

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

JUNE 14, 2016

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

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

5:30 P.M. CALL TO ORDER:

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

APPROVAL OF MINUTES:

May 10, 2016

PUBLIC COMMENTS:

STAFF COMMENTS:

ADMINISTRATIVE:

1. Applicant: City of Coeur d'Alene, Jim Hammond
Request: De-annexation of parcels from URA River and Lake Districts.
ADMINISTRATIVE, (I-5-16)
2. Applicant: City of Coeur d'Alene
Request: Interpretation of Drive-Through uses in the Downtown Core (DC) Zoning District.
ADMINISTRATIVE, (I-3-16)
3. Applicant: City of Coeur d'Alene
Request: Interpretation of Fences in Downtown Overlay-Eastside (DO-E) Zoning District.
ADMINISTRATIVE, (I-4-16)

PUBLIC HEARINGS:

1. Applicant: City of Coeur d'Alene
Location: Blackwell Island
Request: A proposed 1.83 acre annexation from County RR to City C-17.
LEGISLATIVE, (A-2-16)
2. Applicant: Greenstone-Kootenai II
Location: Hanley and Atlas
Request:
 - A. A proposed modification to Coeur d'Alene Place PUD.
QUASI-JUDICIAL, (PUD-2-94.M.6)
 - B. A proposed 67-lot preliminary plat "Bolivar 3rd Addition".
QUASI-JUDICIAL, (S-3-12.M)

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



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**PLANNING COMMISSION
MINUTES
MAY 10, 2016
LOWER LEVEL – COMMUNITY ROOM
702 E. FRONT AVENUE**

COMMISSIONERS PRESENT:

Brad Jordan, Chairman
Lynn Fleming
Michael Ward
Peter Luttrupp
Tom Messina, Vice Chair
Lewis Rumpler
Jon Ingalls

STAFF MEMBERS PRESENT:

Hilary Anderson, Community Planning Director
Tami Stroud, Planner
Shana Stuhlmiller, Public Hearing Assistant
Randy Adams, Deputy City Attorney

COMMISSIONERS ABSENT: None

CALL TO ORDER:

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

APPROVAL OF MINUTES:

Commissioner Luttrupp noted a correction to the minutes stating that we do not have a Commissioner Green on the Planning Commission.

Motion by Luttrupp, seconded by Ingalls, to approve the amended minutes for the Planning Commission meeting on April 12, 2016. Motion approved.

COMMISSION COMMENTS: None

STAFF COMMENTS:

Hilary Anderson, Community Planning Director, announced that we have three items listed on the June 14th Planning Commission meeting. She stated that the comments received last month for the Vacation Rental ordinance was helpful, and that staff has already started putting together a draft for an ordinance that might be available in the next two months.

PUBLIC COMMENTS:

There were none.

PUBLIC HEARINGS:

1. Applicant: Bellerive, HOA
Location: Bellerive Lane
Request: A proposed modification to "Bellerive PUD"
QUASI-JUDICIAL (PUD-1-04m.5)

Tami Stroud, Planner, presented the staff report and answered questions from the Commission.

Commissioner Ingalls stated that he remembers when the original plat that was called "Riverstone Phase II, back in 2005, and inquired if staff could explain how 18% was calculated for open space. He commented since then there have been other Planned Unit Developments (PUD) approved, such as Meadow Ranch that has been only required to provide 10% open space.

Ms. Stroud explained that the original owner of Bellerive was the one who came up with that number because the original plan was more elaborate and since then the development has changed ownership.

Commissioner Ingalls inquired if the riparian strip that sits next to the boardwalk could be considered as part of the requirement for the open space. He explained that other PUD's that were approved recently, such as Cottage Grove, counted their amenities such as a water feature as useable open space.

Ms. Stroud stated that the riparian strip along the boardwalk has been landscaped and was never considered useable open space.

Commissioner Ingalls questioned why this development was required to have higher standards than other PUD's approved since then with the requirement for 10% open space.

Ms. Anderson explained that when the original annexation agreement was approved, there was a condition as part of the approval, that the boardwalk would be open to the public in perpetuity.

Commissioner Luttrupp questioned if we don't approve this request what will happen to the property.

Ms. Anderson explained that the property would still be noncompliant and that the subdivision that the applicant intends to build won't have the required amount of open space.

Commissioner Rumpler inquired if this is approved, what happens to the 8% that is taken away.

Ms. Anderson stated that the applicant could answer that question.

Public Testimony open.

John Magnuson, applicant representative, stated that this project is an example of what went wrong with the real estate market in 2006. He explained that last year the Bellerive Homeowners Association (HOA) was contacted by staff that the applicant, Mr. Williams, was intending to build on the last parcel in this development and that was deficient in the amount of open space required. Mr. Williams inquired if the Bellerive HOA would consider modifying their open space requirement from 18% to 10%, so the parcel would be in compliant, and he would meet the open space requirement to do his project.

He commented that the HOA did not create this issue and feels that Mr. Williams should not be at fault either because the city decided that the riparian strip could not be counted at open space. He stated that the HOA had received a Notice of Violation from the Idaho Department of Lands (IDL), claiming that the Boardwalk was not constructed entirely with the strip as was originally anticipated. He explained with the assistance of City Attorney Mike Gridley and City Finance Director Troy Tymeson, the necessary permits were filed with the IDL and the permits were obtained. He stated that they are sympathetic to Mr. Williams since the city had approved five other permits based on staff interpretation that the open space requirement was satisfied based on the combination of the riparian strip and .65 acres of Boardwalk. He stated that this is unfortunate that this has happened and that the Bellerive HOA wants to be a good neighbor and is willing to work with the city and the applicant to make this area compliant.

Commissioner Ingalls stated that he is curious to see what the applicant's definition of open space is. He explained that with previous PUD's approved, the applicant has considered a "tot" lot and a "gazebo" as open space. He questioned if the commission should consider the riparian strip as usable open space since it is next to the boardwalk.

Mr. Magnuson stated that this is a unique situation and believes that 18% was not in jeopardy until the last person who wanted to develop the property couldn't meet the requirement for open space.

Commissioner Messina stated that he remembers when the original PUD was approved and feels that the open space requirement of 18% was very generous, and feels that it should be changed to 10%, which is standard with other PUD applications.

Debbie Vernon stated that she does not approve of reducing the open space from 18% to 10%, since the public is allowed to use our open space. She stated this is a busy area.

Steven Nemecek, President of the Bellerive HOA, stated that he agrees that it makes sense to reduce the open space from 18% to 10%, for this area to be compliant.

Matt Alton stated that they were just recently informed about this request and feels that a decision should be tabled, so the city can come up with a clear definition of what open space means. He added that they are tired of paying the lawyer bills and feels that the definition of open space should be determined from the city council before any decision is made.

Brenda Zurcher stated that this is the first they heard about this request and feels that the Bellerive HOA should have sent out a notice telling them what this was about.

William Boader concurs that they should postpone this hearing since they were not informed about this until tonight.

Rebuttal:

John Magnuson stated that they posted notices about this meeting on the mailboxes so everyone was informed of the time and date of this meeting. He stated that he feels staff has a good definition for open space and that this is unfortunate, but this is a "catch-22" situation where the applicant bought the last remaining parcel and was expected to clean up the mess that was before this. He stated that the Bellerive HOA feels that this request is adequate and is asking the commission for their approval.

Commissioner Rumpler inquired if the HOA held a meeting with the other homeowners to inform them what was going on.

Mr. Magnuson stated that it was the board's decision to submit the application for the modification and feels that there must have been some discussion with the Bellerive HOA who made the decision to submit this application for the reduction of open space. He feels that the neighbors who have a problem with this decision should have let the board know their concerns.

Debbie Vernon stated that she has lived in Bellerive for 13 months and has not received any notification of any meetings.

Public Testimony closed.

Discussion:

Commissioner Luttrupp stated that he doesn't support the reduction of open space and feels that the riparian strip should be considered as open space since it's next to the boardwalk.

Commissioner Fleming feels that the reduction to open space should be granted in order for this project to move forward.

Commissioner Luttrupp asked what will happen if we declare the riparian strip part of the open space.

Ms. Anderson explained that the riparian strip is not useable, so it can't be considered open space, but if

approved, based on the conditions in the staff report for approval; the Bellerive HOA will continue to enhance the strip as it is designed.

Commissioner Jordan feels that the reduction to the open space won't be a significant change to the area.

Commissioner Messina commented that by approving this reduction feels that nothing will be taken away from the public as far as open space and the use of the boardwalk. He stated from looking at the conditions in the staff report if this is approved will only make this area better by having future homeowners maintain the property.

Commissioner Ingalls concurs with Commissioner Messina and stated that the intent of this project was lost a few years ago, and because of the economy and other factors feels this is a good deal.

Chairman Jordan commented he hopes this project doesn't set a precedent for other developers who wish to reduce their open space requirement.

Randy Adams, Deputy City Attorney, stated that he feels this is a unique situation.

ROLL CALL:

Commissioner Fleming	Voted	Aye
Commissioner Ingalls	Voted	Aye
Commissioner Messina	Voted	Aye
Commissioner Luttrupp	Voted	Aye
Commissioner Rumpler	Votes	Aye

Motion to approve carried by a 5 to 0 vote.

Motion by Ingalls, seconded by Messina, to approve Item PUD-1-04m.5. Motion approved.

2. Applicant: Riverwalk Townhomes, LLC
Location: Bellerive Lane
Request: A proposed 2-lot, 4-tract preliminary plat "Bellerive 6th Addition"
QUASI-JUDICIA (S-2-16)

Tami Stroud presented the staff report. There were no questions for staff.

Public testimony open.

John Williams, applicant, commented that he would like to thank the commission for hearing this request again and that staff has been supportive of his concerns. He stated that the plan submitted tonight was taken from the previous comments heard at the last hearing and hopes the commission will approve this request. He commented that earlier today after reading the conditions and discussing with staff, he feels that condition number three in the staff report that talks about an access and is requesting that the commission please remove this condition. He explained that the access that is in this condition will be going through his community garden and would like it removed for privacy.

Commissioner Luttrupp inquired what will happen to this project if we decide not to take away or modify condition number three.

Mr. Williams stated that his wife will be very upset. He feels if the commission decides to remove the condition that he is willing to invest a lot of money to get this project started.

Commissioner Luttrupp stated that he feels threatened by Mr. William's statement and suggested that he not open his checkbook.

Mr. Williams apologized and commented that if the commission can justify leaving condition number three, he will comply with their decision. He again apologized if he was disrespectful and feels that removing the condition will respect his privacy.

Chairman Jordan inquired if staff could explain their reason for condition number three.

Ms. Anderson explained that staff felt the access should remain in perpetuity to provide a connection from Bellerive Lane to the public open space and the path to the river and boardwalk. She stated that she did discuss this with the applicant, but the applicant still felt that this should be vacated.

Commissioner Fleming suggested that maybe putting a fence around the community garden, so the public doesn't disturb the property.

Ms. Anderson stated that a fence is not an option since a fire hydrant is located close to the garden and per code, a fence can't be placed around a fire hydrant.

Rebuttal:

John Williams stated that he hopes the commission will consider removing condition three since there is already two other ways to get to the water. He feels that by removing the condition, it will give him protection from people who want to get to the water.

Commissioner Ingalls stated that when making a decision, the comp plan polices needs to be addressed when talking about this area. He explained that this is a huge piece of property and public access to the water is very important.

Mr. Williams commented that he feels that there are plenty of access points and questioned if any of the commissioners would like people walking through their property.

Discussion:

Commissioner Rumpler stated that he is sympathetic to Mr. Williams's concerns. He commented that from looking at the site plan, he feels there are enough access points for the public to use. He stated that he supports removing condition number three.

Chairman Jordan concurs with Commissioner Rumpler and feels that there are enough access points for people to get to the water.

Commissioner Fleming concurs with Commissioner Rumpler and feels that for safety reasons this condition should be removed, and is sympathetic to the applicant for not wanting the public coming through his property.

Ms. Stroud clarified that the entire condition number three would not go away and explained that the wording on the first half of the condition would stay, and the last half would be removed.

Public Testimony closed.

Motion by Fleming, seconded by Rumpler, to approve Item S-2-16. Motion approved.

ROLL CALL:

Commissioner Fleming	Voted	Aye
Commissioner Ingalls	Voted	Aye
Commissioner Messina	Voted	Aye
Commissioner Luttrupp	Voted	Aye
Commissioner Rumpler	Votes	Aye

Motion to approve carried by a 5 to 0 vote.

Mr. Adams suggested before there is a motion to adjourn, that another motion will need to be made to Item PUD-1-05m.5, to accept the amended condition number three as approved with this request.


Motion by Ingalls, seconded by Messina to approve item PUD-1-05m.5 with the amended condition number 3. Motion approved.

ADJOURNMENT:

Motion by Fleming, seconded by Ingalls, to adjourn the meeting. Motion approved.

The meeting was adjourned at 8:07 p.m.

Prepared by Shana Stuhlmiller, Public Hearing Assistant



ADMINISTRATIVE

MEMORANDUM

DATE: JUNE 14, 2016
TO: PLANNING COMMISSION
FROM: JIM HAMMOND, CITY ADMINISTRATOR
RE: **PLANNING COMMISSION REVIEW OF URD DEANNEXATION PLAN AMENDMENTS AND COMPREHENSIVE PLAN CONFORMITY**

Progress continues on the City's proposed plans for the deannexation of properties from the existing Lake and River urban renewal districts.

The Planning Commission's role in this process is to consider the proposed deannexation plan amendments and their conformity with the comprehensive plan. Maps and legal descriptions of the properties to be deannexed have been prepared in addition to Resolutions for the two plan amendments, and a financial analysis. The maps have been included as an attachment to this staff report. The other documents are available on the city's website (cdaid.org) under Government/Mayor and Council/2016 URA Deannex Docs. It should be noted that the existing River District plan was reviewed by the Planning Commission in 2003 for conformity with the Comprehensive Plan prior to City Council approval and changes to the Lakes District plan boundaries were reviewed by the Planning Commission in 2008 for conformity with the Comprehensive Plan prior to City Council approval.

The proposed plan amendments do not change the mission or goals of the city or the urban renewal agency, but simply reduces the number of parcels in the districts thereby shifting tax revenue to the city to allow increased funding for public safety. Under the proposal, 22% of the properties will be removed from the Lake District and 78% of the properties to be removed will be from the River District.



Some concern has been expressed regarding the "opportunity costs" lost to Ignite CDA and the community. This deannexation effort does not remove any funding for planned projects within either district. Should some new project ideas arise, there will be additional funding within each district for other projects. The funding removed from Ignite CDA will go to the City for funding increased public safety, specifically the manning of Fire Station #4, as well as to other taxing entities in Kootenai County.

On June 14, 2016 the city is asking the Planning Commission to review the plan amendments and make a motion finding that the plan amendments are in conformity with the comprehensive plan and recommend approval of the proposed amendments by the City Council. Applicable pages from the 2007 Comprehensive Plan are included as an attachment.

The deannexation ordinance will be presented to city council at a public hearing on the July 13, 2016. If adopted, the ordinance, maps and legal descriptions of the amended plans will be submitted to the Idaho State Tax Commission for their review and approval. Adoption of the ordinance will ensure that the city can include the new revenue in our 2016/17 budget and allow for increased funding for public safety needs.

