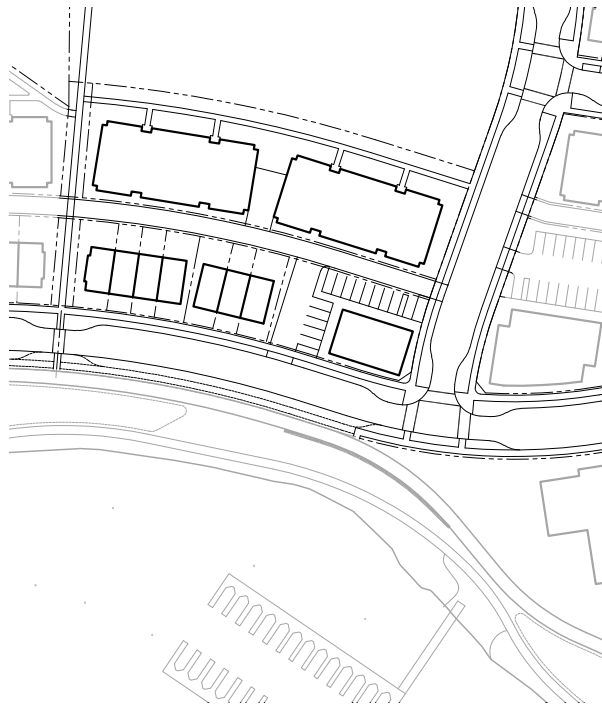
DEVELOPMENT AREA 4 | POTENTIAL CONFIGURATIONS

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

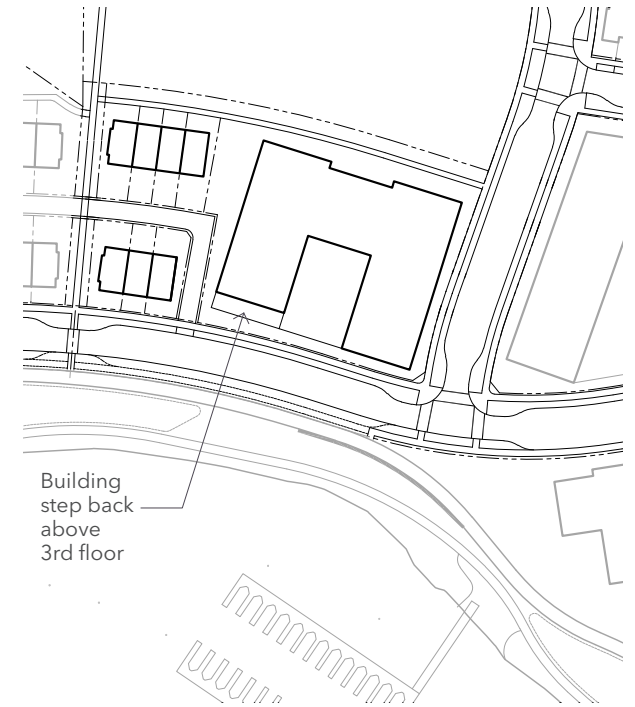
1. Townhouses with retail or restaurant at southeast corner



2. Multiple family and townhouses, retail or restaurant at southeast corner

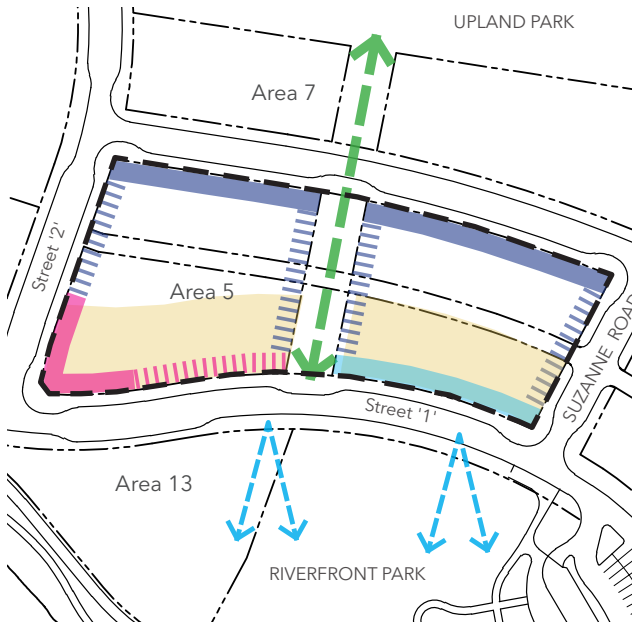
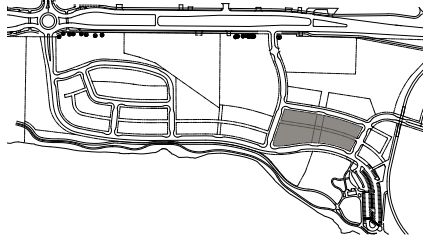


3. Mixed use / multiple family with street-level retail at southeast corner (parking within building), townhouses on western portion



DEVELOPMENT AREA 5 | STANDARDS

Key Plan



- Frontage Type A
- Frontage Type B
- Similar to Frontage Type B / Side Street Flexibility
- Frontage Type D
- Flexible - Frontage Type A or D
- Minimum Building Height Area
- Side Street Orientation
- Waterfront View
- Required mid-area Pedestrian Walkway
specific location is flexible

Introduction

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

Use

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

Allowed Building Types

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

Lots - Townhouses and Duplexes

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

Lots - Single Family

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

Lots - Multiple Family

- 7500 SF minimum

Lots - Non-Residential Uses

- No minimum or maximum size requirements

Side Street Orientation

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

Setbacks & Building Separation

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

Frontage D - Buildings with street-level retail:

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

Frontage A - Residential-only buildings:

- Street '1' (primary bldg wall): 15' - 20'
- Street '1' (porches and projections): 9' min.
- Street '1': outdoor privacy threshold required per Frontage Type A
- Side (facing mid-block ped. walkway): 5' min.
- Side separation between buildings

Townhouses, duplexes and single family: 12' min.

multiple family: 25' min.

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

DEVELOPMENT AREA 5 | STANDARDS

Setbacks & Building Separation (continued)

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

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

Building Height

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

Alley Conditions & Off-Street Parking Access

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

Off-Street Parking (quantity and dimensions)

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

Perimeter Streets

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

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

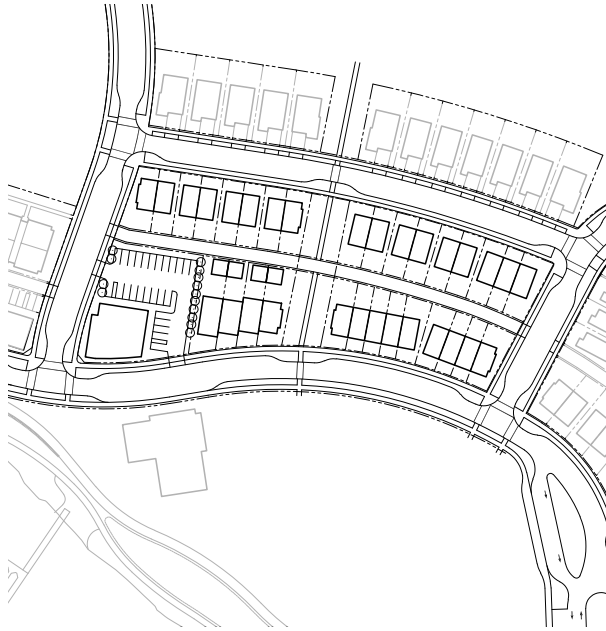
- Street '1': between Street '2' and mid-area pedestrian walkway
- Street '2': entire length
- northern street: between Street '2' and mid-area pedestrian walkway
- northern street: between mid-area pedestrian walkway and Suzanne Rd.
- Suzanne Rd.: entire length

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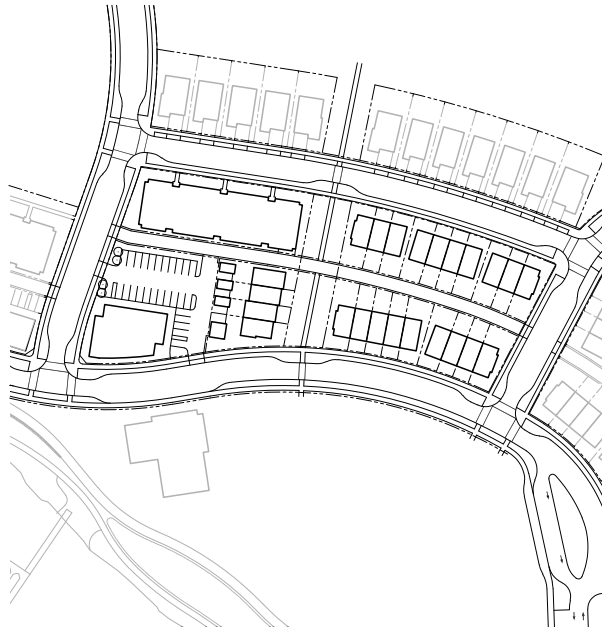
DEVELOPMENT AREA 5 | POTENTIAL CONFIGURATIONS

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

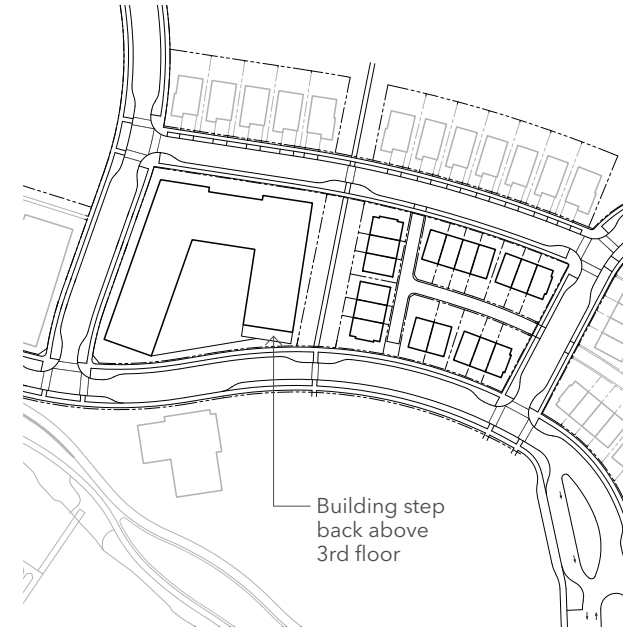
1. Townhouses and duplexes with retail or restaurant at SW corner



2. Townhouses and multiple family (parking under building) with retail or restaurant at SW corner

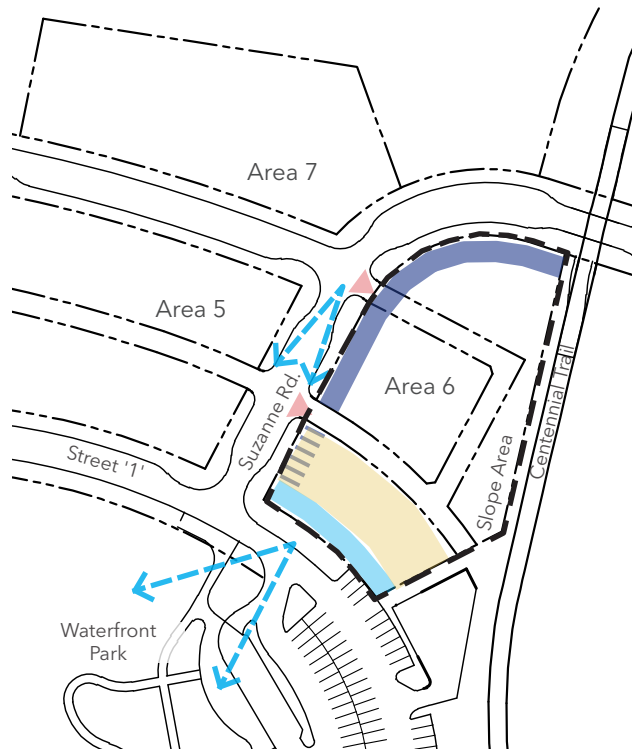
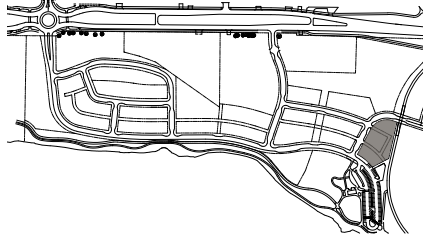


3. Mixed use / multiple family with street level retail at SW corner (parking within building) and townhouses on east half.



DEVELOPMENT AREA 6 | STANDARDS

Key Plan



- Frontage Type A
- Frontage Type B
- Corner Lot / Side Street Orientation
- Minimum Building Height Area
- Waterfront View
- Potential vehicle access to Area 6

Introduction

- Area 6 helps shape the character of Street '1'. It is also the eastern bookend of development along this street.
- Per Frontage Type A, buildings along Street '1' are intended to create a streetwall that compliments the overall design of the street.
- Area 6 has an irregular shape, with topography that slopes up to the north and east.
- To meet the design goals and unique site conditions of this block, it will be necessary to use an alley or rear parking lot for access to off-street parking and to accommodate a range of development options.

Use

- Residential

Building Types

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

Lots - Townhouses and Duplexes

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

Lots - Single Family

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

Lots - Multiple Family

- No minimum or maximum size requirements

Corner Lots

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

Setbacks (Minimum Yard)

Residential - Townhouses, Duplexes, Single Family

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Setbacks (Minimum Yard)

Residential - Multiple Family

- Front: 15' min. - 20' max.
- Front Projections: 9' Min.
- Side (interior): 10' min.
- Side (facing street): 10' min.
- Side separation between buildings if there is no property line: 20' min.
- Rear (to primary building wall): 13' min.
- Rear (to porches and projections): 6' min.

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a streetwall along Street '1'.)
- Maximum: 35'

Alley Conditions & Off-Street Parking Access

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

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

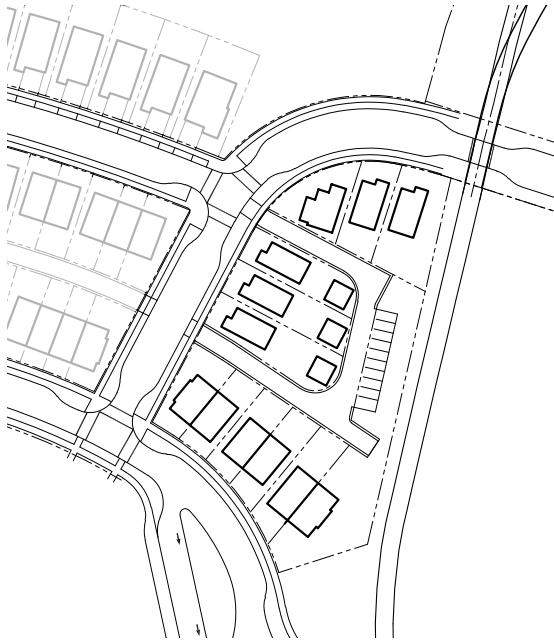
Perimeter Streets

- On-street parking is allowed on Street '1' and Street '4'
- No curb cuts are allowed along Street '1'
- Curb cuts for individual driveways are not allowed in Area 6.

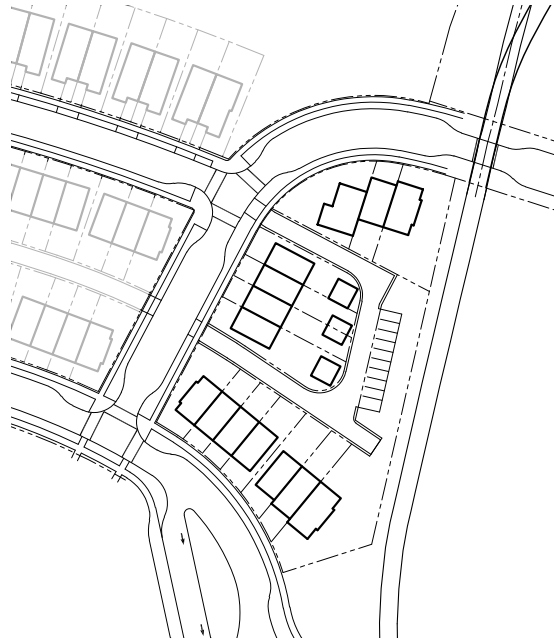
DEVELOPMENT AREA 6 | POTENTIAL CONFIGURATIONS

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

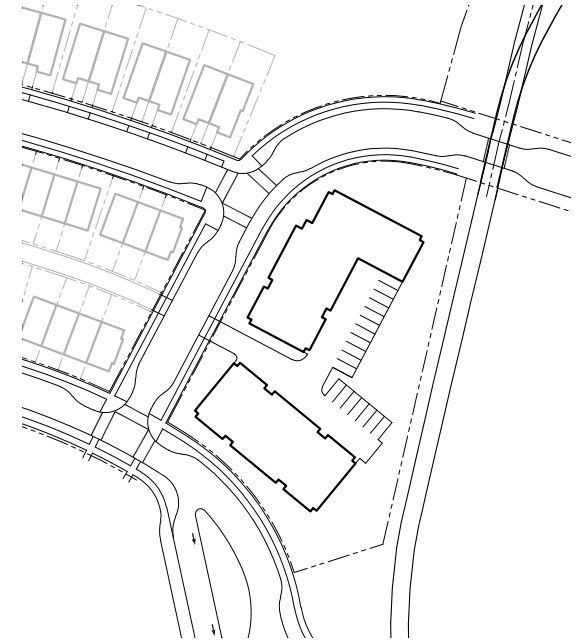
1. Single family and duplexes



2. Townhouses

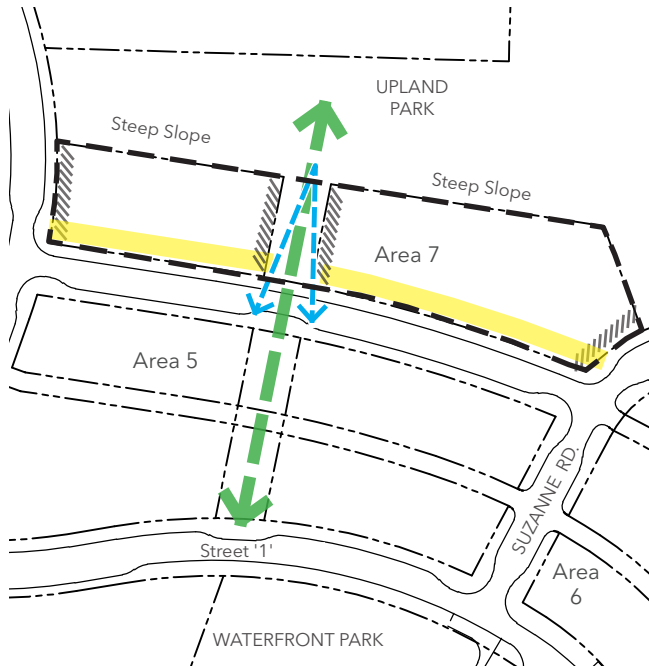
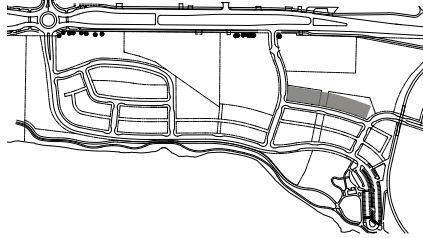


3. Multiple family (with tuck under and surface parking)



DEVELOPMENT AREA 7 | STANDARDS

Key Plan



Introduction

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

Use

- Residential

Allowed Building Types

- Single family front-loaded
- Duplex front-loaded

Lots

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

Corner Lots & Building Side Expression

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

Setbacks & Building Separation

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

Building Height

- Maximum: 35'

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

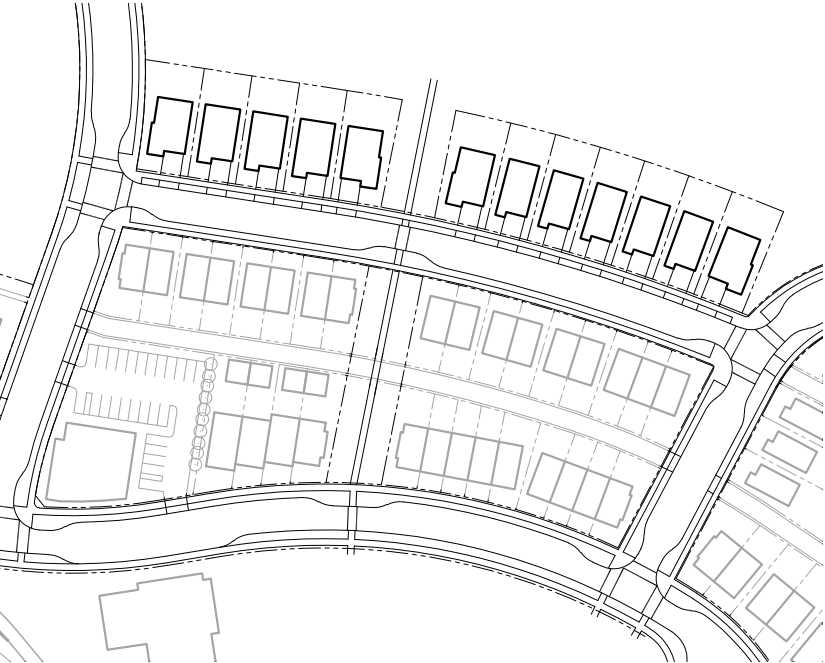
Perimeter Streets

- On-street parking adjacent to Area 7 is allowed on Street '2' and Suzanne Rd.
- Driveway curb-cuts are allowed on the street south of the block. See Building Types for requirements that ensure the provision of regularly spaced street trees.

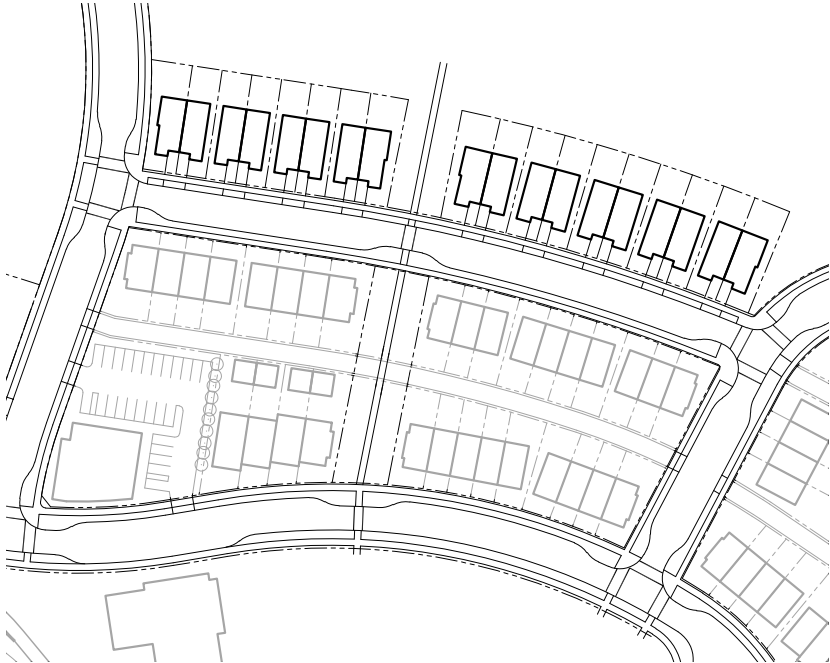
DEVELOPMENT AREA 7 | POTENTIAL CONFIGURATIONS