Attachments: Deannexation Maps and 2007 Comprehensive Plan pages

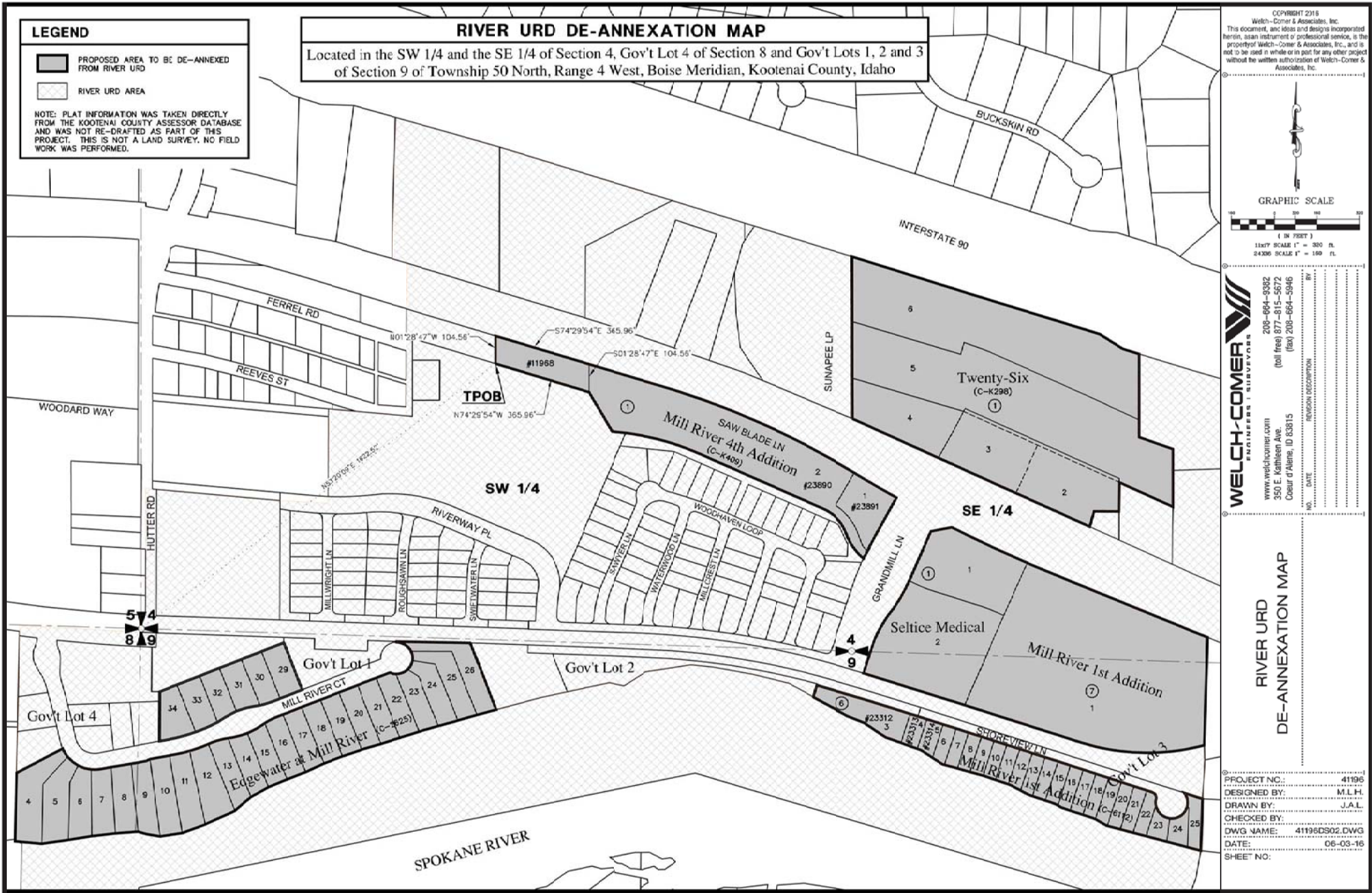
LEGEND

-  PROPOSED AREA TO BE DE-ANNEXED FROM RIVER URD
-  RIVER URD AREA

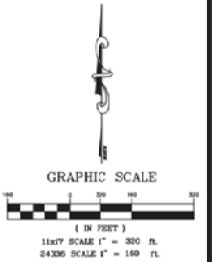
NOTE: PLAT INFORMATION WAS TAKEN DIRECTLY FROM THE KOOTENAI COUNTY ASSESSOR DATABASE AND WAS NOT RE-DRAFTED AS PART OF THIS PROJECT. THIS IS NOT A LAND SURVEY. NO FIELD WORK WAS PERFORMED.

RIVER URD DE-ANNEXATION MAP

Located in the SW 1/4 and the SE 1/4 of Section 4, Gov't Lot 4 of Section 8 and Gov't Lots 1, 2 and 3 of Section 9 of Township 50 North, Range 4 West, Boise Meridian, Kootenai County, Idaho



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RIVER URD DE-ANNEXATION MAP

PROJECT NO: 41196
 DESIGNED BY: M.L.H.
 DRAWN BY: J.A.L.
 CHECKED BY:
 DWG NAME: 41196DS02.DWG
 DATE: 08-03-16
 SHEET NO:

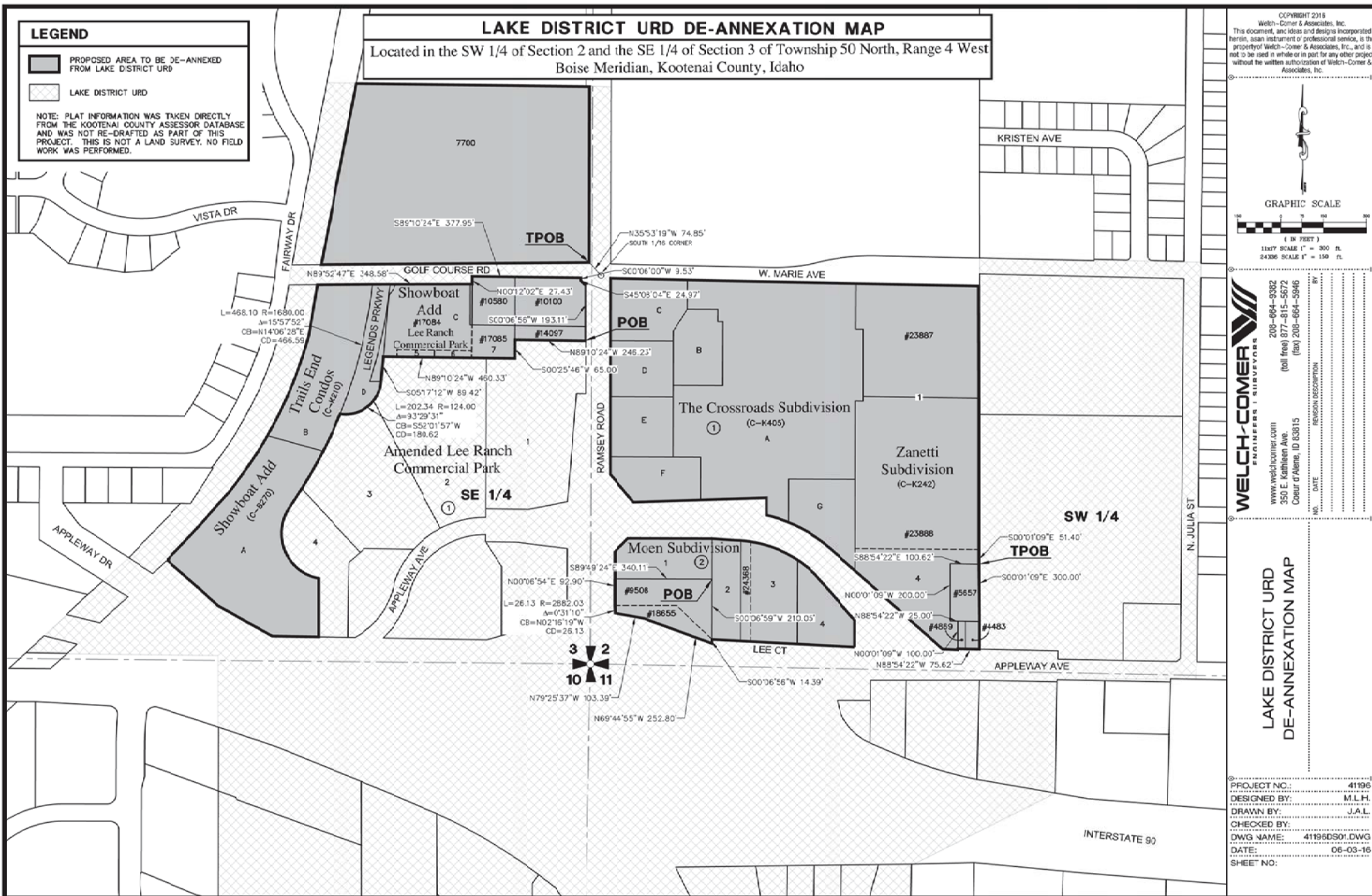
LEGEND

-  PROPOSED AREA TO BE DE-ANNEXED FROM LAKE DISTRICT URD
-  LAKE DISTRICT URD

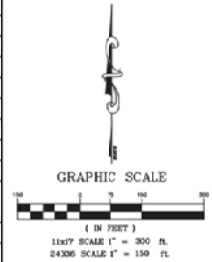
NOTE: PLAT INFORMATION WAS TAKEN DIRECTLY FROM THE KOOTENAI COUNTY ASSESSOR DATABASE AND WAS NOT RE-DRAFTED AS PART OF THIS PROJECT. THIS IS NOT A LAND SURVEY. NO FIELD WORK WAS PERFORMED.

LAKE DISTRICT URD DE-ANNEXATION MAP

Located in the SW 1/4 of Section 2 and the SE 1/4 of Section 3 of Township 50 North, Range 4 West Boise Meridian, Kootenai County, Idaho



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DATE: _____
 REVISIONS: _____

LAKE DISTRICT URD DE-ANNEXATION MAP

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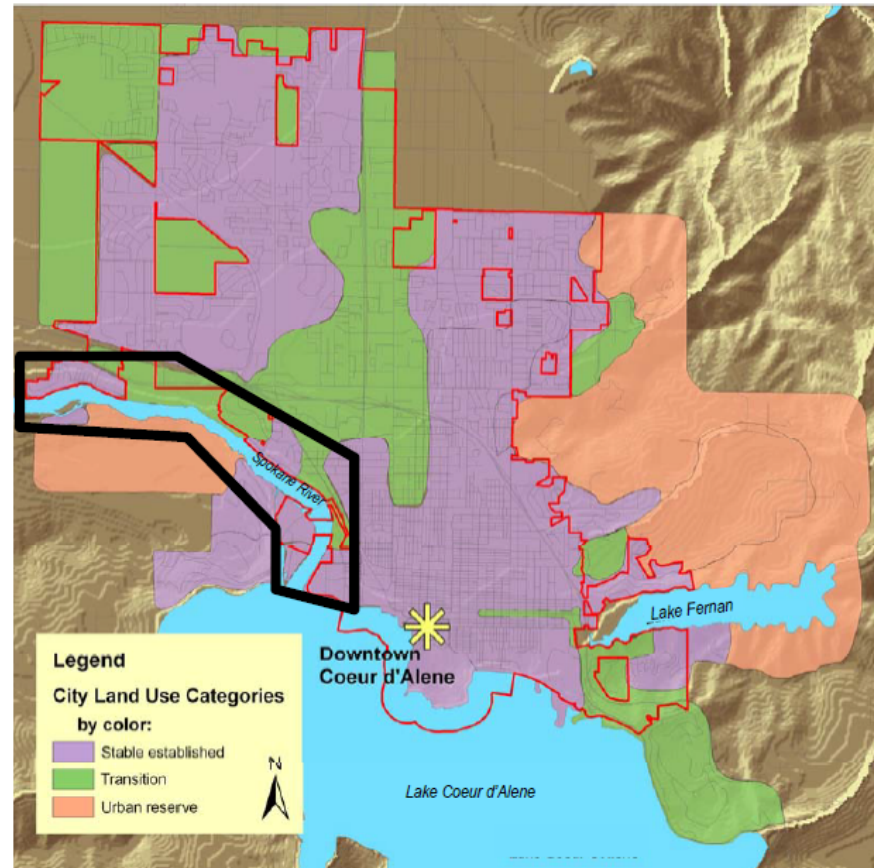
Land Use: Spokane River District

Spokane River District Today

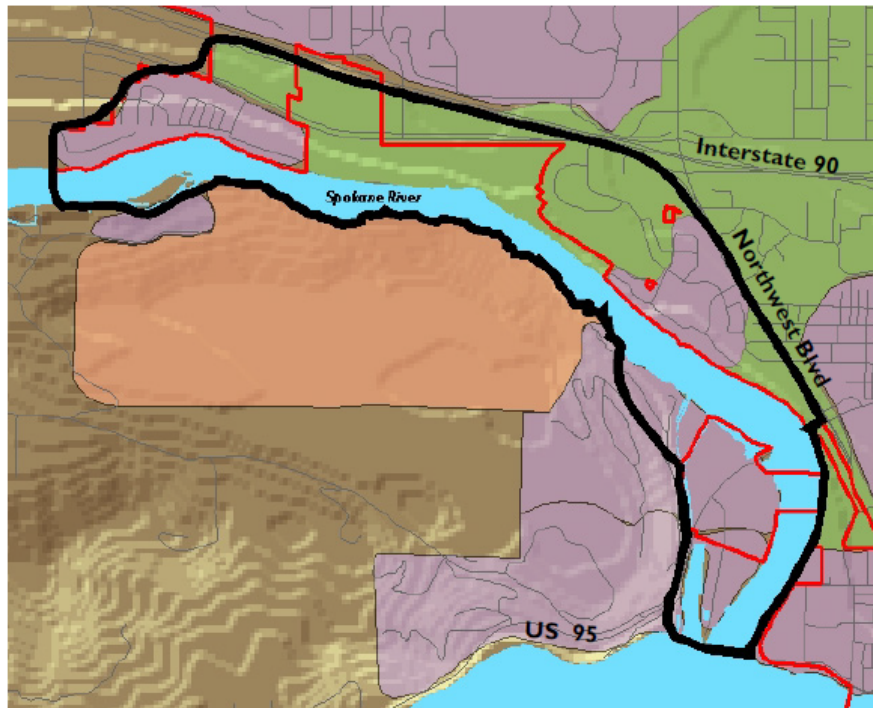
The Spokane River District is in a state of flux from its historic past use as a site of four major waterfront sawmills and other industrial uses. In place of sawmills, recently subdivided property in this area along portions of the shoreline is developing into commercial, luxury residential units, and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

The Spokane River is now under study by federal and state agencies to determine how the quality of the water may be improved. Through coordination with neighboring communities and working with other agencies, our planning process must include protecting the quality of the water from any degradation that might result from development along the river's shores.

Public infrastructure is not available in some locations and would require extensions from existing main lines.