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

1. Single family homes (front-loaded)

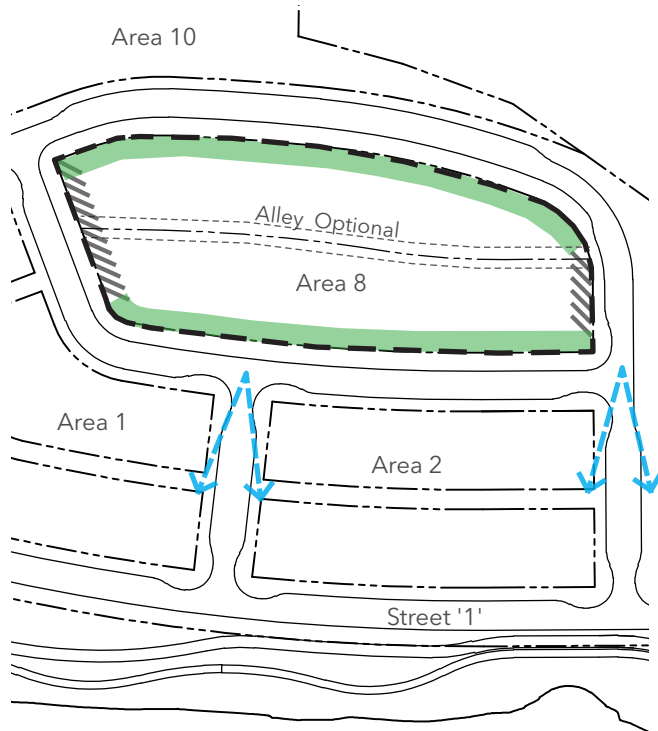
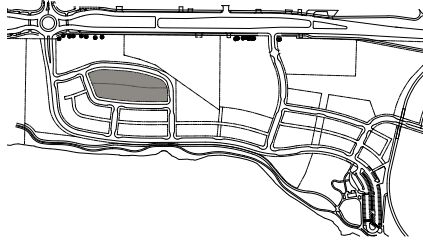


2. Duplexes (front-loaded)



DEVELOPMENT AREA 8 | STANDARDS

Key Plan



Primary Building Orientation
 Frontage Type C, if developed without an alley
 Frontage Type B, if developed with an alley

Corner Lots

Waterfront View

Introduction

- Area 8 is a residential area that could be developed with or without an alley.
- If developed without an alley, then all front-loaded buildings and lot configurations shall be designed to minimize the visual impact of garages facing the street.

Use

- Residential

Building Types

- Single Family front-loaded and rear-loaded
- Duplexes front-loaded and rear-loaded
- Townhouses rear-loaded only

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 60' min.
- Area: 1600 sf min.

Lots - Single Family

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

Corner Lots

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

Setbacks (Minimum Yard) - Rear-Loaded Condition

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which is required for vehicular access to garages or parking stalls)

Setbacks (Minimum Yard) - Front-Loaded Condition

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

Building Height

- Maximum: 35'

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

Alley (optional)

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

Perimeter Streets

- If no alley is provided, then individual driveway curb-cuts are allowed on all streets surrounding the block.
- For front-loaded development, ensure that the layout of lots, buildings and driveways allows for street trees to be planted at regularly spaced intervals along the street.

DEVELOPMENT AREA 8 | POTENTIAL CONFIGURATIONS

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

1. Single Family Homes (front-loaded)



2. Alley option provides an opportunity for rear-loaded single family homes and rear-loaded townhouses that take advantage of sloped topography to have garages below the main level of the units.



DEVELOPMENT AREA 9 | STANDARDS

Development Area 9 Alternative Street and Grading Concept

Setbacks (Minimum Yard) Residential - Multiple Family

- Front (to primary building wall): 15' min. - 25' max.
- Front (to porches and projections): 9' min.
- Side (interior): 10' min.
- Side (facing street): 10' min.
- Side separation between buildings if there is no property line: 20' min.
- Rear (to primary building wall): 13' min.
- Rear (to porches and projections): 6' min.

Setbacks & Building Separation - Non-Residential

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

Building Height

- Maximum: 45'

Off-Street Parking (quantity and dimensions)

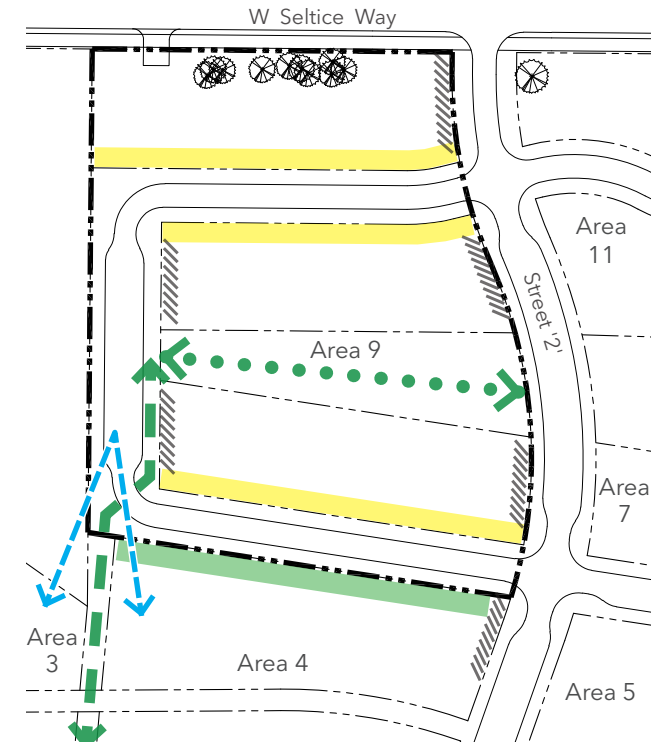
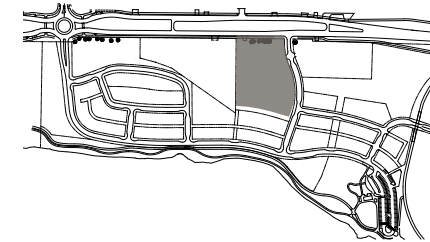
- See Coeur d'Alene City Code - Chapter 17.44
- Exception - parking for food and beverage sales (on-site consumption) over 1000 sf:
 - minimum quantity = 1 space per 250 sf of floor area
 - upto 50% of required parking may be provided in the public realm, which includes:
 - public streets,
 - the parking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

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

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

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

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

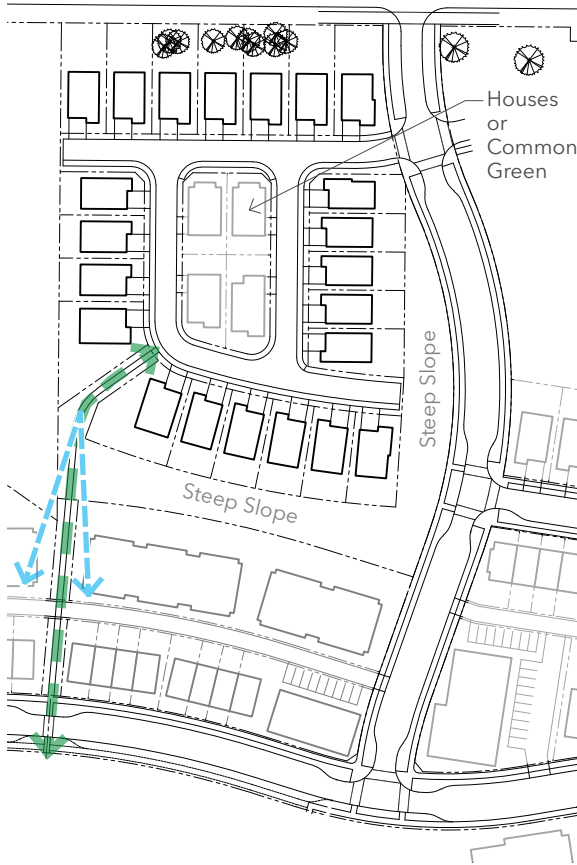


- Frontage Type C
- Primary Building Orientation
Frontage Type C, if developed without an alley
Frontage Type B, if developed with an alley
- //// Corner Lots
- ⊗ Existing trees to retain
- ←→ Required pedestrian walkway
- ⋯ Preferred pedestrian walkway
- Waterfront and river valley views

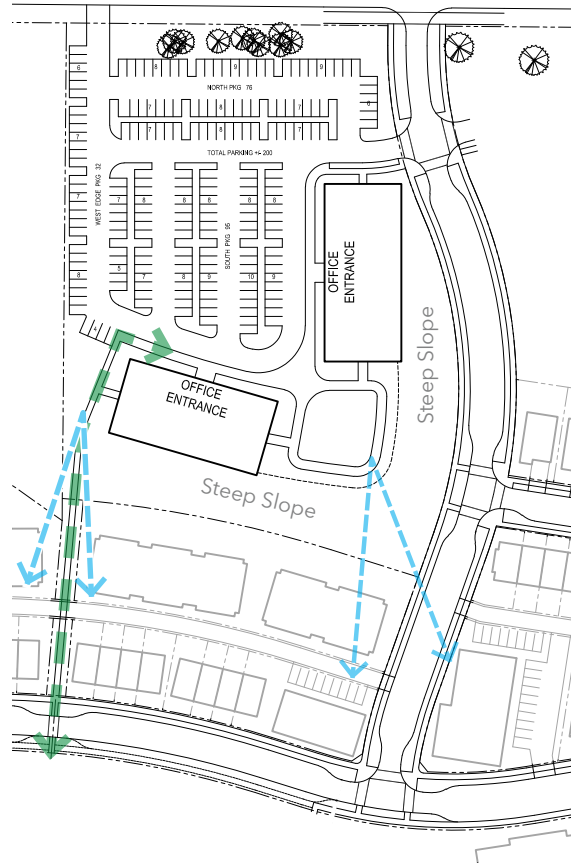
DEVELOPMENT AREA 9 | POTENTIAL CONFIGURATIONS

These diagrams show a range of uses and how they can be configured to meet the design intent and development standards for this area. Developers may propose other layouts and use mixes that comply.

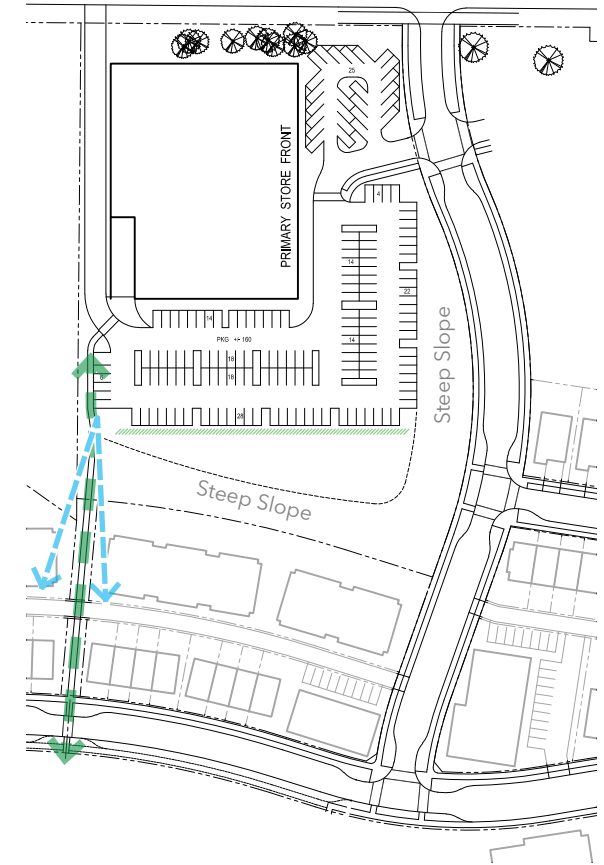
1. Single family homes



2. Office



3. Retail (potential grocery or similar use)



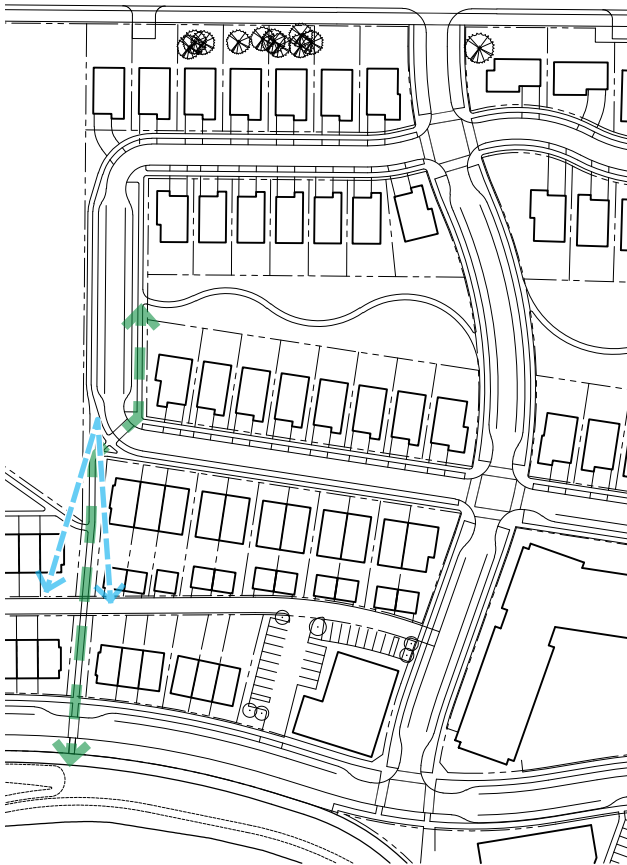
//// Low screening to block headlight glare toward buildings on area 4 (vegetation or low wall)