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:

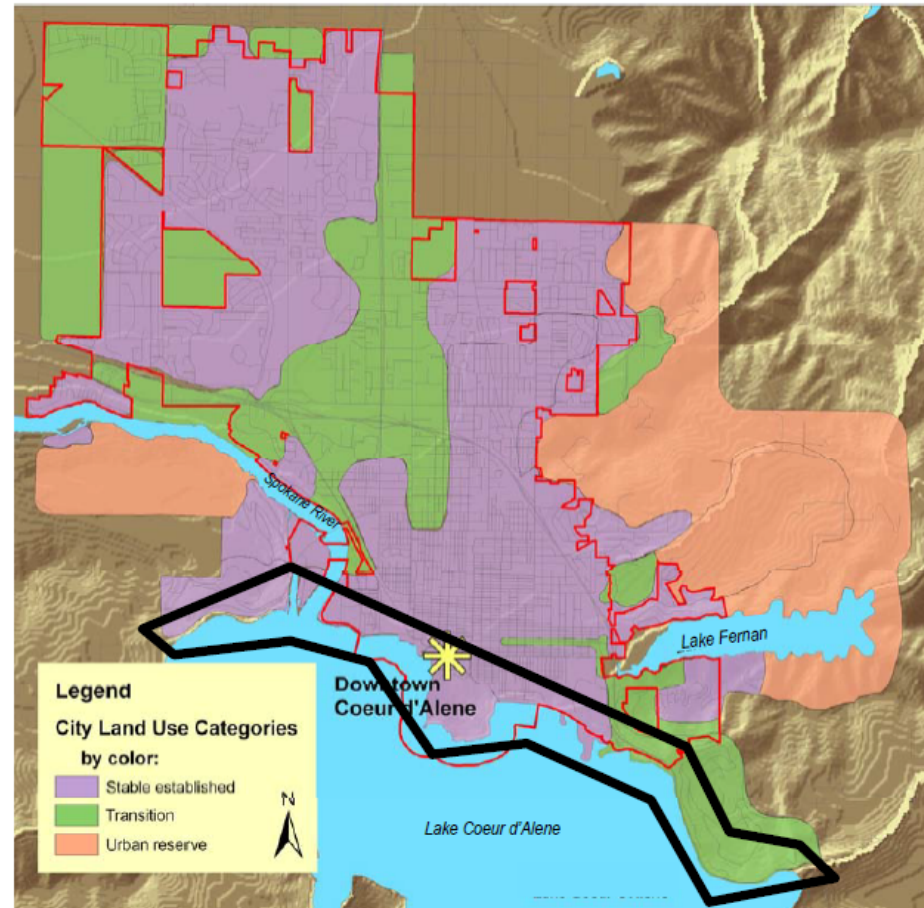
- Various commercial, residential, and mixed uses.
- Public access should be provided to the river.
- That overall density may approach ten to sixteen dwelling units per acre (10-16:1), but pockets of denser housing are appropriate and encouraged.
- That open space, parks, pedestrian and bicycle connections, 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.

Land Use: Coeur d'Alene Lake Shoreline

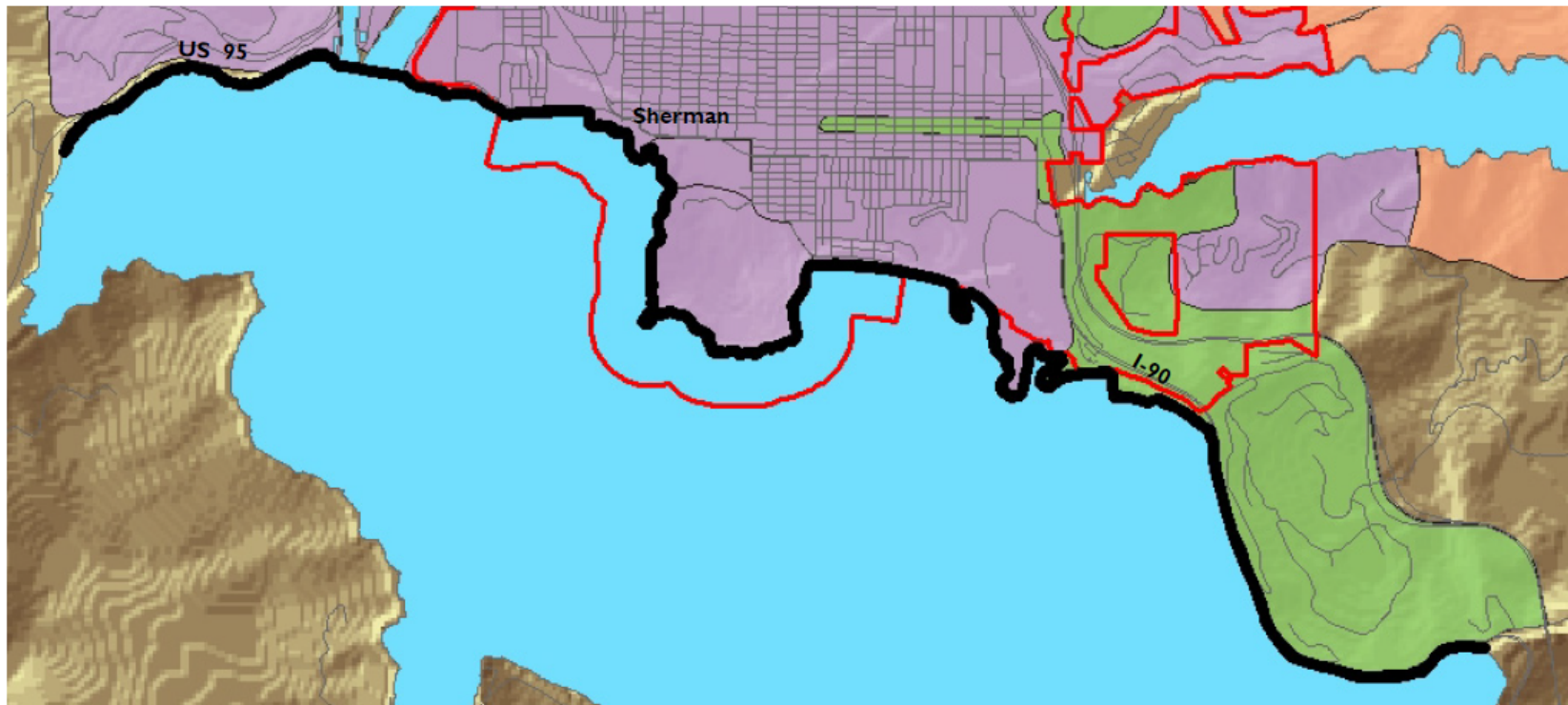
Coeur d'Alene Lake Shoreline Today

The Coeur d'Alene Lake shoreline is a mix of uses from east to west. The easternmost shorelines are home to hillsides that are difficult to develop. As the shoreline progresses west, the slope becomes less restrictive giving way to high end condos, a golf course, beaches, marinas, restaurants, the Tubbs Hill recreation area, public parks, a resort, residential homes, and a college campus.

Citizens treasure the shoreline and actively seek to protect and provide as much public access to this amenity as possible. The Shoreline Ordinance was passed to protect, preserve, and enhance visual resources and public access to the lake by establishing certain limitations and restrictions on shoreline property located within city limits.



Land Use: Coeur d'Alene Lake Shoreline



Coeur d'Alene Lake Shoreline Tomorrow

For many, the Coeur d'Alene Lake shoreline is what sets the city apart from countless other places. The shoreline will continue to experience pressure from the development community due to its effect on property values and for the benefits it provides. As property improves, it is extremely important to balance the needs of both the public and private entities to ensure that this asset is available for all to enjoy while remaining viable for economic development. Increasing public access to our waterfront will not only create space for enjoyment, it will provide major economic opportunities for businesses that serve our citizens and welcome tourists. Shorelines are a finite and valuable resource. Our city is committed to ensuring that only appropriate growth takes place now and in the future.

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

Downtown Core

Downtown Coeur d'Alene is the historic center of a growing metropolitan area with much of its original turn-of-the-century masonry architecture intact. The downtown core functions as a multi-use center with people living, walking, shopping, running errands, and enjoying restaurants. It is a social center as well, with people strolling, window shopping, meeting friends, and socializing.

Promoting an attractive mixed-use atmosphere, our downtown maintains its unique ambiance while retaining its pedestrian-friendly pathways. Progressive rather than restrictive codes allow flexibility to local and incoming businesses/developers, maintaining and increasing what makes Coeur d'Alene one of the most livable cities in the USA.

Downtown Design Standards:

Following extensive public comment and participation, Coeur d'Alene has adopted an ordinance that controls the height, bulk, and design of buildings located in the Downtown Core (DC) zone district. The purpose of these development regulations is to create a distinct, strong identity for the downtown core, while preserving a civic heart for Coeur d'Alene.

Design Guidelines:

New construction and redevelopment located within this designated area must conform to our Design Guidelines. The purpose of these guidelines is to encourage high intensity, pedestrian-oriented retail, service, and residential use, and to protect public views, while preserving property values and character.

Policy:

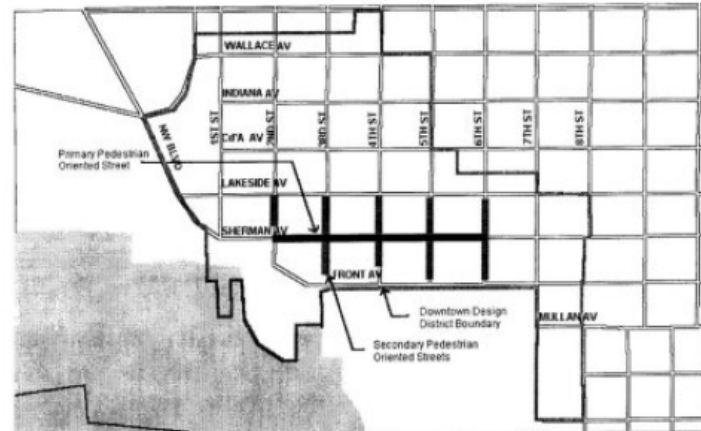
- Promote a strong, vibrant downtown through increased housing, shops, restaurants, cultural, and entertainment opportunities.

Methods:

- We will work in conjunction with the Lake City Development Corporation (LCDC) and apply applicable codes to ensure compatible and appropriate growth.
- Employ downtown development standards and design guidelines.
- Provide structured parking in downtown when opportunity exists.

Related Objectives:

- 1.03, 1.04, 1.05, 1.06, 1.07, 1.08, 1.09, 1.11, 1.12, 1.13, 1.14, 1.16, 1.18, 2.01, 2.02, 2.03, 2.04, 2.05, 2.06, 3.08, 3.10, 3.11, 3.12, 3.13, 3.14, 3.15, 3.17, 4.06



Downtown Coeur d'Alene Core (illustrative only)



Sherman Avenue streetscape

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

Infill Overlay Districts

Our infill overlay district code governs how land within these districts is developed. The goal is to encourage infill development while protecting neighborhoods. It is the intent of development standards to encourage a sensitive form of growth and to allow for use that complements the visual character and the nature of our city.

Midtown (MO):

The intent of this district is to create a lively, neighborhood business district with a mixture of uses, including retail, services, and residential. Storefronts would be relatively continuous along the street within the core of the district. Housing would be encouraged both above and behind commercial uses. Traffic calming measures would be applied and there would be an emphasis on creating a streetscape that would offer safety, convenience, and visual appeal to pedestrians.

Downtown North (DO-N):

The intent of this district is to create a link between the downtown core and purely residential areas to the north. Infill development is encouraged, including urban housing, with a height limit that is compatible with lower scaled development.

Downtown East (DO-E):

The intent of this district is to create a link between the downtown core and residential areas to the east by encouraging infill development including urban housing, with a height limit that is compatible with lower scaled development.

Infill Design Standards:

New construction and redevelopment located within these designated areas must conform to our design standards. The purpose of these standards is to encourage high intensity, pedestrian-oriented retail, service, and residential uses, while preserving property values and character.

Policy:

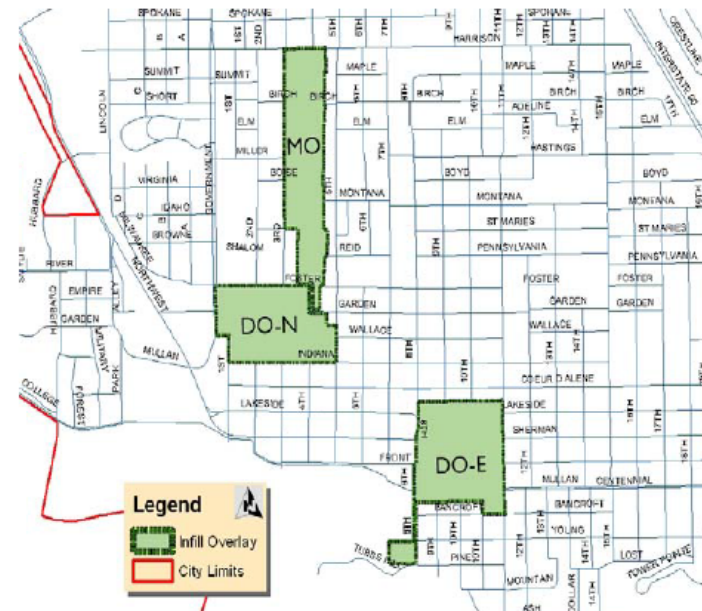
- Encourage infill development while protecting neighborhoods.

Methods:

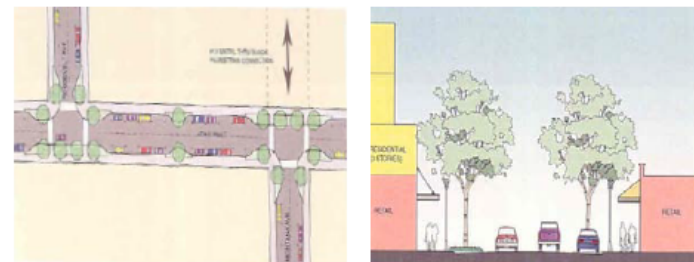
- We will work with the Lake City Development Corporation (LCDC) to plan midtown as a new and innovative urban district that will attract a higher density mix of shops, offices, and residences.
- Support appropriate uses as defined.

Related Objectives:

- 1.06, 1.07, 1.11, 1.12, 1.14, 1.16, 1.18, 2.01, 2.02, 2.03, 2.04, 2.05, 2.06, 3.01, 3.04, 3.05, 3.06, 3.07, 3.08, 3.09, 3.10, 4.06



Infill Overlay Districts (MO, DO-N, DO-E) (illustrative only)



LCDC Strategic Plan proposed improvements of 4th Street between Roosevelt and Boise avenues. Visit www.lcdc.org for more information.

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

Education Corridor

Coeur d'Alene is home to three institutions of higher education: the main campus of North Idaho College (NIC), and branch campuses of the University of Idaho (UI) and Lewis-Clark State College (LCSC). NIC has made its home at the Fort Grounds since it was founded in 1933, and UI and LCSC have been offering classes and services in various locations for many years. In 2002, the City of Coeur d'Alene leased a former restaurant/office building down river from NIC to UI. It is probable that an additional institution, Idaho State University, will also offer programs from this location in the future.