Retail buildings may not back onto the top of slope area (prevents exposure of rear building face to development to the south and to the waterfront)

DEVELOPMENT AREA 9 | POTENTIAL CONFIGURATIONS

These diagrams show a range of uses and how they can be configured to meet the design intent and development standards for this area. Developers may propose other layouts and use mixes that comply.



4. Alternative Street and Grading Concept
Single family homes; Duplexes in Area 4



5. Alternative Street and Grading Concept
Retail, Mixed-Use (residential over retail) and Duplexes; Townhouses in Area 4

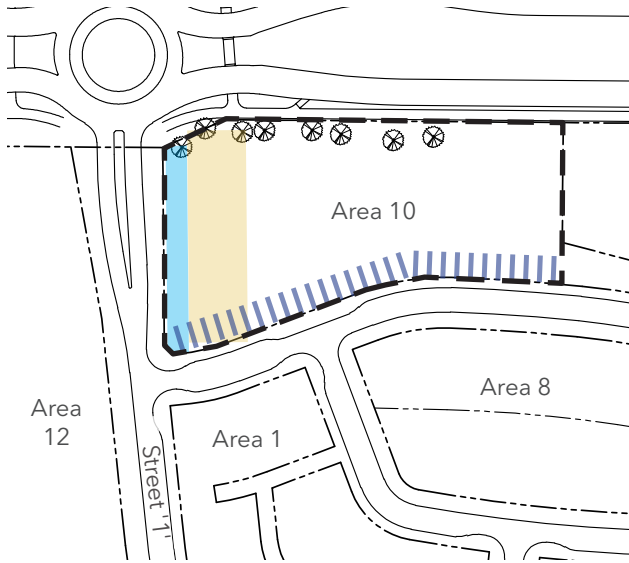
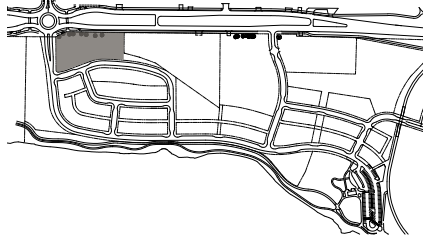






Potential "landmark building corner" that helps define the entry to the site; strong relationship to intersection of Street '2' and Seltice Way

-  Retail area on ground level of mixed use building
-  Storefront orientation

DEVELOPMENT AREA 10 | STANDARDS

Key Plan



-  Frontage Type A
-  Minimum building height area
-  Corner lot / side street orientation or similar to Frontage Type B for buildings that face this street
-  Retain existing trees where possible

Introduction

- Area 10 is adjacent the western entrance of the site and will play prominent role in creating a gateway to the neighborhood.
- Proposed development should maintain as many of the existing trees as possible on the north side of the block (along Seltice Way).
- Buildings adjacent to Street '1' should create a streetwall that compliments the overall design of the street.

Use

- Administrative & Professional Office
- Residential
- Retail
- Mixed Use
- Hotel

Building Types

- Single Family rear-loaded
- Duplexes rear-loaded
- Townhouses rear-loaded
- Multiple Family
- Mixed Use
- Office
- Single Use Retail
- Hotel

Lots - Townhouses and Duplexes

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

Lots - Single Family

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

Lots - Multiple Family

- No minimum or maximum size requirements

Corner Lots

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

Setbacks (Minimum Yard)

Residential - Townhouses, Duplexes, Single Family

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Setbacks (Minimum Yard)

Residential - Multiple Family

- Front: 15' min. - 25' max.
- Front Projections: 9' min.
- Side (interior): 10' min.
- Side (facing street): 10' min.
- Side separation between buildings if there is no property line: 20' min.
- Rear (to primary building wall): 13' min.
- Rear (to porches and projections): 6' min.

Building Height

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

- Maximum: 45'

Off-Street Parking - Quantity and Dimensions

- See Coeur d'Alene City Code - Chapter 17.44

Perimeter Streets

- Vehicular access to Area 10 may only be provided from the street on the south side of the area
- On-street parking is accommodated on the street on the south side of the area

DEVELOPMENT AREA 10 | POTENTIAL CONFIGURATIONS

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

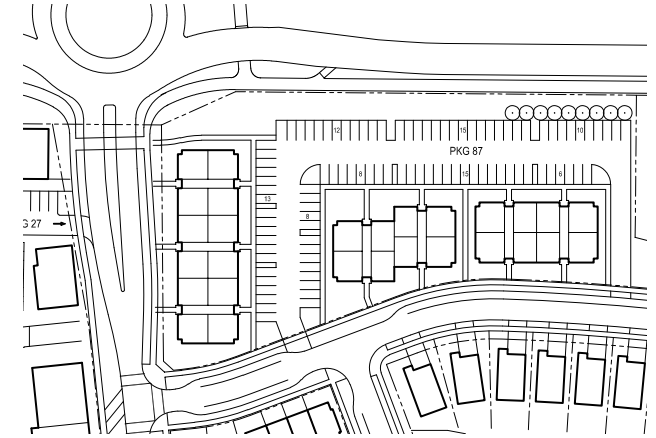
1. Single family homes



2. Townhouses

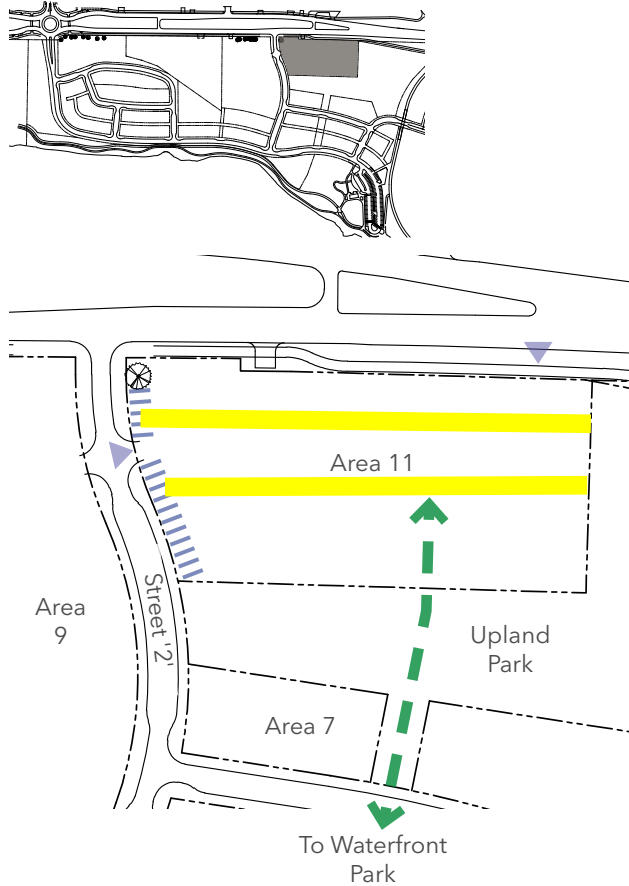



3. Multiple family (surface parking)



DEVELOPMENT AREA 11 | STANDARDS

Key Plan



 Similar to Frontage Type B Applies only to residential development. Within Area 11, any residential buildings placed adjacent or near Street '2' shall have a front or side orientation to the street.

 Potential vehicle access to Area 11

 Required pedestrian walkway

 Retain existing trees where possible

Introduction

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

Use & Building Types

- Residential
 - Single family
 - Duplexes
 - Multiple family
- Civic
 - Child care facility
 - Community assembly, education and organization
 - Handicapped or minimal care facility
 - Hospital / health care
 - Nursing / convalescent homes
 - Neighborhood recreation
 - Public recreation
 - Religious assembly
- Sales
 - Food & beverage sales (on & off site consumption)
 - Specialty retail sales
- Service activities
 - Administrative & professional offices
 - Commercial recreation
 - Group assembly
 - Administrative & Professional Office
 - Hotel

Lots - Single Family & Duplexes

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

Lots - Multiple Family

- No minimum or maximum size requirements

Lots - Non-Residential Uses

- No minimum or maximum size requirements

Corner Lots (Applies only to Residential)

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

Setbacks (Minimum Yard)

Residential - Duplexes, Single Family

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

DEVELOPMENT AREA 11 | STANDARDS

Setbacks (Minimum Yard)

Residential - Multiple Family

- Front (to primary building wall): 15' min. - 25' max.
- Front (to porches and projections): 9' min.
- Side (interior): 10' min.
- Side (facing street): 10' min.
- Side separation between buildings if there is no property line: 20' min.
- Rear (to primary building wall): 13' min.
- Rear (to porches and projections): 6' min. . **Setbacks**

(Minimum Yard) - Non-Residential Uses

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

Building Height

- Maximum: 45'

Off-Street Parking - Quantity and Dimensions

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

Perimeter Streets

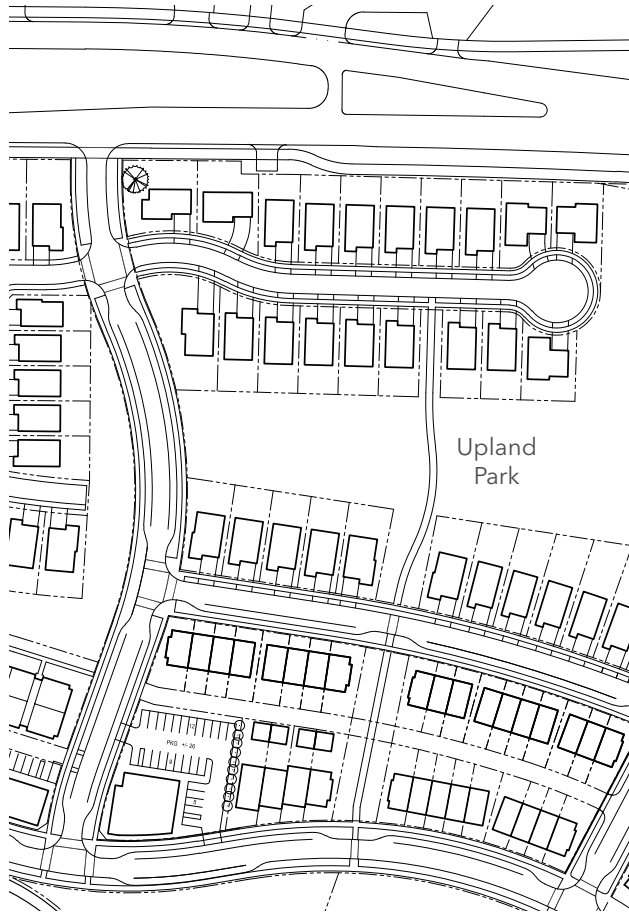
- Vehicular access to Area 11 may only be provided from Street '2' and Seltice Way.
- On-street parking is accommodated on Street '2' at the west side of this site.