The city recognizes that the continuation and growth of these higher education institutions is crucial for its quality growth. Our vision is that the locations be joined to form an Education Corridor that would extend along Northwest Boulevard and the Spokane River for more than a mile.

Two other entities are currently included in this land mix: the city's Wastewater Treatment Facilities and the DeArmond Lumber Mill, owned and operated by the Stimson Lumber Company. The city's vision is that the treatment facilities remain, but be designed and landscaped to be compatible with a new, more expansive campus.

Policy:

- Working in conjunction with LCDC, NIC, UI, LCSC, and private development groups, we will create an education corridor that will connect the existing NIC campus with other higher education institutions.

Methods:

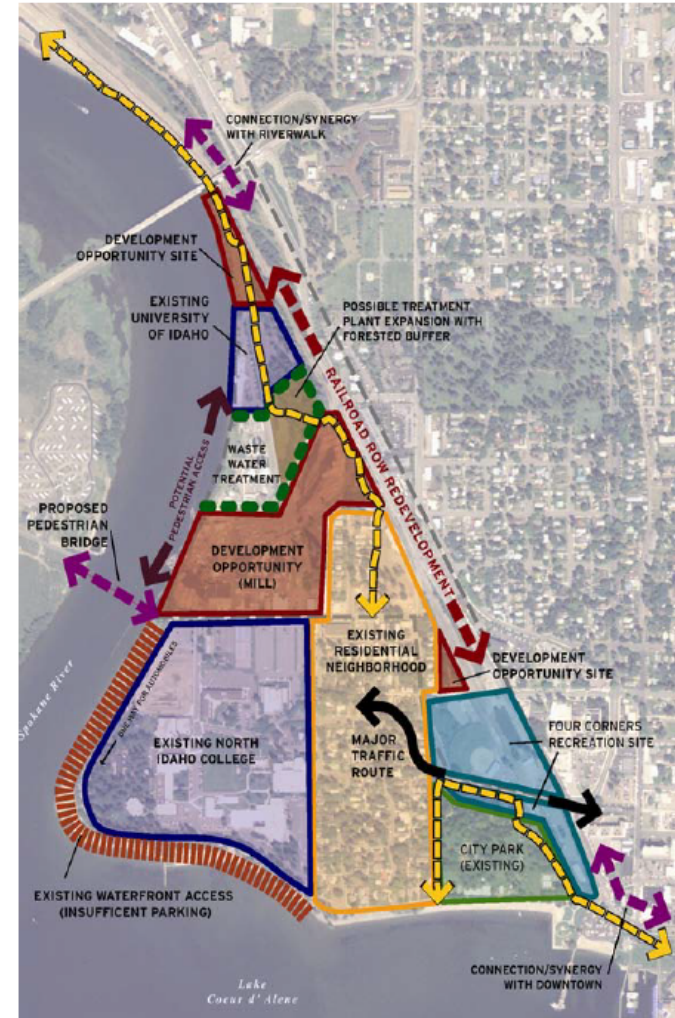
- We will support educational institutions in their planning efforts for the Education Corridor.
- We will enlarge the wastewater treatment plant, but will design and build it to ensure compatibility of the adjoining land uses.

Related Objectives:

- 1.06, 1.07, 1.11, 1.12, 1.14, 1.16, 1.18, 2.01, 2.02, 2.03, 2.04, 2.05, 2.06, 3.01, 3.04, 3.05, 3.06, 4.06



Education Corridor looking northwest



Conceptual plan (illustrative only)

Goal #2– Economic Environment

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



Riverstone

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.



Sherman Avenue

Objective 2.04

Downtown & Neighborhood Service Nodes:

Prioritize a strong, vibrant downtown and compatible neighborhood service nodes throughout the city.

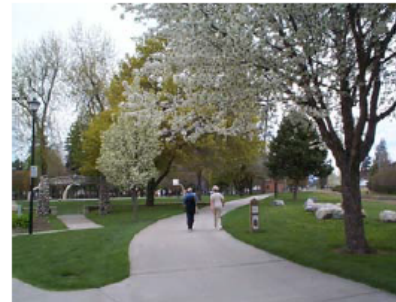


Mc Euen Tower

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.



Walking to work

Objective 2.05

Pedestrian & Bicycle Environment:

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



Coeur d'Alene Mines corporate headquarters

Objective 2.03

Business Enhancement & Urban Renewal:

Support the efforts of local and regional economic development agencies such as Jobs Plus, Inc. and Lake City Development Corporation (LCDC). (www.lcdc.org)



City people

Objective 2.06

Cooperative Partnerships:

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

Goal #4 - Administrative Environment

Our Comprehensive Plan preserves and enables efficiency and good management through:



Coeur d'Alene 2020 planning session

Objective 4.01

City Services:

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



Park and Ride lot for bicycles and cars

Objective 4.04

Transportation:

Support the Kootenai Metropolitan Planning Organization to enhance public transportation.

(www.kmpo.net)



Coeur d'Alene fire truck

Objective 4.02

City Services:

Provide quality services to all of our residents (potable water, sewer and stormwater systems, street maintenance, fire and police protection, street lights, recreation, recycling, and trash collection).



Firefighter at work

Objective 4.05

Public Safety:

Provide adequate public safety to our citizens and visitors.



Grant assists Ramsey Park funding

Objective 4.03

Project Financing:

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



Public meeting

Objective 4.06

Public Participation:

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

Appendices: Economics

Class of Worker

Within the city, private businesses employ the largest proportion – 78.1 percent – of workers. Additionally, 13.3 percent are employed as government workers and 8.4 percent are self-employed. Statewide, private businesses employed 73.8 percent, government employed 16.4 percent, and 9.3 percent of workers were self-employed.

Major Employers

The following businesses are some of the major employers in the City of Coeur d'Alene:

- | | |
|---|--|
| <ul style="list-style-type: none"> • Kootenai Medical Center
(www.kmc.org) • Coeur d'Alene School District
(www.cdaschools.org) • Coeur d'Alene Resort
(www.cdaresort.com) • North Idaho College
(www.nic.edu) • Kootenai County Government
(www.kcgov.us) • Center Partners
(www.centerpartners.com) • EPEO Link • Verizon Northwest
(www.verizon.com) • Advanced Input Systems
(www.advanced-input.com) | <ul style="list-style-type: none"> • City of Coeur d'Alene
(www.coeurdaleneidaho.org) • Coldwater Creek
(www.thecreek.com) • Costco
(www.costco.com) • U.S. Bank of Idaho
(www.usbank.com) • U.S. Forest Service
(www.fs.fed.us/ipnf/admin/employment.html) • U.S. Postal Service
(www.usps.gov) • Coeur d'Alene Builders Supply • Fred Meyer
(www.fredmeyer.com) • Home Depot
(www.homedepot.com) |
|---|--|

Provided by: Jobs Plus

Economic Development

Several organizations throughout the city and Kootenai County are actively pursuing economic development in the area. The following organizations are some of the groups currently promoting the region:

- **Lake City Development Corporation (LCDC)**

The Lake City Development Corporation was established by the Coeur d'Alene City Council in 2000 to act as the city's urban redevelopment agency using tax-increment financing. LCDC works with public and private partnerships to create strategic economic revitalization and development, superior public open spaces, and public art projects within two districts in the city. These districts include the 729-acre Lake District that encompasses portions of downtown, midtown, and Northwest Boulevard, and the River District which is located between Seltice Way and the Spokane River, and runs from Ramsey Road to Huetter Road.

- **Jobs Plus, Inc.**

A non-profit corporation that was established in 1987, Jobs Plus, Inc. is working to expand and diversify the local economic and employment base, by recruiting out-of-state companies considering relocation or expansion to the region.

- **Panhandle Area Council (PAC)**

The Panhandle Area Council was organized to aid in the diversification and stabilization of the area's economy. The non-profit agency helps to assist small businesses in start-up as well as expansion within the five northern counties of Idaho.

- **Idaho Small Business Development Center (ISBDC)**

Funded by grants from the federal government, the State of Idaho, and North Idaho College, the Idaho Small Business Development Center works with small business owners to provide support in starting or expanding businesses. Additionally, ISBDC assists with business plans, cash flow projections, organizational development, marketing/advertising plans, loan assistance information, and new venture analysis.

MEMORANDUM

DATE: June 14, 2016
TO: PLANNING COMMISSION
FROM: HILARY ANDERSON, COMMUNITY PLANNING DIRECTOR
RE: **I-3-16 INTERPRETATION OF:**
Drive-Through Uses in the Downtown Core (DC) Zoning District

REQUEST FOR INTERPRETATION:

The Planning Commission is being asked to make an interpretation about drive-through uses in the Downtown Core.

This request has been necessitated by a recent request from Garry Fowler and Daryl Wilder to put a new drive-through use at the corner of Sherman Avenue and 7th Street where the Zip Stop gas station is currently located. The drive-through use that is being considered by the property owner is a Starbucks with a drive-through window. This use would replace the Zip Stop convenience store with gasoline sales.

HISTORY:

The city's Downtown Design Standards & Guidelines and Downtown Development Regulations were adopted in 2006. The city's Planning Department worked closely with Mark Hinshaw, formerly of LMN Architects, to evaluate the existing conditions of the downtown at the time and to come up with guidelines and standards to help the downtown fulfill its potential as envisioned in the Comprehensive Plan and as outlined in the Overall Purpose statement in the development regulations.

The purpose of the downtown core district as stated on in Chapter 17.05, Article XI. DC Downtown Core of the Zoning Code is to,

1. Create a distinct, strong identity for the downtown core, preserving a civic heart for Coeur d'Alene.
2. Encourage private and public investment, attract shoppers and visitors, and appeal to existing and new residents.
3. Produce a concentration and a mixture of commercial, office, retail, residential, and public uses within the downtown.
4. Develop a downtown that supports pedestrian movement and use of public transit.
5. Implement the city's comprehensive plan. (*Emphasis added*)

The Downtown Core zoning expressly prohibits certain uses. Drive-through businesses are prohibited along pedestrian-oriented streets and gasoline sales are prohibited in the downtown.

The Design Guidelines defines the pedestrian-oriented streets in the Downtown Core as, “Streets that are intended to have a lively, pedestrian friendly environment in the downtown,” and lists the following streets and blocks:

- Sherman Ave. from Second St. to Sixth St.
- Second Ave. from Lakeside Ave. to Sherman Ave.
- Third St. From Lakeside Ave. to Front Ave.
- Fourth St. from Lakeside Ave. to Front Ave.
- Fifth St. from Lakeside Ave. to Front Ave.
- Sixth St. from Lakeside Ave. to Front Ave.

The Downtown Overlay-Eastside (DO-E) district, which starts at 8th Street, expressly prohibits drive-through businesses along Sherman Avenue between 8th and 11th street

The following map shows the pedestrian-oriented streets in blue and the DO-E portion of Sherman Avenue is marked in orange.



A convenience store with gasoline sales and a drive-through restaurant are currently located at the corners of 7th/Sherman and 8th/Sherman. The Zip Stop gas station and Zips drive-through restaurant buildings have been in use since at least the early 1990's. The Zip Stop gas station is a legal non-conforming use because it has been in place prior to the DC development standards which were adopted in 2006.

Sherman Avenue has been developing eastward and new uses have been added that enhance the pedestrian nature of the streetscape since the Development Standards were adopted in 2006. Uses that have been added include Crafted Tap House at the northwest corner of 6th Street, the Live After 5 events and the weekend Farmer's Market on the lawn north of Parkside Tower at the southeast corner of 6th Street, the residential condo project on the north side of Sherman Avenue at the northeast corner of 6th Street, the photography studio on the 600 block of Sherman, the new Subway and Willamette Valley Bank building on the 700 block, and the new apartments that are being constructed at 728 Sherman.

Front Avenue was not listed as a Pedestrian-Oriented Street in the Design Guidelines, but has also evolved to be a pedestrian-oriented street with the redevelopment of the street with diagonal parking spaces, the transformation of Front Avenue and the Centennial Trail between 2nd and 3rd Streets as part of the McEuen Park project and development of the Parkside Tower, which includes pedestrian-oriented uses at the street level. Lakeside has also become more pedestrian-oriented since the Design Guidelines were adopted. Additionally, Fourth Street has evolved and added pedestrian-friendly uses up to Indiana as part of the Midtown Revitalization efforts since 2009.

The Comprehensive Plan speaks to the characteristics of the Downtown in the following sections,

Goal #2, Economic Environment, Objective 2.04: Downtown & Neighborhood Service Nodes: "Prioritize a strong, vibrant downtown and compatible neighborhood service nodes throughout the city."

Special Areas requiring unique planning -- Downtown Core (excerpted from page 30): "The Downtown Core functions as a multi-use center with people living, walking, shopping, running errands, and enjoying restaurants. It is a social center as well, with people strolling, window shopping, meeting friends, and socializing... Promoting an attractive mixed-use atmosphere, our downtown maintains its unique ambiance while retaining its pedestrian-friendly pathways."

Design Guidelines:

"New construction and redevelopment located within this designated area must conform to our Design Guidelines. The purpose of these guidelines is to encourage high-intensity, pedestrian-oriented retail, service, and residential use, and to protect public views, while preserving property values and character."

The applicants have been informed that it is the opinion of the Community Planning Director that a new drive-through use would not be permitted at this location on Sherman Avenue but that this request would be brought to the Planning Commission for an interpretation.

PERFORMANCE ANALYSIS:

The property owner would like to keep the Zips restaurant with a drive-through in its present location and replace the Zip Stop gas station with a Starbucks with a drive-through (see attached conceptual renderings and site plan).

Traffic Counts:

Garry Fowler reached out to Starbucks to request traffic information and how a Starbucks with a drive-through window would compare to a convenience store. The following response was provided by a Starbucks representative:

Hi Garry,

Good to hear from you. It's difficult to estimate that information without having a traffic study completed, but I do know that many jurisdictions consider new trip generations from a Coffee/Donut Shop with Drive-Through Window to be equivalent to those of a Convenience Store. We have extensive average daily transaction info, but it wouldn't take into account all of the pedestrian traffic in the area or any customers coming in together in one vehicle.

Let me know if you need any specific data from me. Thank you!

Danielle Lancaster
Starbucks

Mr. Fowler has indicated that they can get more information from Starbucks if the Planning Commission is in favor of the drive-through use at this location.

Downtown Development Regulations and Design Standards:

The Downtown Development Regulations and Design Standards authorize the Planning Director to prohibit any other use that is not in conformity with the purpose and intent of the district as expressed in Subsection 17.05.660.B: Prohibited Uses. It is the opinion of the Community Planning Director, that it was an oversight that two blocks of Sherman Avenue were not included in the list of pedestrian-oriented streets in the Design Guidelines for Downtown and that a new drive-through use is not appropriate on the 700 block for the reasons stated above.

While there were drive-through uses on this block at the time the standards and design guidelines were drafted, it is the opinion of the Planning Department that the continuation of existing and new drive-through uses in perpetuity along this block would not be consistent with the vision of the Downtown as identified in the Overall Purpose and the 2007 Comprehensive Plan. The Downtown Core zoning district prohibits drive-through businesses from 2nd to 7th streets and the Downtown Overlay-Eastside district, which starts at 8th Street, expressly prohibits drive-through businesses along Sherman Avenue between 8th and 11th streets. Therefore, only two blocks of Sherman Avenue would support drive-through businesses – the 700 block of Sherman – if new drive-through uses are permitted on this block and the rest of Sherman Avenue is prohibited from having any drive-through uses (unless they are existing or grandfathered).