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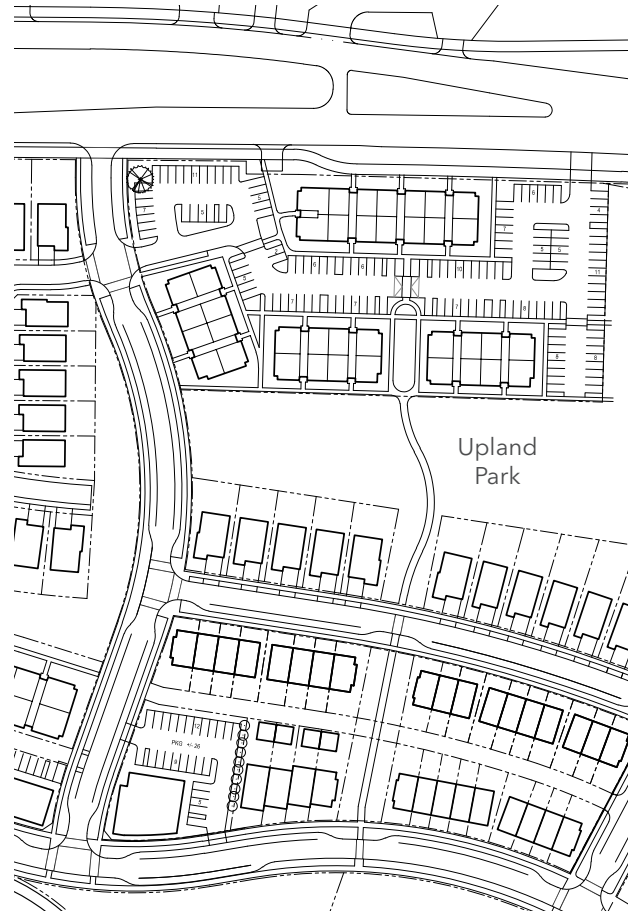
DEVELOPMENT AREA 11 | POTENTIAL CONFIGURATIONS

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

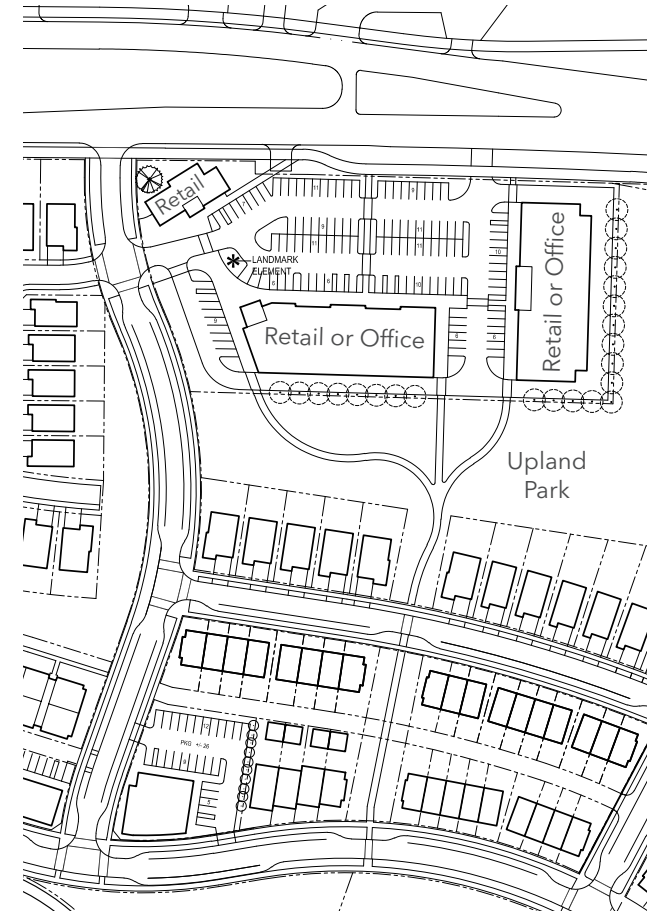
1. Single family homes



2. Multiple family (surface parking)



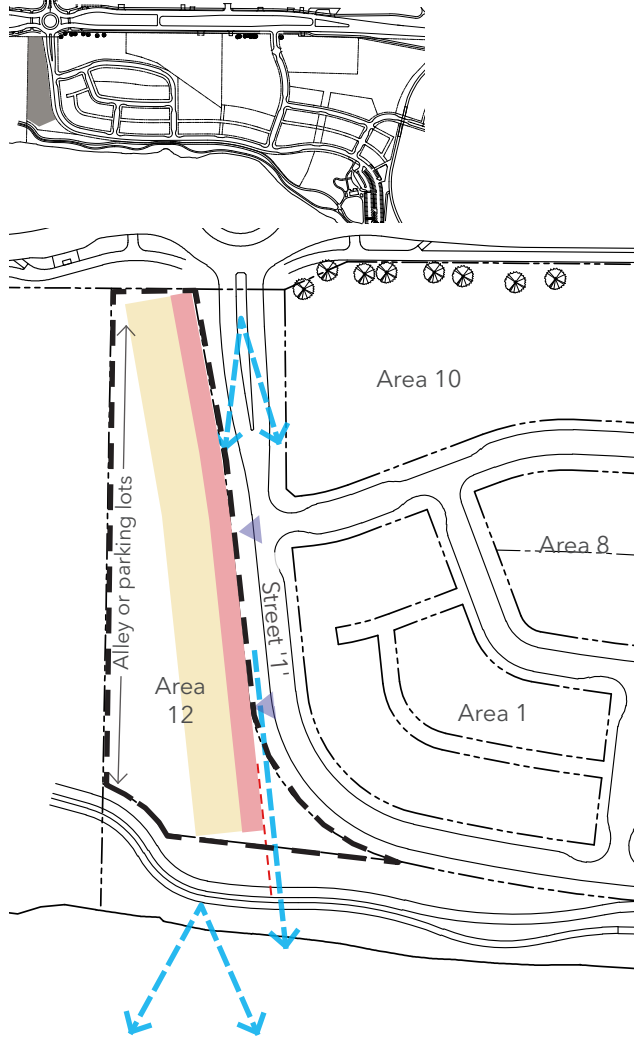
2. Commercial - office or retail (or mix of both)



- If Area 11 is developed with retail, then provide trees and/or other vegetation to screen views of rear loading and service areas from the Upland Park.
- If Area 11 is developed with office that overlooks the Upland Park, then trees at the edge of the lot are optional.

DEVELOPMENT AREA 12 | STANDARDS

Key Plan



Introduction

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

Uses

- Residential
- Specialty retail sales
- Food & beverage sales (on-site consumption)
- Real estate/leasing office
- Hospitality

Building Types

- Single family rear-loaded
- Duplex rear-loaded
- Townhouse rear-loaded
- Free-standing retail

Lots - Townhouses and Duplexes

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

Lots - Single Family

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

Lots - Non-Residential Uses

- No minimum or maximum size requirements

Setbacks (Minimum Yard)

Residential - Frontage Type A

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Setbacks (Minimum Yard)

Retail or Similar Uses - Frontage Type D

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

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a street wall along Street '1'.)
- Maximum: 35'

Off-Street Parking - Quantity and Dimensions

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

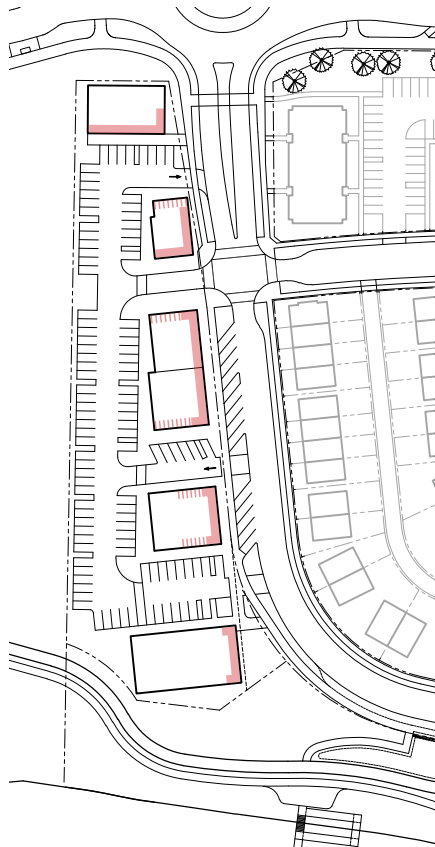
Perimeter Streets

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

DEVELOPMENT AREA 12 | POTENTIAL CONFIGURATIONS

These diagrams show different uses and how they can be configured to meet the intent and development standards for this block. Developers may propose other layouts and use mixes that comply.

1. All retail, including waterfront restaurant or retail



2. Residential (townhouses) and waterfront restaurant or retail



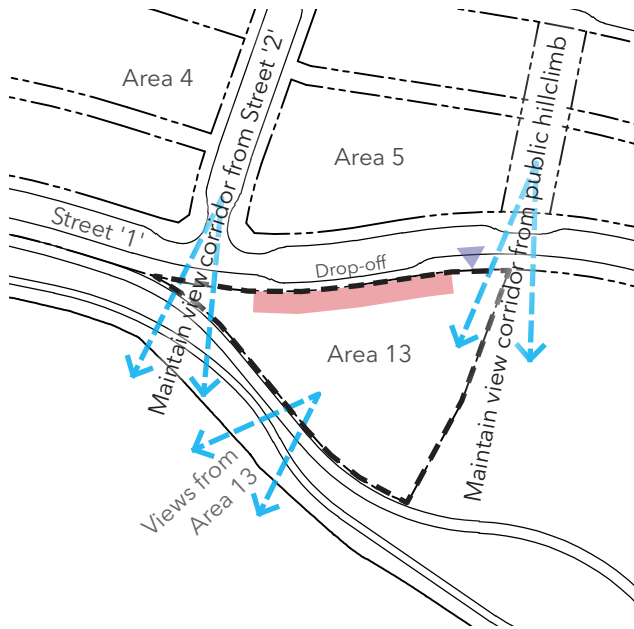
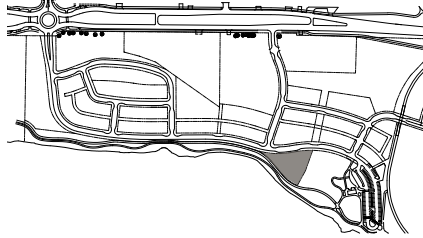
3. All residential (duplexes and single family)



Retail scenario - storefronts
— Preferred storefront orientation
— Alternative acceptable storefront orientation

DEVELOPMENT AREA 13 | STANDARDS

Key Plan



Introduction

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

Uses

- Specialty retail sales
- Food & beverage sales (on-site consumption)

Building Types

- Free-standing retail / restaurant

Lots

- No minimum or maximum size requirements.

Setbacks (Minimum Yard)

Retail or Similar Uses - Frontage Type D

- Front: 6' min. - 9' max. (Accommodates the creation of a wider sidewalk along Street '1', extending to the building wall, for street furnishing or other features, consistent with Frontage Type D)
- Side: 10' min.
- Rear: 10' min.

Building Height

- Maximum: 35'

Off-Street Parking - Quantity and Dimensions

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

Perimeter Streets

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

DEVELOPMENT AREA 13 | POTENTIAL CONFIGURATIONS

These diagrams show different uses and how they can be configured to meet the intent and development standards for this block. Developers may propose other variations that comply.