Additionally, because the Development Standards prohibit gasoline sales, it can be ascertained that the vision was to transition away from auto-oriented uses such as a gas station and that the existing legal non-conforming use would eventually be replaced with more pedestrian-oriented uses in the future and that these two blocks of Sherman Avenue would transform along with the other blocks to create a walkable pedestrian-oriented experience along both sides of Sherman Avenue from 2nd Street to 11th Street.

It is the opinion of the Community Planning Director that the 700 block of Sherman Avenue should be treated the same as the other blocks along Sherman Avenue and that new drive-through uses should not be permitted. While a Starbucks with a drive-through window would be a great addition to the downtown area, the Planning Department does not believe that the 700 block of Sherman Avenue is the appropriate location for such a use because of the drive-through component and that drive-through uses should be located along Sherman Avenue east of 11th Street. A Starbucks without a drive-through would be appropriate on the subject property, especially if it was part of a mixed-use project.

Additionally, due to the evolution of the downtown streets since 2006, staff believes the Design Guidelines should be updated to include the 100, 600 and 700 blocks of Sherman Avenue, Front Avenue from 2nd to 8th Streets, Lakeside from Northwest Boulevard to 8th Streets, Fourth Street between Lakeside and Indiana, and 7th Street from Lakeside Avenue to Front Avenue as pedestrian-oriented streets.

DECISION POINT RECOMMENDATION:

As stated previously, Garry Fowler is requesting that the Planning Commission consider the possibility of replacing one prohibited use, an existing gas station, with a new drive-through use at the corner of 7th Street and Sherman Avenue (see attached letter). The Planning Department is requesting an interpretation from the Planning Commission on the proposed drive-through use on the subject property and on the designation of pedestrian-oriented streets in the DC zone, and whether the list should be expanded to include the 100, 600 and 700 blocks of Sherman Avenue, Front Avenue from 2nd to 8th Streets, Lakeside from Northwest Boulevard to 8th Streets, Fourth Street between Lakeside and Indiana, and 7th Street from Lakeside Avenue to Front Avenue as pedestrian-oriented streets, which would further restrict drive-through uses on these streets within the Downtown Core.

Further, it may be beneficial for the Planning Commission to consider the intensity of different types of drive-through uses that may or may not be appropriate in the DC zone (e.g., banks versus food/beverage establishments).

Attachments:

- Request Letter from Garry Fowler
- Conceptual Renderings and Site Plan

From: Garry
Date: June 7, 2016 at 10:58:34 PM PDT
To: Hilary Anderson
Subject: 701 Sherman Ave.

CDA planning department and commission members

We have a request for our property located at 701 Sherman Ave, This request is we would like to trade the gas station convenience store for drive-through coffee.

Recently we have been contacted by a interested party who would like to operate sit down and drive-through coffee at this location.

Our Zipstop tenant is asking us to renew his lease.

We feel that the drive-through coffee would be a improvement and much better fit for downtown CDA.

Thank you
Garry Fowler

Sent from my iPad



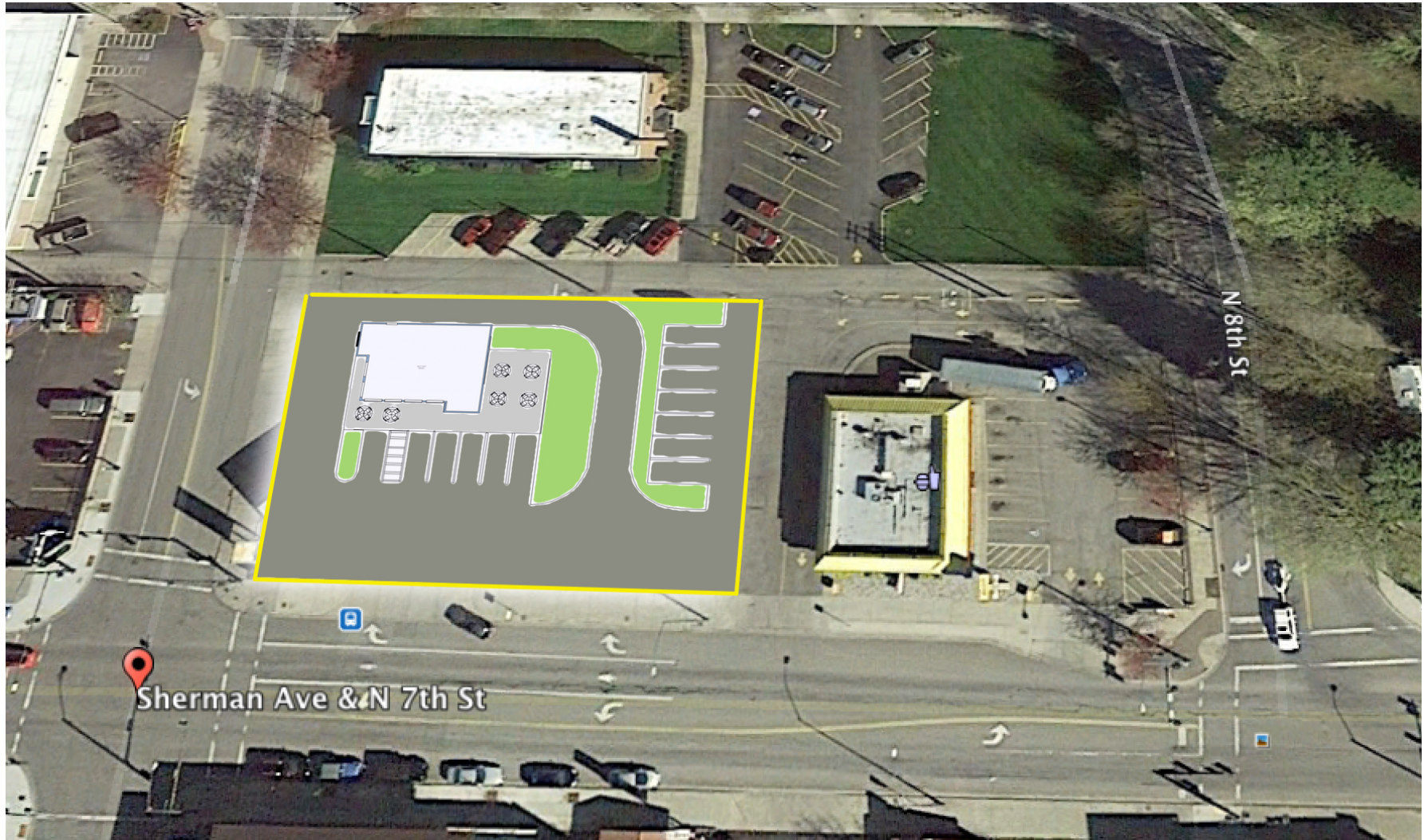












MEMORANDUM

DATE: June 14, 2016
TO: PLANNING COMMISSION
FROM: HILARY ANDERSON, COMMUNITY PLANNING DIRECTOR
RE: **I-4-16 INTERPRETATION OF:**
Fences in the Downtown Overlay – Eastside (DO-E) Zoning District

REQUEST FOR INTERPRETATION:

The Planning Department is requesting an interpretation from the Planning Commission on fences in the Downtown Overlay – Eastside (DO-E) zoning district.

This request has been necessitated by a few new fences that have been constructed and other fences that are in the process of being constructed in the DO-E that do not meet Guideline 1: Visual Impact of Fences of the Infill Development Regulations and Design Standards, which states, *“If fences are used, they must be more visually transparent than opaque when located adjacent to public streets.”* Additionally, the Design Review Commission recently approved a fence design that is not visually transparent for a housing project on Mullan Avenue in the DO-E zoning district.

HISTORY:

The city’s Infill Development Regulations and Design Standards were adopted in 2006. The intent of the DO-E is to, *“... create a transition between the downtown core and residential areas to the east. Infill development is encouraged, including urban housing (e.g., townhouses, courtyard housing, cottages) with a height limit that is compatible with lower scaled development. However, it is intended that development within the district consists of sufficient density to warrant the provision of parking below grade. Moreover, a limited array of goods and services is appropriate to serve the neighborhood. Traffic calming measures would be applied and there would be an emphasis on preserving existing large trees and providing new ones.”*

The DO-E boundaries generally extend along 8th Street to the alley between Mullan and Bancroft avenues, east to 10th Street, south to Bancroft, then east to 11 Street, north along 11th Street and back west along the alley between Lakeside and Coeur d’Alene avenues. The DO-E also includes some properties along 8th Street between Young and Pine avenues. Exhibits showing district boundaries and guidelines for Fences Next to Sidewalks are provided at the end of the staff report.

PERFORMANCE ANALYSIS:

Staff has taken photos of existing fences within the DO-E. While some of the fences do meet the guideline related to visual impact, the majority of fences in the zoning district do not comply with the guidelines. The fences that do meet the guideline are generally within the 20-foot “front yard” setbacks and are predominantly picket-style fences that are four feet in height. There are a few fences along the side yard abutting the sidewalk that are visually transparent and comply with the guideline, but most fences within the district are privacy fences or chain link fences –

both of which are prohibited under the fence design guidelines and are legally non-conforming. The Fence Location diagram from the “Citizen’s Guide for Fencing” handout and photos of fences in the DO-E are provided as attachments at the end of this staff report.

Looking at Google Street View images from 2007, the majority of the fences within the zoning district are the same. Very few fences have been added since 2007 and most of the new fences are not in compliance with the “Visual Impact of Fences” guideline as written.

The Blackwell House recently constructed a new fence to replace a privacy fence that was damaged in the wind storm. A design departure was granted for the fence because it was found to exhibit a high degree of craftsmanship, architectural design, and quality of materials that are not typically found in a standard fence and because their new fence design does allow for some visibility through the wooden slats, the design complements details on the house, and a truly transparent fence would not offer privacy for the events at the Blackwell House or a noise barrier for neighbors.

In order to bring the majority of the existing fences in the DO-E into compliance with the adopted fence Guideline 1: Visual Impact of Fences and also make it easier for new fences to comply with the design guidelines, it is staff’s opinion that fences within the front yard setback should be held to the visually transparent requirement but that fences outside of the front yard setback can be opaque. Such an interpretation would allow Guideline 1 to be applied as follows:

“If fences are used (within the front yard setback), they must be more visually transparent than opaque when located adjacent to public streets.”

It should be noted that guidelines 2 and 3 related to stepped fences and wire/industrial fences would continue to be applied as written.

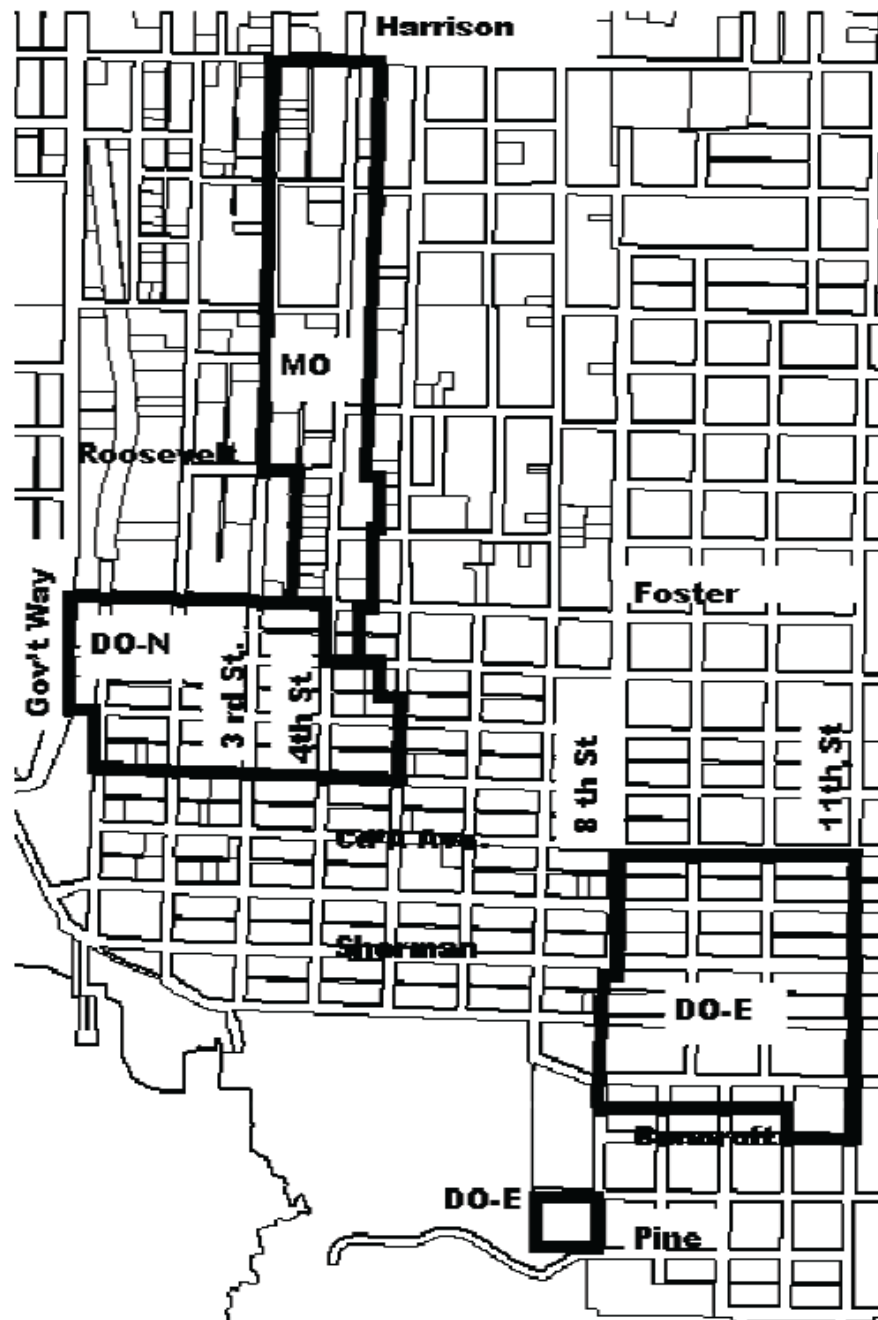
DECISION POINT RECOMMENDATION:

The Planning Commission is being asked to provide an interpretation on Guideline 1: Visual Impact of Fences and to clarify if all new fences in the DO-E zoning district are required to be visually transparent or if the guideline only applies to fences within the “front yard” setback.

Attachments:

- District Boundaries from Infill Development Regulations and Design Standards
- Fence Guidelines from Infill Development Regulations and Design Standards
- Fence Location diagram from “Citizen’s Guide for Fencing” handout
- Photos of Fences in DO-E

C. District Boundaries:



F. FENCES NEXT TO SIDEWALKS

If fences are used to provide privacy, control circulation, provide security, and emphasize entryways next to sidewalks, the following guidelines must be met:

1. **Visual Impact of Fences:**
If fences are used, they must be more visually transparent than opaque when located adjacent to public streets.
2. **Stepped Fences Required:**
Fences shall be "stepped" rather than sloping with the grade.
3. **Wire/Industrial Fences Prohibited:**
Wire fences constructed of "industrial" type materials such as chain link are not allowed when located adjacent to public streets.