1. Large retail (restaurant & bar), potential two-story building



2. Multi-tenant scenario, potential two-story building



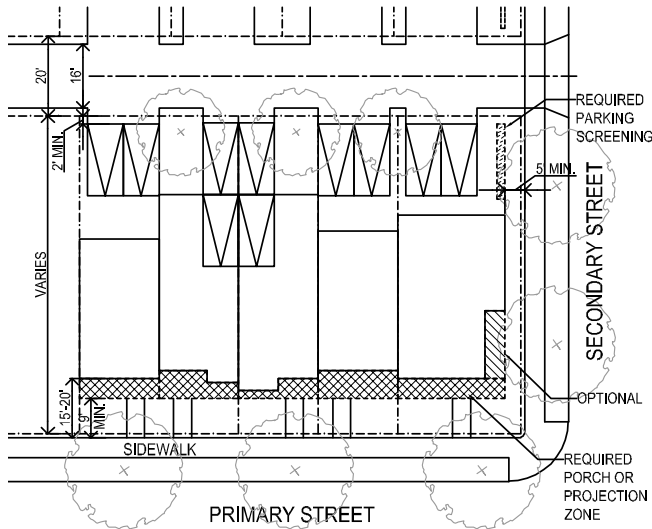
— Preferred Orientation

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BUILDING TYPES

BUILDING TYPES

ALLEY LOADED TOWNHOUSES



ALLEY LOADED TOWNHOUSES AND DUPLEXES

Parking:

- All parking shall be accessed from the alley, where one is provided.
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Planting strips are encouraged to be provided between every two surface parking spaces.

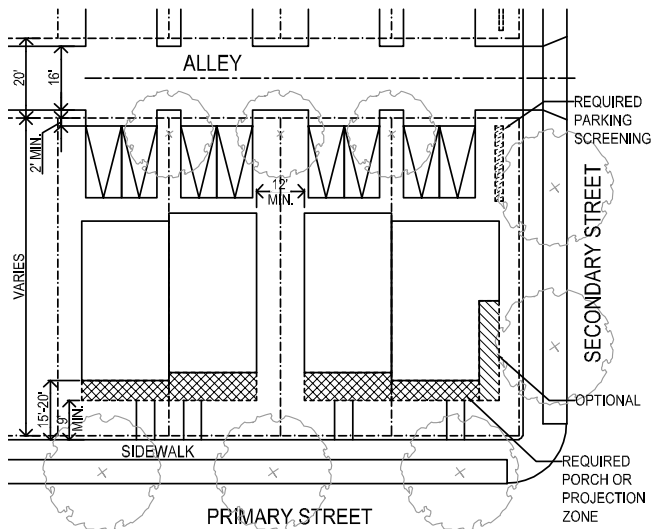
Building Frontage:

- Entries shall be oriented to the Primary Street and include a porch or stoop a min. 6' x 6' and 18" above the adjacent grade.
- Privacy transition shall be provided at primary entries facing Riverfront Drive.

Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- At a minimum, buildings shall be modulated at every two units.
- Projections and porches may extend to the minimum building setback.
- Corner lots are encouraged to have porches wrap the building corner.

ALLEY LOADED DUPLEXES



TYPICAL ALLEY LOADED TOWNHOMES

BUILDING TYPES



TYPICAL ALLEY LOADED DUPLEXES



TYPICAL ALLEY LOADED TOWNHOMES



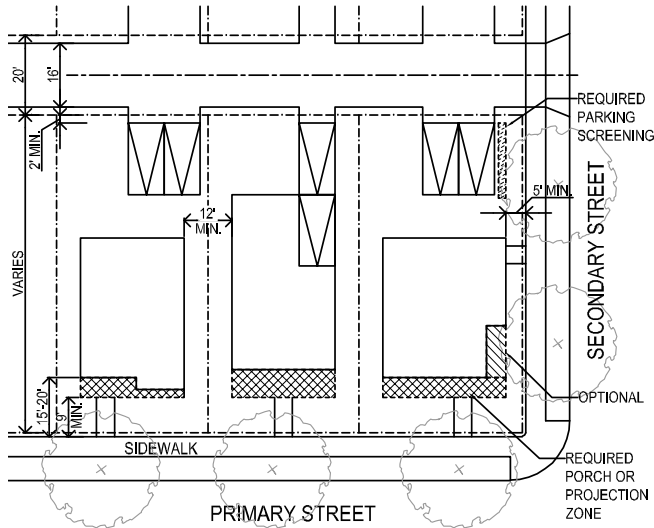
TYPICAL ALLEY LOADED TOWNHOUSES



TYPICAL ALLEY TOWNHOMES WITH TUCK UNDER PARKING

BUILDING TYPES

ALLEY LOADED SINGLE FAMILY HOMES



ALLEY LOADED SINGLE FAMILY HOMES

Parking:

- All parking shall be accessed from the alley, where one is provided.
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Planting strips are encouraged to be provided between every two surface parking spaces.

Building Frontage:

- Entries shall be oriented to the Primary Street and include a porch or stoop a minimum 6' x 6' and 18" above the adjacent grade.
- Privacy transition shall be provided at primary entries facing Riverfront Drive.

Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- Projections and porches may extend to the minimum building setback.
- Corner lots are encouraged to have porches wrap the building corner.



TYPICAL ALLEY LOADED SINGLE FAMILY



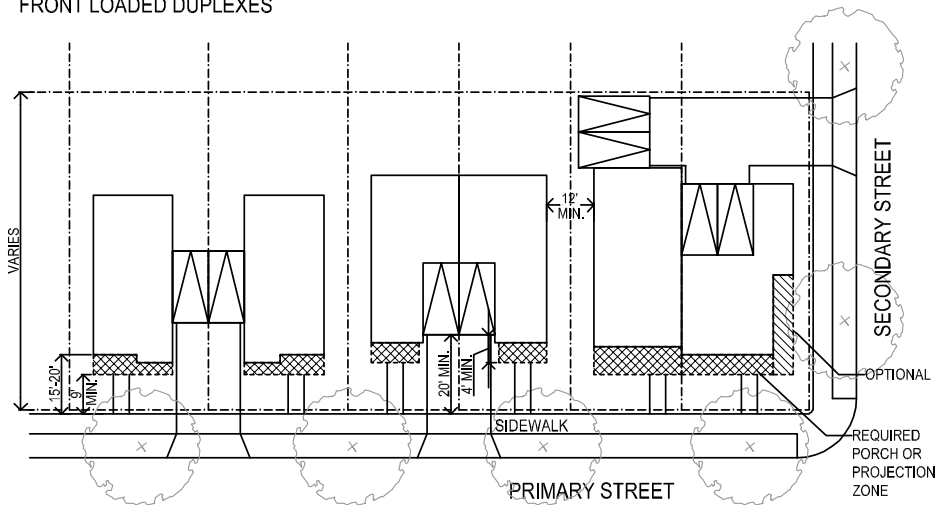
TYPICAL ALLEY LOADED NARROW LOT SINGLE FAMILY

BUILDING TYPES



FRONT LOADED SINGLE FAMILY

FRONT LOADED DUPLEXES



FRONT LOADED DUPLEXES AND SINGLE FAMILY HOMES

Parking:

- Parking garages shall be set back a min. 20' from the back of the sidewalk.
- Garage doors shall be set back a minimum 4' from a building projection or porch.
- Parking on corner lots are encouraged to face the Secondary Street.
- Developments are encouraged to minimize curb cuts and parking garage visibility at Primary Street frontages.

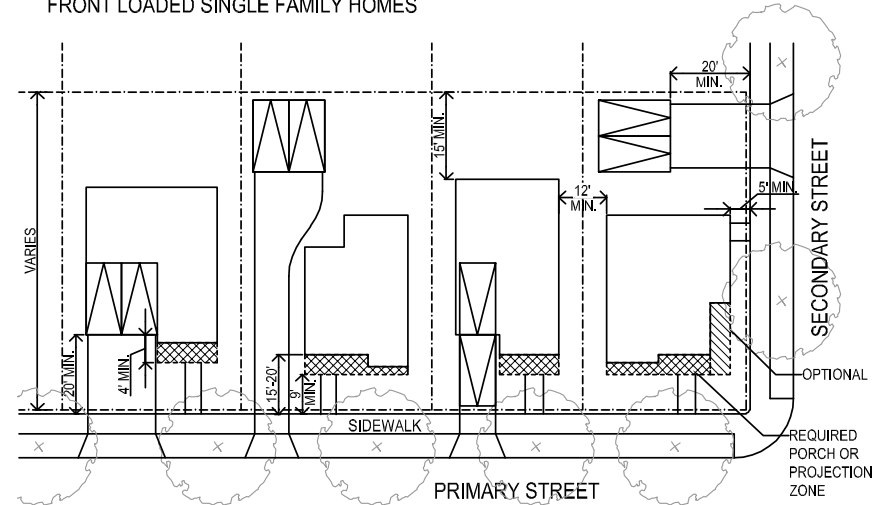
Building Frontage:

- Entries shall be oriented to the Primary Street and include a porch or stoop a minimum 6' x 6' and 18" above the adjacent grade.
- Privacy transition shall be provided at primary entries facing Riverfront Drive.

Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- Projections and porches may extend to the minimum building setback.
- Corner lots are encouraged to have porches wrap the building corner.

FRONT LOADED SINGLE FAMILY HOMES



BUILDING TYPES



TYPICAL MULTI-FAMILY



TYPICAL MULTI-FAMILY

Medium-density residential and commercial mixed-use buildings are encouraged at designated locations within the Atlas Mill Neighborhood. Rather than stand-alone projects, these buildings are envisioned as an integral part of the surrounding neighborhoods, extending the fabric of friendly streets, creating activity nodes with ground level, community-oriented uses, and providing an appropriate scale transition to nearby detached and attached single family houses.

Clustering of apartment houses or neighborhood-scaled office buildings at these locations offers the opportunity to create activity centers with local-serving retail and restaurant uses, as well as neighborhood-serving amenities and services at the street level.

MULTI-FAMILY RESIDENTIAL

Parking:

- All parking shall be accessed from the alley or secondary street, where provided.
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Parking lots shall include a minimum of one tree island for every 10 parking stalls.

Building Frontage:

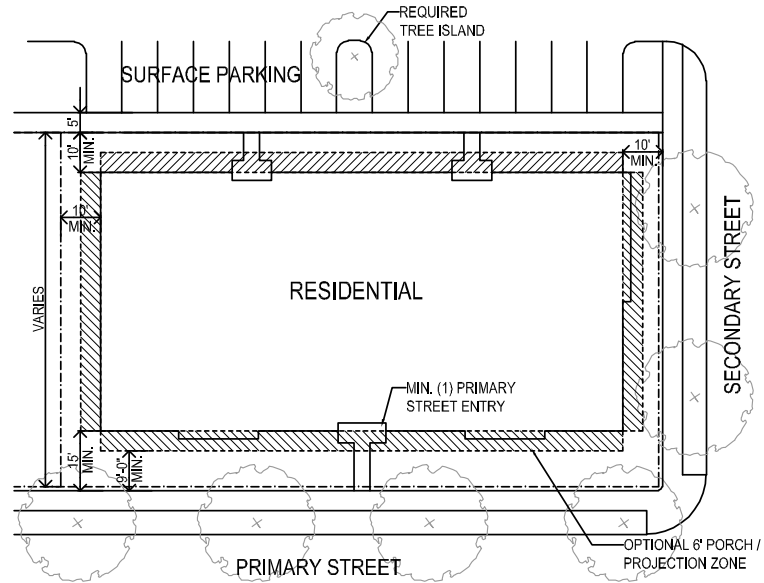
- Primary building entries shall be oriented to the Primary Street.
- Ground floor residential units are encouraged to have individual unit entries.
- Private unit entries shall include a porch or stoop a minimum 6' x 6' and 18" above the adjacent grade.
- Ground floor parking may not be located adjacent to primary street frontages.
- Below grade parking adjacent to street frontages may extend a maximum of 4' above the adjacent grade.
- Below grade parking shall be accessed from an alley or secondary street, where provided.