Stepped Fence

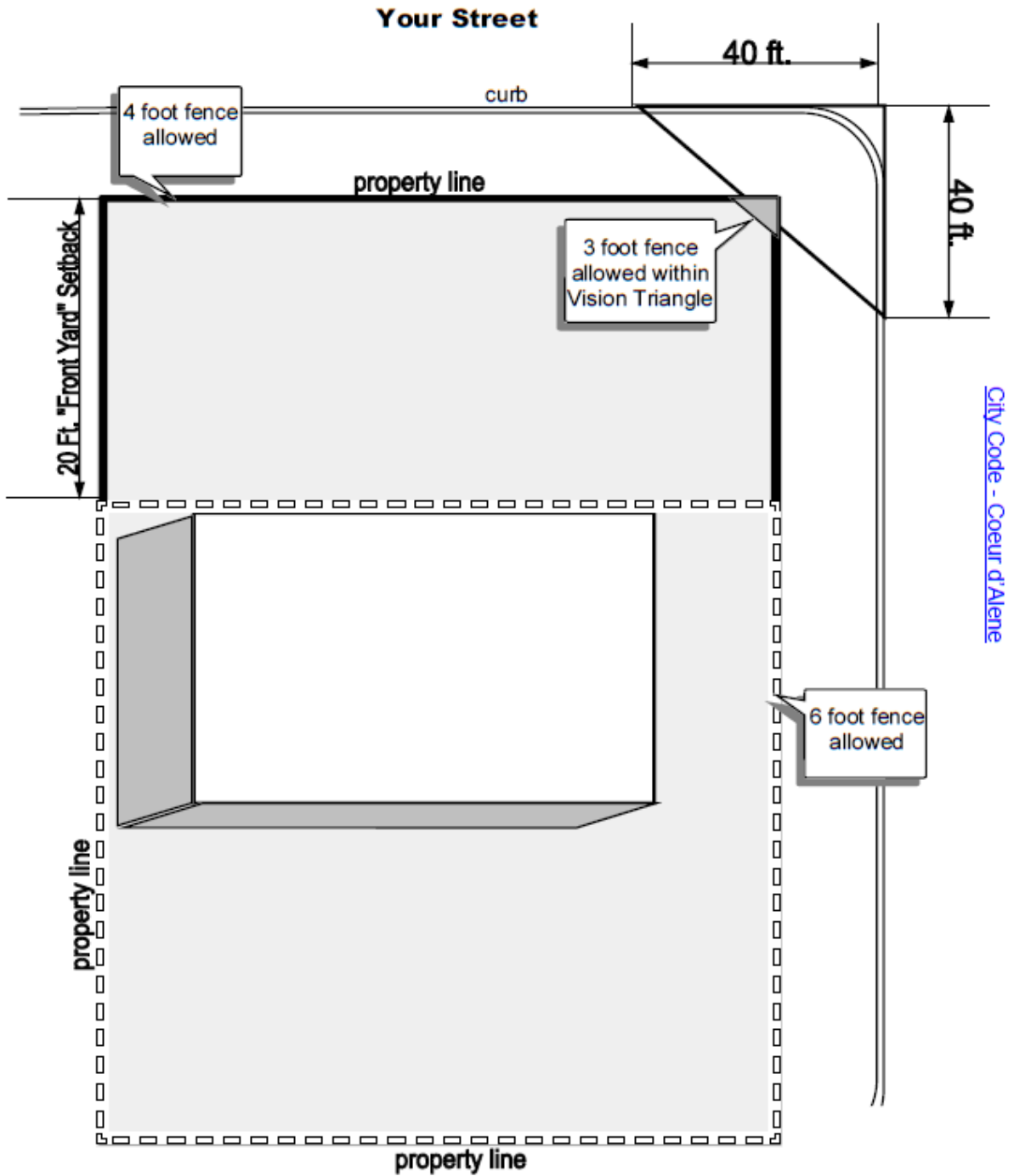


Visually Permeable Fence



Stepped Fence

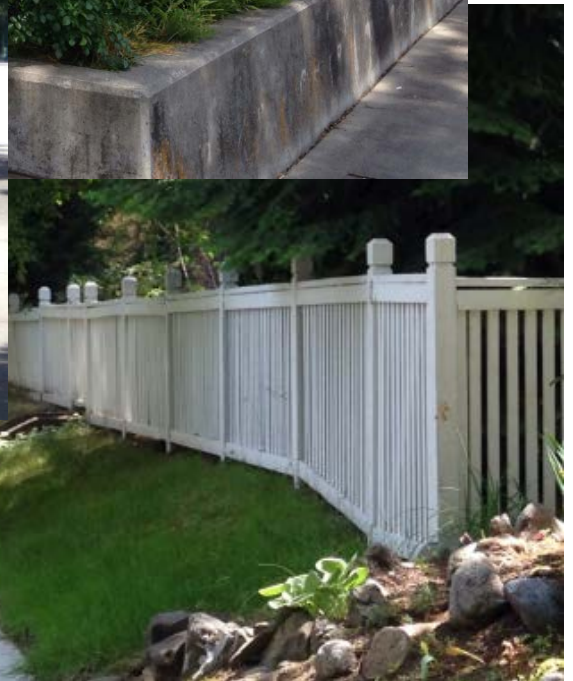
Fence Location



Compliant Fences



Compliant Fences



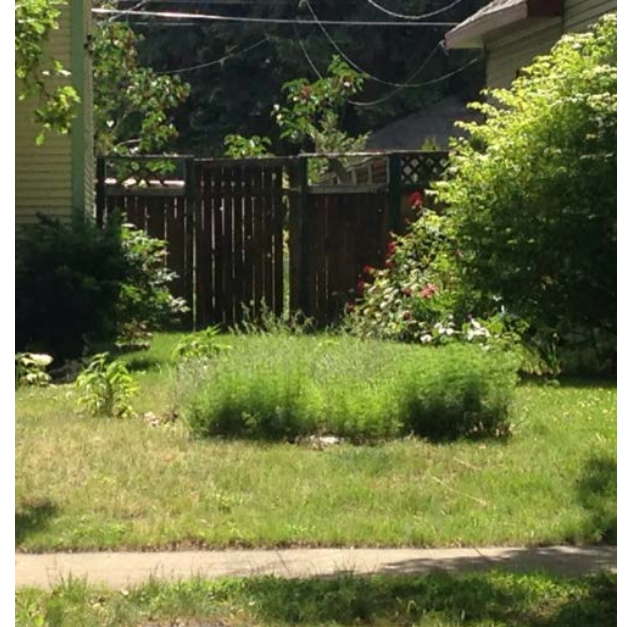
Compliant Fences (with a design departure)



Non-Compliant Fences



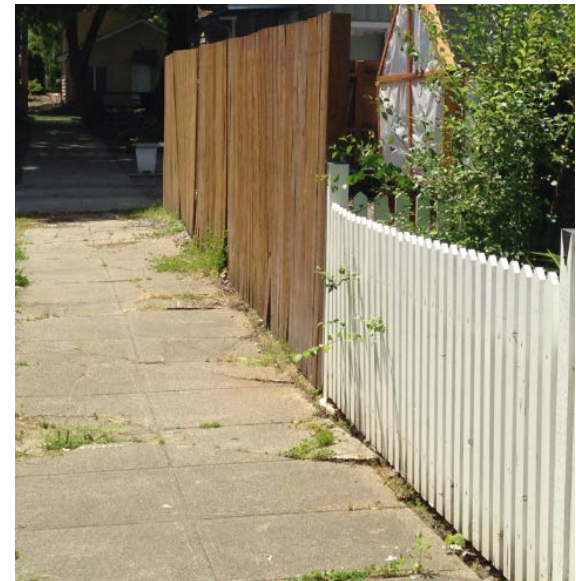
Non-Compliant Fences



Non-Compliant Fences



Fences that are both Compliant & Non-Compliant



PLANNING COMMISSION STAFF REPORT

FROM: MIKE BEHARY, PLANNER

DATE: JUNE 14, 2016

SUBJECT: A-2-16 – ZONING PRIOR TO ANNEXATION OF +/- 1.83 ACRES FROM COUNTY RESTRICTED RESIDENTIAL TO C-17 (COMMERCIAL AT 17 UNITS/ACRE)

LOCATION: PROPERTY IMMEDIATELY SOUTHWEST OF THE BLACKWELL ISLAND RV PARK, 800 S MARINA DRIVE

APPLICANT/OWNER:

The City of Coeur d'Alene
710 E Mullan Avenue
Coeur d'Alene, ID 83814

DECISION POINT:

The City of Coeur d'Alene is requesting approval of an Annexation of +/- 1.83 acres of city-owned land in conjunction with zoning approval from County Restricted Residential to city C-17 (Commercial at 17 units/acre) zoning district.

BACKGROUND INFORMATION:

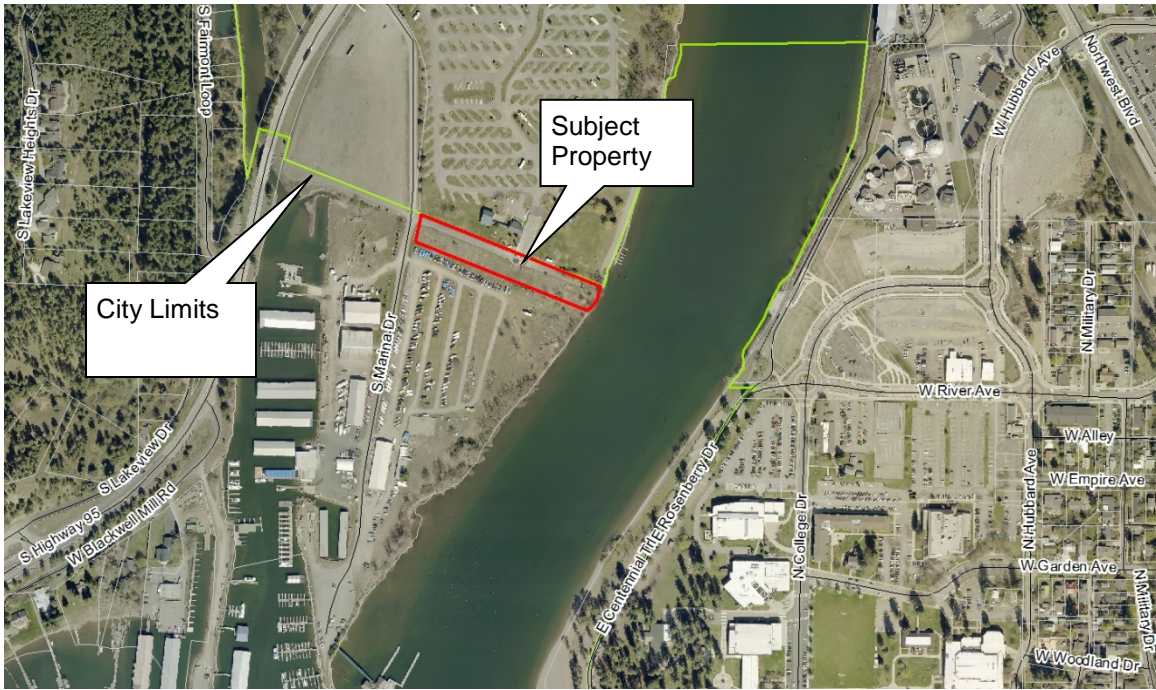
The subject property is located on Blackwell Island and is a former road right-of-way (ROW) that has been abandoned for many years. The subject parcel is a legal lot and was created in 1996 during the time the RV Park was annexed into the city

There once was a bridge that crossed the Spokane River at this location. This bridge was the primary crossing of the Spokane River until the current US Highway 95 bridge was completed in the 1970's. Once the new bridge was completed the old bridge was dismantled and what remains today is this old road ROW that connected to the bridge.

The 1.83 acre property is adjacent to the Spokane River on the east and to the north is Blackwell Island RV Park that is located in the city limits. To the south and west is the Blackwell Island Marina that is in the unincorporated area of the county.

The City is in the process of evaluating some of their surplus parcels of land so that they may be sold off in order to help finance future improvements to City Hall. If the annexation is approved, then this is just one of three pieces of land that the city may be placing up for sale.

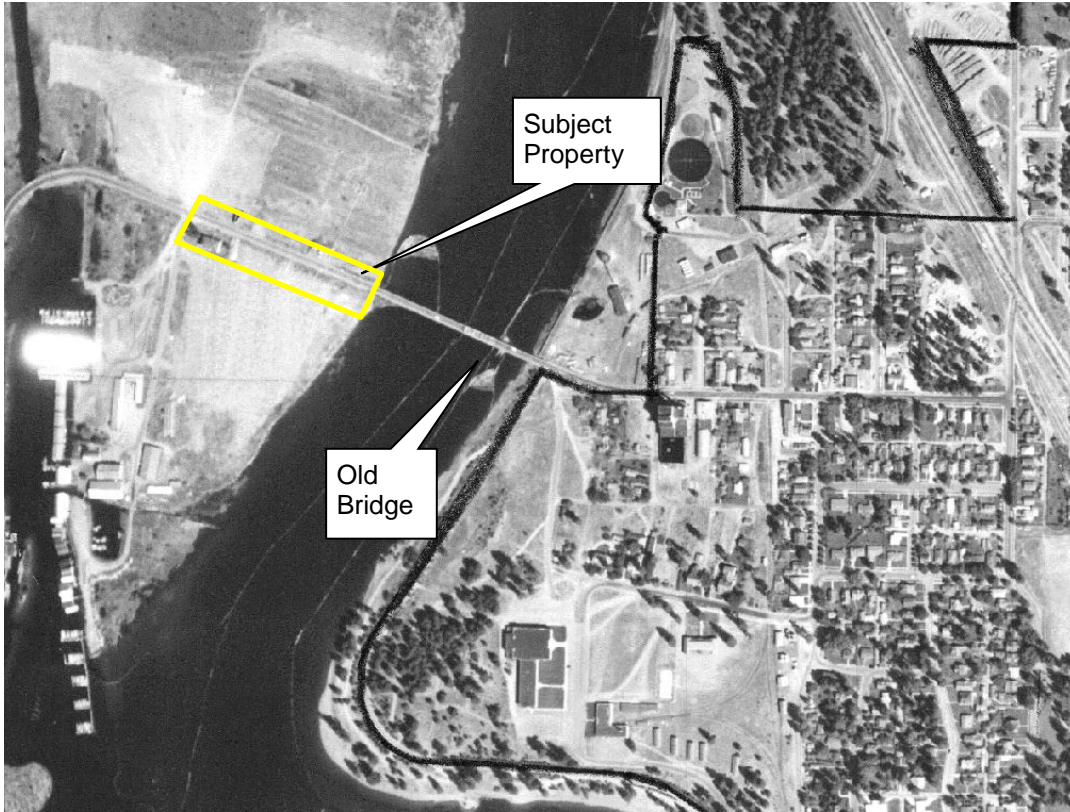
PROPERTY LOCATION MAP:



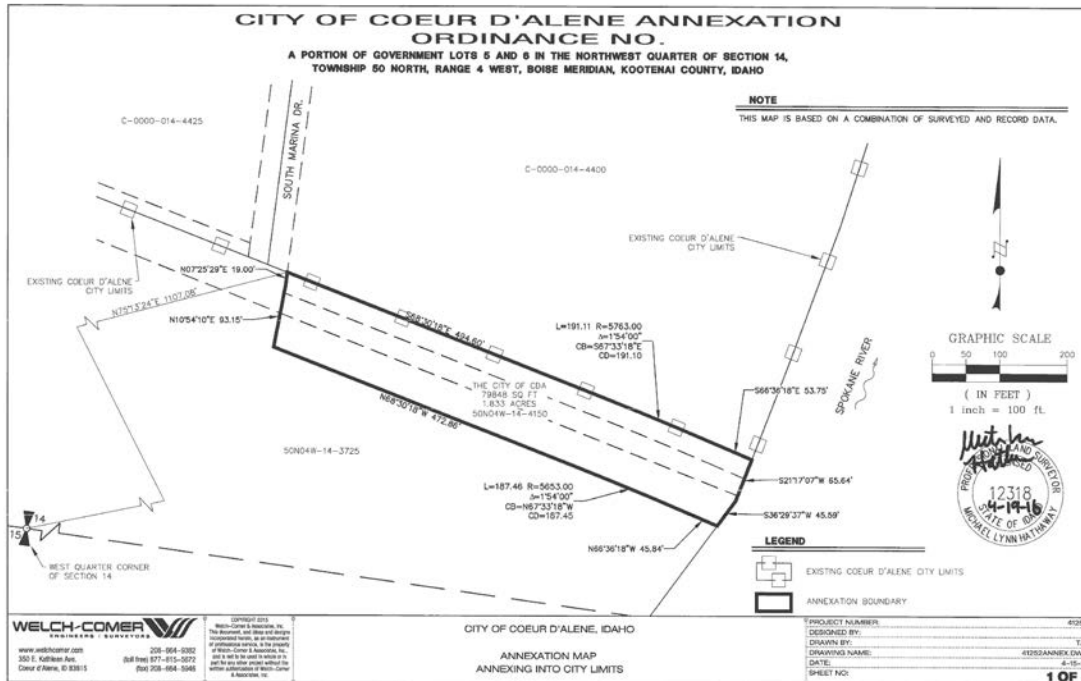
AERIAL PHOTO:



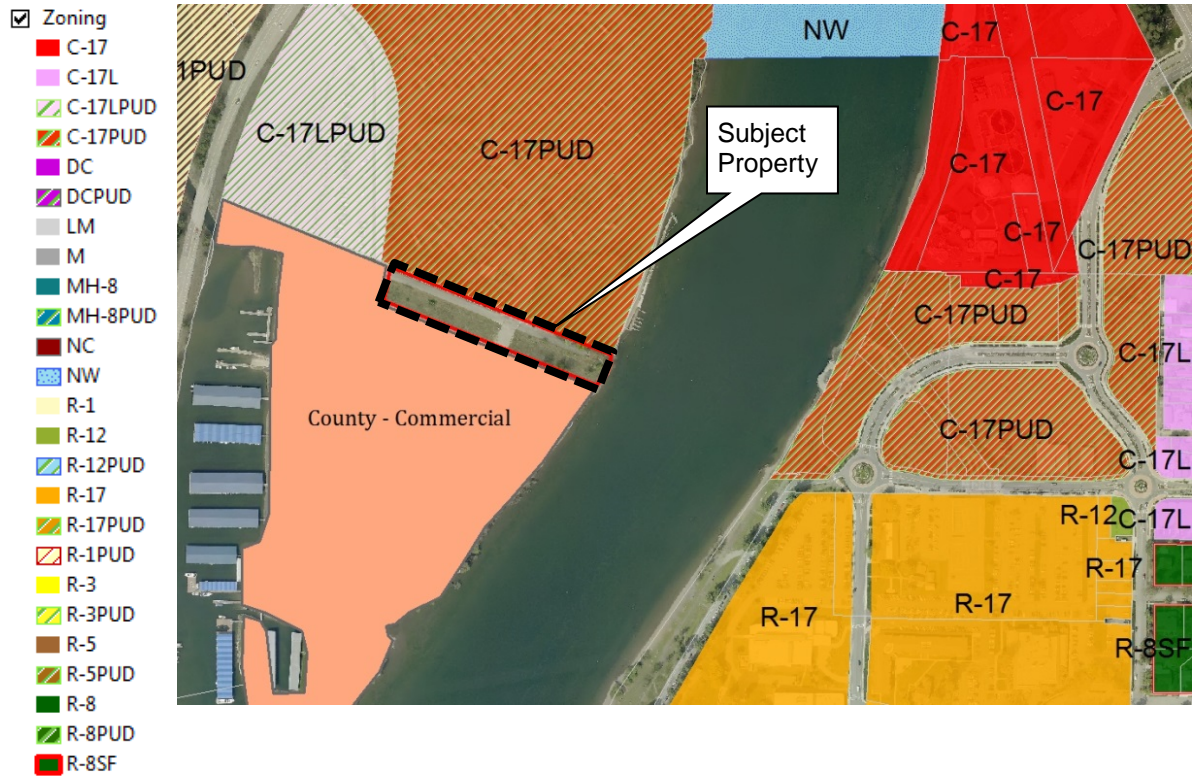
1958 AERIAL PHOTO:



ANNEXATION MAP:



ZONING MAP:



Approval of the zone request would allow the following potential uses of the property.

Proposed 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, on/off site consumption
- 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.
- Outside area or buildings for storage and/or preparation of merchandise or goods necessary for and incidental to the principal use.
- Private recreation (enclosed or unenclosed).
- Residential accessory uses as permitted by the R-17 district

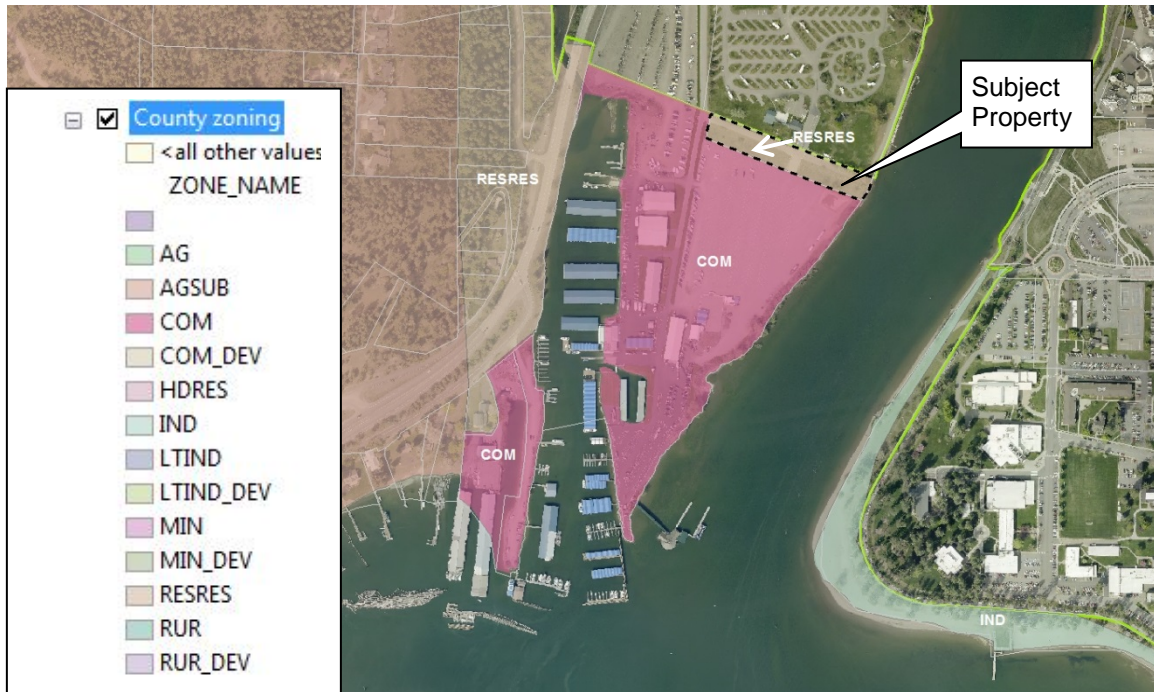
17.05.520: PERMITTED USES; SPECIAL USE PERMIT

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 as specified
- Underground bulk liquid fuel storage - wholesale
- Veterinary hospital
- Warehouse/storage
- Wireless communication facility

The property is currently zoned County Restricted Residential as shown on the map below.

KOOTENAI COUNTY ZONING MAP:



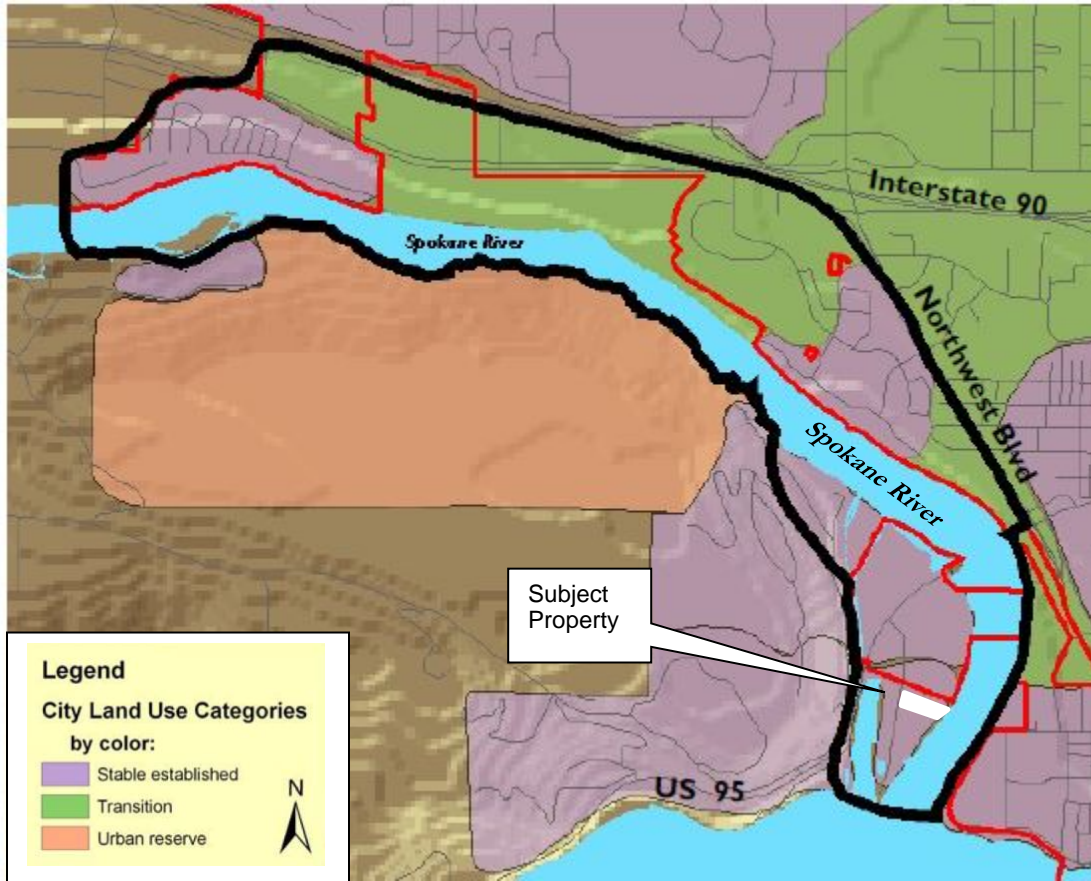
REQUIRED FINDINGS FOR ANNEXATION:

- A. **Finding #B8:** That this proposal (is) (is not) in conformance with the Comprehensive Plan policies.

2007 COMPREHENSIVE PLAN LAND USE CATEGORY:

- The subject property is not within the existing city limits.
- The City's Comprehensive Plan designates this area as the Spokane River District.

COMP PLAN MAP: SPOKANE RIVER DISTRICT



Stable Established:

These areas are where the character of neighborhoods has largely been established and, in general, should be maintained. The street network, the number of building lots and general land use are not expected to change greatly within the planning period.

Spokane River District Today:

The Spokane River District is in a state of flux from its historic past use as a site of four major waterfront 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 to 160+ acres provide opportunities for large scale master planning.

The Spokane River is now under study by federal and state agencies to determine how the quality of the water may be improved. Through coordination with neighboring communities and working with other agencies, our planning process must include protecting the quality of the water from any degradation that might result from development along the river's shores.

Public infrastructure is not available in some locations and would require extensions from existing main lines.

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 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.

COMPREHENSIVE PLAN GOALS & OBJECTIVES:

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:

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, watershed, 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 1.17

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 #4: Administrative Environment

Our Comprehensive Plan advocates efficiency and quality management in city government.

Objective 4.03

Project Financing:

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

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.*

B. Finding #B9: That public facilities and utilities (are) (are not) available and adequate for the proposed use.

STORMWATER:

Annexation of the subject property will not impact stormwater. Stormwater issues will be addressed at the time of development on the subject property. City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site.

-Submitted by Chris Bates, Engineering Project Manager

STREETS:

The area proposed for annexation is accessed off of Highway 95 and Marina Drive, which is a private street. Annexation of the subject property would not impact the street network. Any development on the subject property will result in the installation of full street improvements. These improvements will be addressed through the building permit process at the time of development on the subject property.

-Submitted by Chris Bates, Engineering Project Manager

WATER:

There is adequate capacity in the public water system to support the proposed annexation of the specified property on Blackwell Island. There is an existing 12" water main on the property within a dedicated public utility easement and no permanent structures other than roadways, curbs and sidewalks may be located within the dedicated public utility easement

-Submitted by Terry Pickel, Water Superintendent

SEWER:

Public sewer is not readily available to this property. The nearest public sanitary sewer is located at the BLM Force Main Junction along U.S. Highway 95. Wastewater does not have any conditions on this annexation as proposed.

-Submitted by Mike Becker, Utility Project Manager

FIRE:

Annexation of the subject property would not impact the Fire Department. Even though the site is located outside of the city limits, the Fire Department would respond to any fire threats on the property. The Fire Department works with the Engineering and Water 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, and turning radiuses), 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 building permit or site development, utilizing the currently adopted International Fire Code (IFC) for compliance. The City of Coeur d'Alene Fire Department can address all concerns at site and building permit submittals.

-Submitted by Bobby Gonder, Fire Inspector

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.*

- C. **Finding #B10:** **That the physical characteristics of the site (do) (do not) make it suitable for the request at this time.**

PHYSICAL CHARACTERISTICS:

The site is generally flat and is surrounded by an RV Park use to the north, marina uses to the south and west, and the Spokane River to the east. There are no topographical or other physical constraints that would make the subject property unsuitable for the annexation request. Site photos are provided on the next few pages.