Building Design:

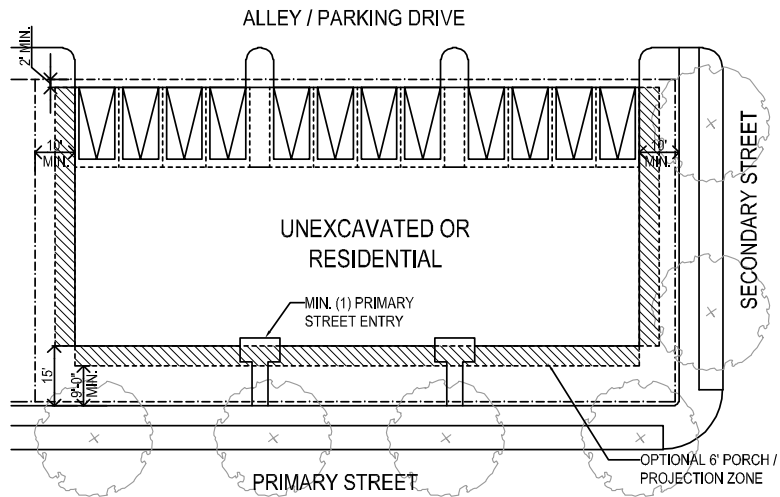
- A minimum of 50% of the building frontage shall be located at the primary building setback.
- Projections and porches may extend up to 6' beyond the primary building setback.
- At a minimum, buildings shall be modulated every 60' along street frontages.

BUILDING TYPES

MF - WALKUP BUILDINGS



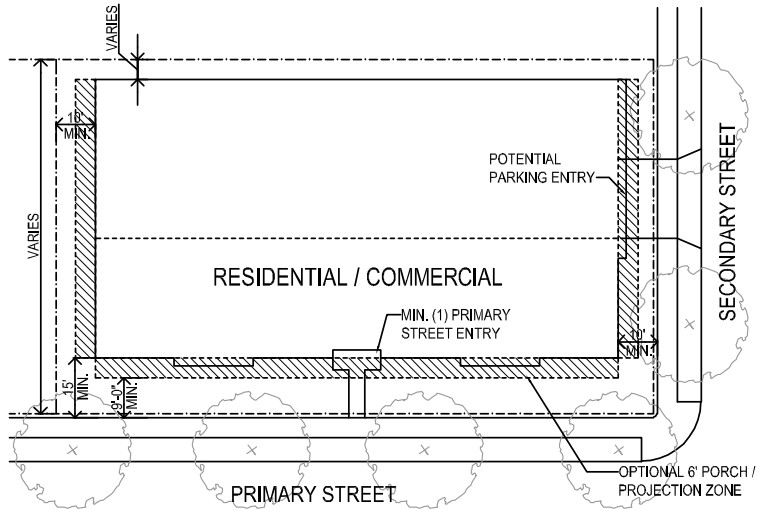
TYPICAL MULTI-FAMILY



TYPICAL TOWNHOMES WITH TUCK UNDER PARKING

BUILDING TYPES

MF - BUILDINGS
(BELOW GRADE PARKING)



TYPICAL MULTI-FAMILY



TYPICAL MULTI-FAMILY



TYPICAL MULTI-FAMILY

MULTI-FAMILY RESIDENTIAL / COMMERCIAL

Parking:

- All parking shall be accessed from the alley or secondary street, where provided.
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Parking lots shall include a minimum of one tree island for every 10 parking stalls.

Building Frontage:

- Primary building entries shall be oriented to the Primary Street.
- Ground floor residential units are encouraged to have individual unit entries.
- Private unit entries shall include a porch or stoop a minimum 6' x 6' and 18" above the adjacent grade.
- Ground floor parking may not be located adjacent to primary street frontages.
- Below grade parking adjacent to street frontages may extend a maximum of 4' above the adjacent grade.
- Below grade parking shall be accessed from an alley or secondary street, where provided.
- A minimum 8' wide clear sidewalk shall be provided adjacent to commercial building frontages.

Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- Projections and porches may extend up to 6' beyond the primary building setback.
- Commercial uses shall include a minimum window area of 50% of the ground floor facade for each front facade which can include glass entry doors.
- Buildings shall be modulated a minimum of every 60' along street frontages.



TYPICAL MIXED-USE MULTI-FAMILY



TYPICAL MIXED-USE MULTI-FAMILY

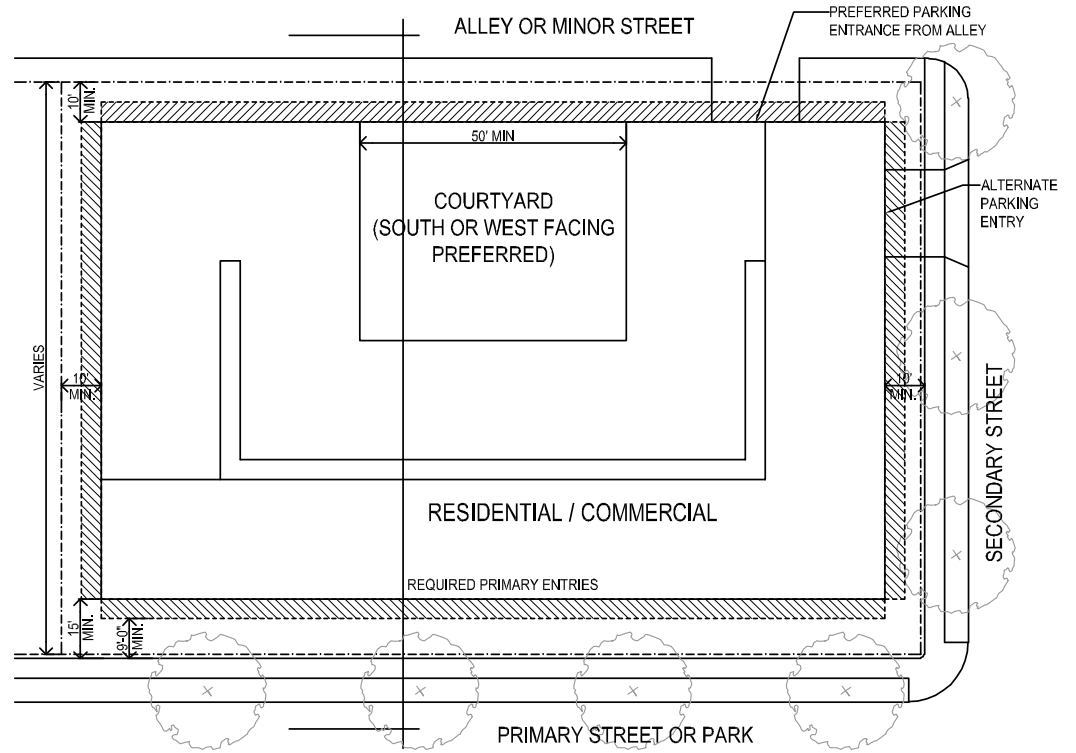
BUILDING TYPES



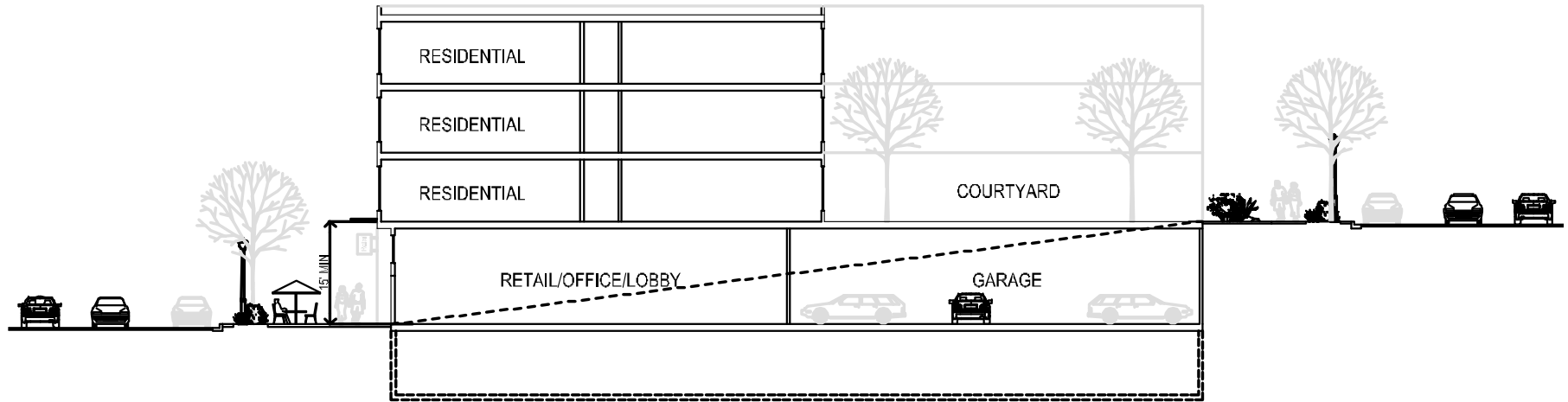
TYPICAL MIXED-USE MULTI-FAMILY



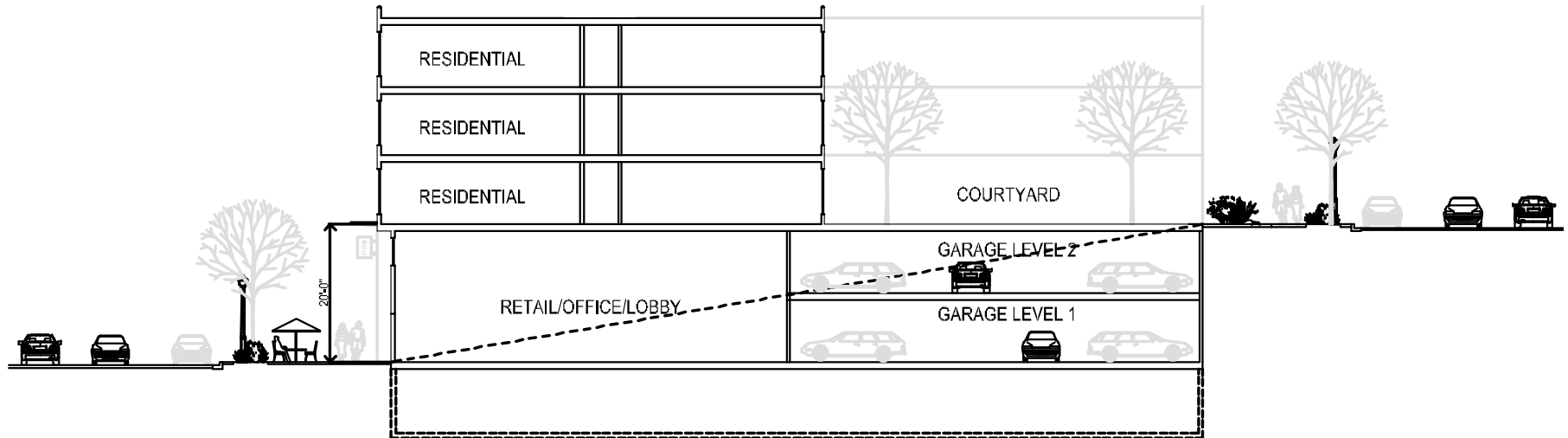
TYPICAL MIXED-USE MULTI-FAMILY



BUILDING TYPES



CONCEPTUAL MIXED-USE MULTI-FAMILY BUILDING SECTION



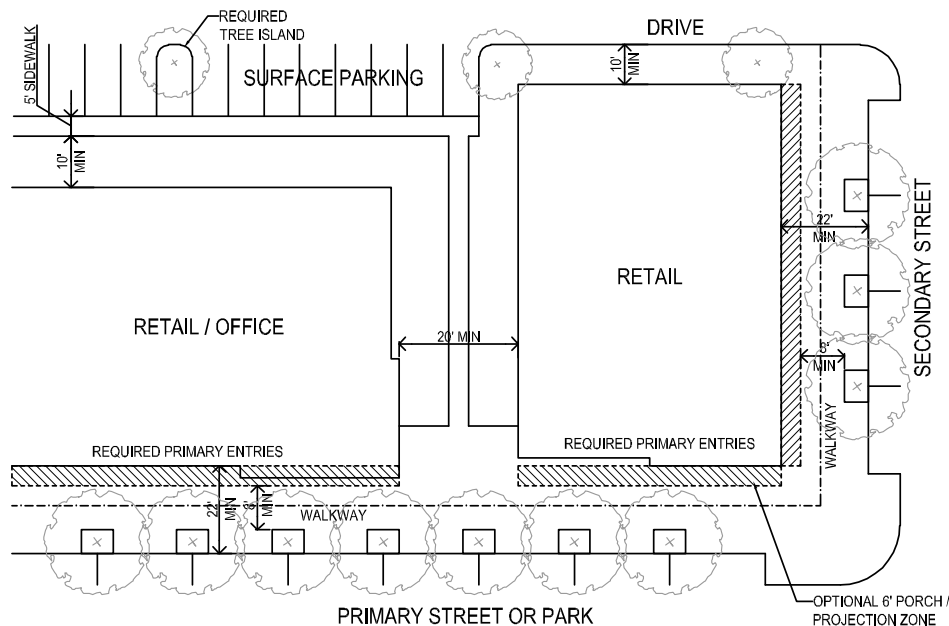
CONCEPTUAL MIXED-USE MULTI-FAMILY BUILDING SECTION

BUILDING TYPES



TYPICAL COMMERCIAL / RETAIL

COMMERCIAL-FREE STANDING RETAIL



COMMERCIAL / OFFICE

Parking:

- All parking shall be accessed from the alley or secondary street, where provided.
- Surface parking shall be located at the rear of the building.
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Parking lots shall include a minimum of one tree island for every 10 parking stalls.

Building Frontage:

- Primary building entries shall be oriented to the Primary Street.
- Ground floor parking may not be located adjacent to primary street frontages.
- Below grade parking adjacent to street frontages may extend a maximum of 4' above the adjacent grade.
- Below grade parking shall be accessed from an alley or secondary street, where provided.
- A minimum 8' wide clear sidewalk shall be provided adjacent to commercial building frontages.
- Additional uses above the ground floor are encouraged.

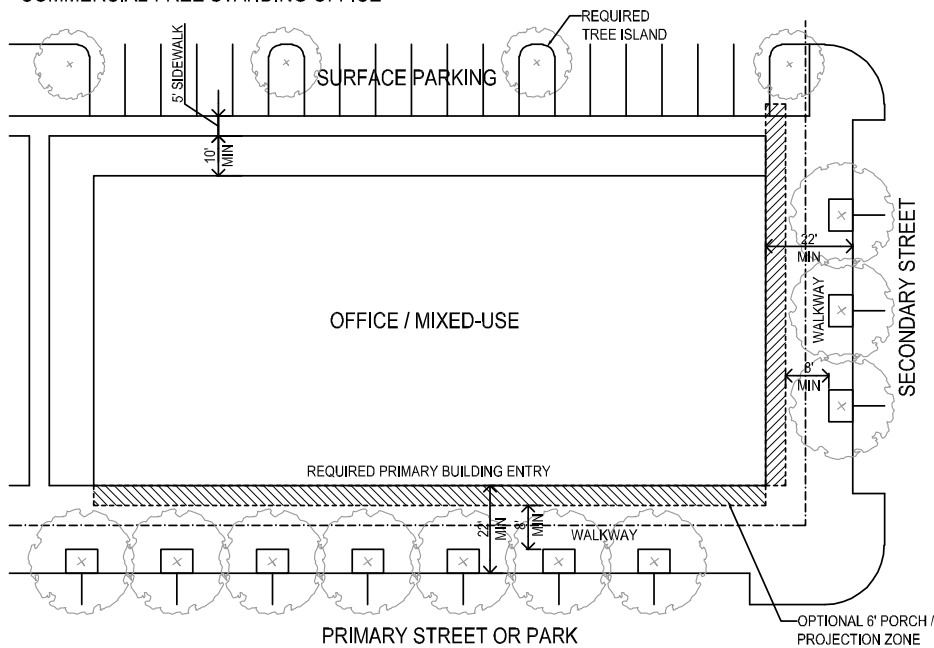
Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- Projections and porches may extend up to 6' beyond the primary building setback.
- Commercial uses shall include a minimum window area of 50% of the ground floor facade for each front facade which can include glass entry doors.
- Buildings shall be modulated a minimum of every 60' along street frontages.

BUILDING TYPES



TYPICAL RETAIL FRONTAGE
COMMERCIAL-FREE STANDING OFFICE



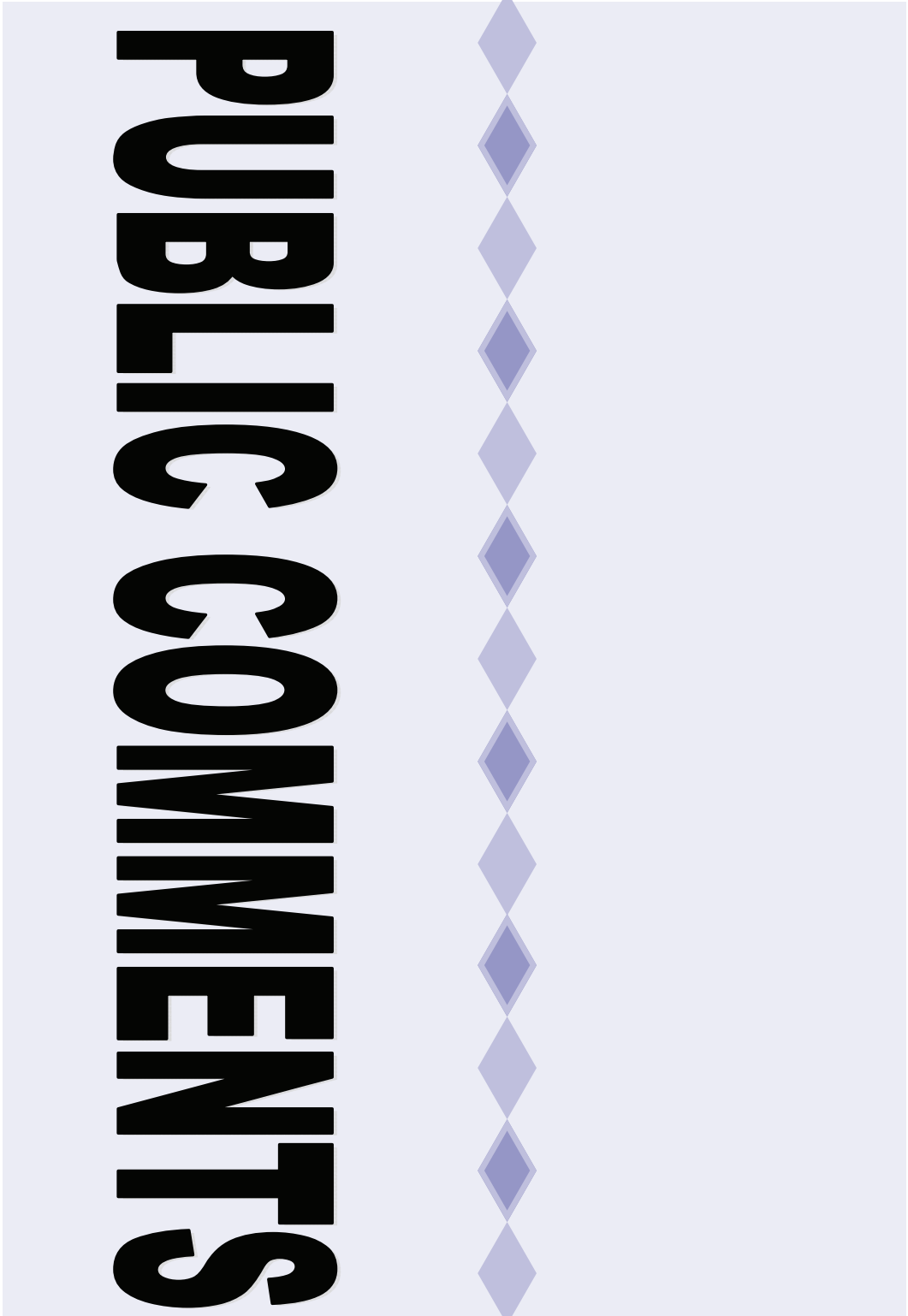
TYPICAL RETAIL / COMMERCIAL



TYPICAL COMMERCIAL / OFFICE



PUBLIC COMMENTS



STUHMILLER, SHANA

From: Ann Miller <faceitann@comcast.net>
Sent: Thursday, November 07, 2019 11:19 AM
To: STUHMILLER, SHANA
Subject: Comments regarding The Union 12/12/2019 meeting

Below are comments and concerns about The Union project by Active West Builders. The project was approved by the planning commission even though there were several very pertinent points brought up from citizens. These points should have been regarded and analyzed rather than dismissed and looked over and completely ignored by the planning commission. It seems that this project has been decided behind closed doors. These crucial points need to be addressed by the commission. I urge the commission to think hard about the future of Coeur d'Alene to keep it a city that respects its citizens as well as tourists by providing an atmosphere that promotes movability without a snarl of problems because of poor planning for the future.

Please planning commission, we urge that you think about setting conditions that this Developer as well as others must meet. We also urge you to come down and really look at the area BEFORE this meeting and measure out what this developer is requesting. Here is a list of items that should be added as conditions before developing this area:

* The setbacks that the developer has requested are exceedingly smaller than the normal guidelines. The back yards are only 8 feet from the centennial trail. These should be closer to at least 20 feet. The builder is only trying to put postage size houses on this land and this is the only way he can do it. He stated at the last meeting that he is trying to add affordable housing which is a fallacy as this area is an area of higher price point homes. He is only trying to make more money by adding more homes.

* The planning commission should add a condition that there is another study done on the toxicity of the soil as talked about in the August 2017 Ignite CDA video where it was stated that it needed to be cleaned up prior to selling it. The soil needs to be remediated prior to construction. Please note that this sell was also done behind closed doors and not opened up to the general public.

* The planning commission should add a condition that parking needs to be addressed differently than presented at the last planning commission meeting. We already observe that when home owners on Bellerive have visitors they do not go down the street to park.

*The planning commission should add a condition that parking and flow of traffic needs to be addressed in the commercial building lot. As presently presented , it will not be conducive to either.

* The planning commission needs to set conditions that with the added traffic to this area that the developer adds flashing crosswalks on the trail.

* The planning commission should add a condition that another updated traffic study should be done because of added traffic that has come from growth. Also, at the meeting it was assumed that Northwest Blvd. which is controlled by the State would be granted to the city. This is a big assumption. The traffic backs up now from Northwest down to Lakewood. The back ups with a new development feeding into the assumed new road will be horrendous.

* The Planning Commission needs to add a condition that the homes in Bellerive will not be subject to construction noise early morning and late evening and start and stop times set. No outside construction on weekends.

* The planning commission should make conditions that there are buffer trees and shrubs put between the homes and the trail and no fences.

* The planning commission needs to add a condition that the the work area needs to be kept clean of debris each night. Also, no construction parking on back side of lots.

* The planning commission needs to add a condition that extra parking is provided for the proposed green area.

* The Planning Commission needs to add a condition that snow removal area is pre-determined prior to start of project.

In conclusion, granting a developer an area without conditions set in place is like giving a blank check. These projects impact many citizens and visitors. Please consider these conditions before allowing this project to begin. I will not be able to attend this meeting but it doesn't mean that I am not concerned with the project as currently presented. I would like a confirmation that this email was received and added to meeting discussion.

Sincerely,

Ann Miller

Sent from my iPad