SITE PHOTO - 1: West part of property looking east



SITE PHOTO - 2: Center of property looking east



SITE PHOTO - 3: East part of property looking east toward Spokane River



SITE PHOTO - 4: East part of property looking west



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

- D. **Finding #B11:** **That the proposal (would) (would not) adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, (and) (or) existing land uses.**

TRAFFIC:

The adjacent street, Marina Drive is a private street that connects to US 95. Although there is no proposed use at this time, the annexation may generate uses that could create additional traffic flow and impacts. Any development, and, related traffic impacts are evaluated prior to issuance of building permits. The Development Impact Fee Ordinance requires any extraordinary traffic impacts to be mitigated by the applicant as a condition of permit issuance. Therefore potential traffic impacts need not be addressed at this time

-Submitted by Chris Bates, Engineering Project Manager

NEIGHBORHOOD CHARACTER:

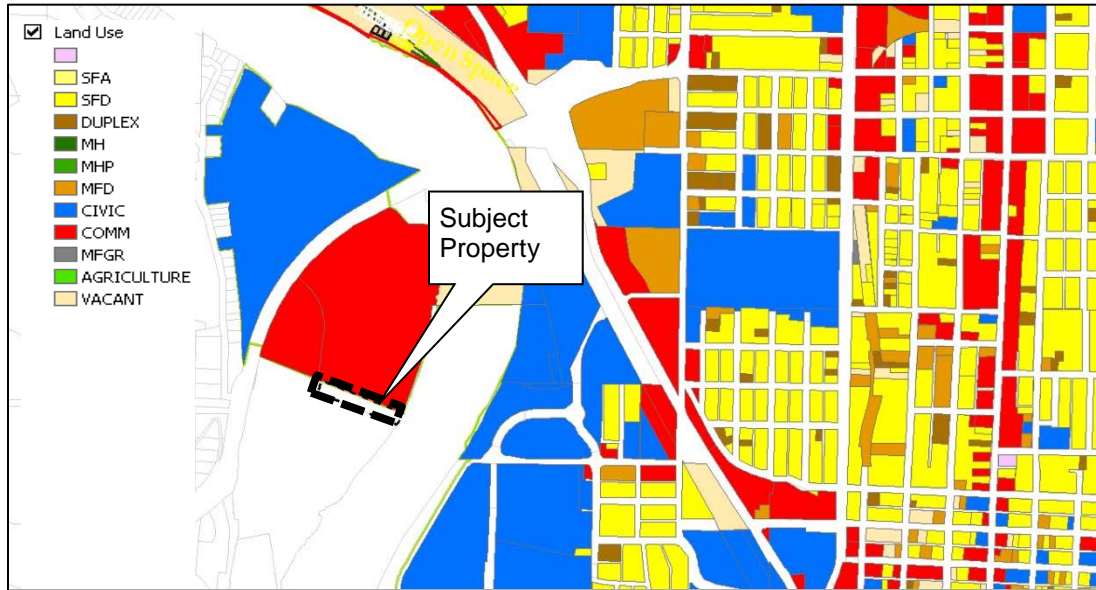
From the 2007 Comprehensive Plan: Spokane River District Today

The Spokane River District is in a state of flux from its historic past use as a site of four major waterfront 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 to 160+ acres provide opportunities for large scale master planning.

EXISTING LAND USES:

The subject property is currently vacant. It is surrounded by commercial uses on three sides (Blackwell Island RV Park to the north and the Blackwell Marina to the west and south). The Spokane River is located to the east of the subject property. Highway 95 is located north of the RV park and the Blackwell Island Recreation Site is located along the north side of Highway 95 on Blackwell Island.

GENERALIZED LAND USE PATTERN:



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

ORDINANCES & 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
- 2010 Coeur d'Alene Trails Master Plan

ACTION ALTERNATIVES:

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



**APPLICANT'S
NARRATIVE**

JUSTIFICATION

This 1.83-acre parcel is owned by the City of Coeur d'Alene. It was deeded to the city in 1996 as a condition of annexation of the adjacent Blackwell RV Park property. The Blackwell RV Park, which is immediately north of the subject property, and the Marina Yacht Club LLC property to the west of the RV Park and south of Highway 95 are both within the city limits. Across Highway 95 to the north, the Bureau of Land Management's Blackwell Island Recreation Site is also within the city limits.

The 2007 Comprehensive Plan category is **Stable Established**. This is an area where the character has been largely established and should generally be maintained. The area is not expected to change greatly within the planning period.

The subject property is within the **Spokane River District**. As stated in the 2007 Comprehensive Plan, this area is in a state of flux from its historic past use as a site of four major waterfront sawmills and other industrial uses. In place of sawmills, property is being converted into commercial, luxury residential units, and mixed use structures. This area is anticipated to continue transforming and the shoreline is expected to change dramatically as it develops into neighborhoods with housing, commercial retail and service activities that take advantage of their location along the river. The water quality of the Spokane River is also under study by local, state and federal agencies. Public infrastructure is not available in some locations and would require extensions from existing main lines.

The city-owned property is within the Special Area known as **Shorelines**. This area is subject to protections through the Shoreline Ordinance, which establishes limitations and restrictions on specifically defined shoreline property located within city limits and protecting visual resources and public access. Efficient use of land, such as mixed use projects and shared parking, are encouraged. The Policy speaks to public access to the river and lake shorelines. The Methods outlined under the policy reference the Shoreline Ordinance, suitability of scale, use and intensity, and protection and connectivity of the shoreline.

As stated on page 10 of the Comprehensive Plan, *"The Goals and Objectives represent the overall direction envisioned for Coeur d'Alene over the next twenty years... Our goals will prepare the city for growth, protect character, provide a reliable basis for public and private investment, and guide our city through the early twenty-first century."* Comprehensive Plan Goals #1 (Natural Environment) and #3 (Home Environment) apply to the subject property and the related Objectives include 1.01, 1.02, 1.03, 1.04, 1.05, 1.17 and 3.14.

Goal #1: Natural Environment says, *"Our Comprehensive Plan supports policies that preserve the beauty of our natural environment and enhance the beauty of Coeur d'Alene."*

Goal #3: Home Environment says, *"Our Comprehensive Plan preserves the qualities that make Coeur d'Alene a great place to live."*

Objectives 1.01 and 1.02 speak to environmental and water quality. Objectives 1.03 and 1.04 speak to public and private waterfront development and encourage it to incorporate and provide ample public

access (both physical access and visual access) to the river and reference the strict protective requirements that apply. Objective 1.05 speaks to protection of vistas and view corridors of hillsides and waterfronts. Objective 1.17 speaks to hazardous areas that are subject to flooding and states that these areas should be left in a natural state unless impacts can be mitigated. Objective 3.14 speaks to the encouragement of city-sponsored and/or private recreation facilities for citizens of all ages. This includes hiking and biking pathways, open space, passive parks, and water access for people and boats.

Because the subject property is owned by the city, it makes sense for the property to be within city limits. Additionally, the subject property may be sold in the future. Having the property within city limits will make the property more valuable for a possible future sale.

The applicable goals and objectives in the 2007 Comprehensive Plan do not speak to annexation. The stated objectives would be applicable to future use of the property.

The requested zoning of C-17 is consistent with zoning designations on the adjacent properties. Surrounding uses include the RV Park, Highway 95, marina, and restaurant. The Blackwell Island RV Park is zoned C-17 and has a special use permit for the RV Park use. The 10 acres of the Marina Yacht Club that are within city limits are zoned C-17L and the portion of the marina property that is within the County is zoned Commercial.

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

A. INTRODUCTION

This matter having come before the Planning Commission on June 14, 2016, and there being present a person requesting approval of ITEM A-2-16 , a request for zoning prior to annexation from County Restricted Residential to City C-17 (Commercial at 17 units/acre).

APPLICANT: THE CITY OF COEUR D'ALENE

LOCATION: PROPERTY IMMEDIATELY SOUTHWEST OF THE BLACKWELL ISLAND RV PARK,
800 S MARINA DRIVE

**B. FINDINGS: JUSTIFICATION FOR THE DECISION/CRITERIA, STANDARDS AND FACTS
RELIED UPON**

(The Planning Commission may adopt Items B1-through7.)

- B1. That the existing land uses are an RV Park use to the north, marina uses to the south And west, and the Spokane River to the east.
- B2. That the Comprehensive Plan Map designation is Stable Established.
- B3. That the zoning is County Restricted Residential.
- B4. That the notice of public hearing was published on May 28,2016, which fulfills the proper legal requirement.
- B5. That the notice of public hearing was not required to be posted, which fulfills the proper legal requirement.
- B6. That 24 notices of public hearing were mailed to all property owners of record within three-hundred feet of the subject property on May 27, 2016.
- B7. That public testimony was heard on June 14, 2016.
- B8. That this proposal **(is) (is not)** in conformance with the Comprehensive Plan policies as follows:

B9. That public facilities and utilities **(are) (are not)** available and adequate for the proposed use.
This is based on

Criteria to consider for B9:

1. Can water be provided or extended to serve the property?
2. Can sewer service be provided or extended to serve the property?
3. Does the existing street system provide adequate access to the property?
4. Is police and fire service available to the property?

B10. That the physical characteristics of the site **(do) (do not)** make it suitable for the request at this time because

Criteria to consider for B10:

1. Topography.
2. Streams.
3. Wetlands.
4. Rock outcroppings, etc.
5. vegetative cover.

B11. That the proposal **(would) (would not)** adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, **(and) (or)** existing land uses because

Criteria to consider for B11:

1. Traffic congestion.
2. Is the proposed zoning compatible with the surrounding area in terms of density, types of uses allowed or building types allowed?
3. Existing land use pattern i.e. residential, commercial, residential w churches & schools etc.

C. ORDER: CONCLUSION AND DECISION

The Planning Commission, pursuant to the aforementioned, finds that the request of THE CITY OF COEUR D'ALENE, for zoning prior to annexation, as described in the application should be **(approved) (denied) (denied without prejudice)**.

Suggested provisions for inclusion in an Annexation Agreement are as follows:

Motion by _____, seconded by _____, to adopt the foregoing Findings and Order.

ROLL CALL:

Commissioner Fleming	Voted _____
Commissioner Ingalls	Voted _____
Commissioner Luttrupp	Voted _____
Commissioner Messina	Voted _____
Commissioner Rumpler	Voted _____
Commissioner Ward	Voted _____

Chairman Jordan Voted _____ (tie breaker)

Commissioners _____ were absent.

Motion to _____ carried by a ____ to ____ vote.

CHAIRMAN BRAD JORDAN

**PLANNING COMMISSION
STAFF REPORT**

FROM: SEAN E. HOLM, PLANNER
DATE: JUNE 14, 2016
SUBJECT: PUD-2-94.M.6 - MODIFICATION OF COEUR D'ALENE PLACE PUD
S-3-12.M – SUBDIVISION REQUEST FOR 67 RESIDENTIAL LOTS (BOLIVAR
3RD ADDITION)
LOCATION: +/- 14.381 ACRES KNOWN AS BOLIVAR 2ND ADDITION (IN CDA PLACE)

APPLICANT/OWNER:
Greenstone-Kootenai II
1421 Meadowood Ln., Suite #200
Liberty Lake, WA 99019

DECISION POINT:

Kootenai-Greenstone is requesting approval of a minor modification of the Coeur d'Alene Place Planned Unit Development (PUD) and Preliminary Plat approval of Bolivar 3rd Addition. The request would allow for 67 lots, in three phases, in a private street(s) gated residential area commonly known as Coeur d'Alene Place.

GENERAL INFORMATION:

Previous Actions for Coeur d'Alene Place

- **1992:** A-4-92 Approved
- **1994:** PUD-2-94, ZC-2-94, S-1-94 Approved
- **1998:** ZC-14-98, A-4-98 (190 acres), PUD-2-94.1 Approved
- **2000:** PUD-2-94.2, A-7-00, PUD-2-94.2 Approved
- **2005:** PUD-2-05, ZC-3-05, S-6-05 Approved
- **2007:** PUD-2-05.m (Sorbonne), S-3-07 (242 lot, Sorbonne) Approved
- **2011:** I-11-11 Rear Court yard setback "Parc Rose" Approved
- **2012:** S-3-12 (325 lot, CDA Place), PUD-2-94m.5 Approved
- **2013:** I-1-13 , Adjust phasing plan for CdA Place Approved

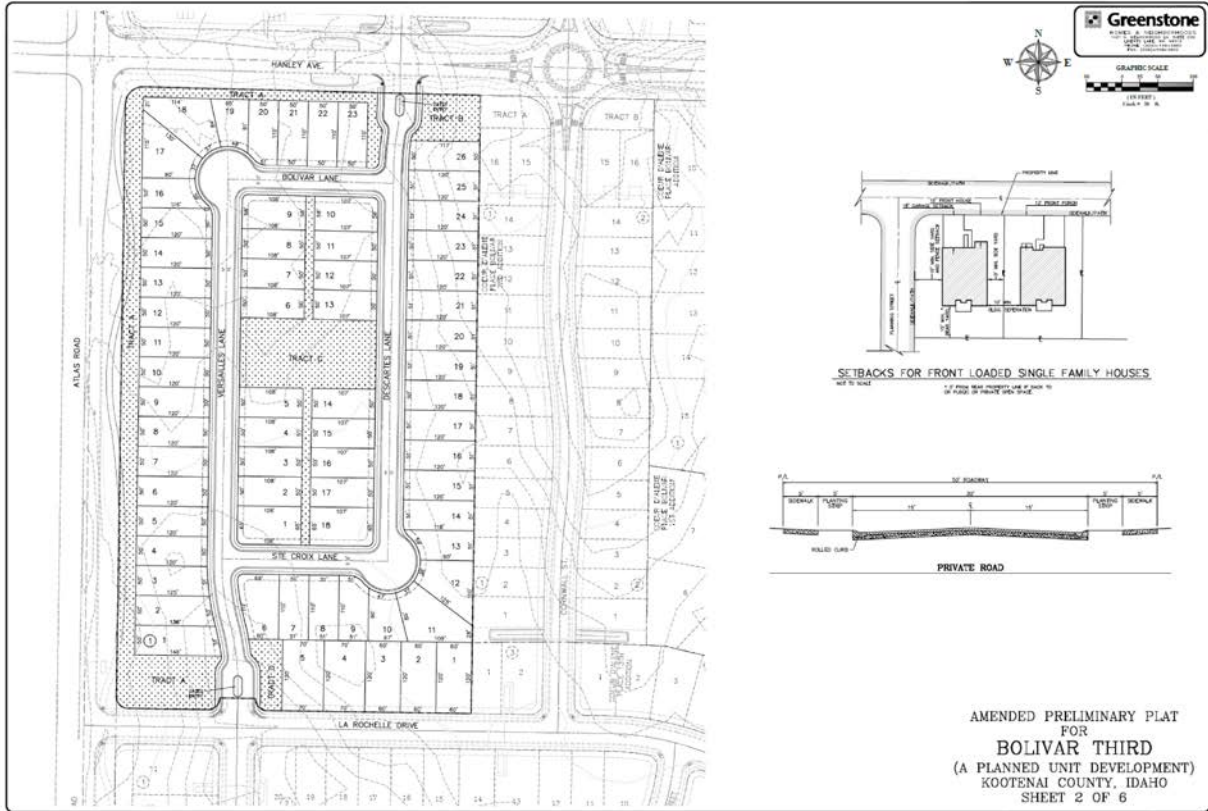


REQUIRED FINDINGS (Subdivision):

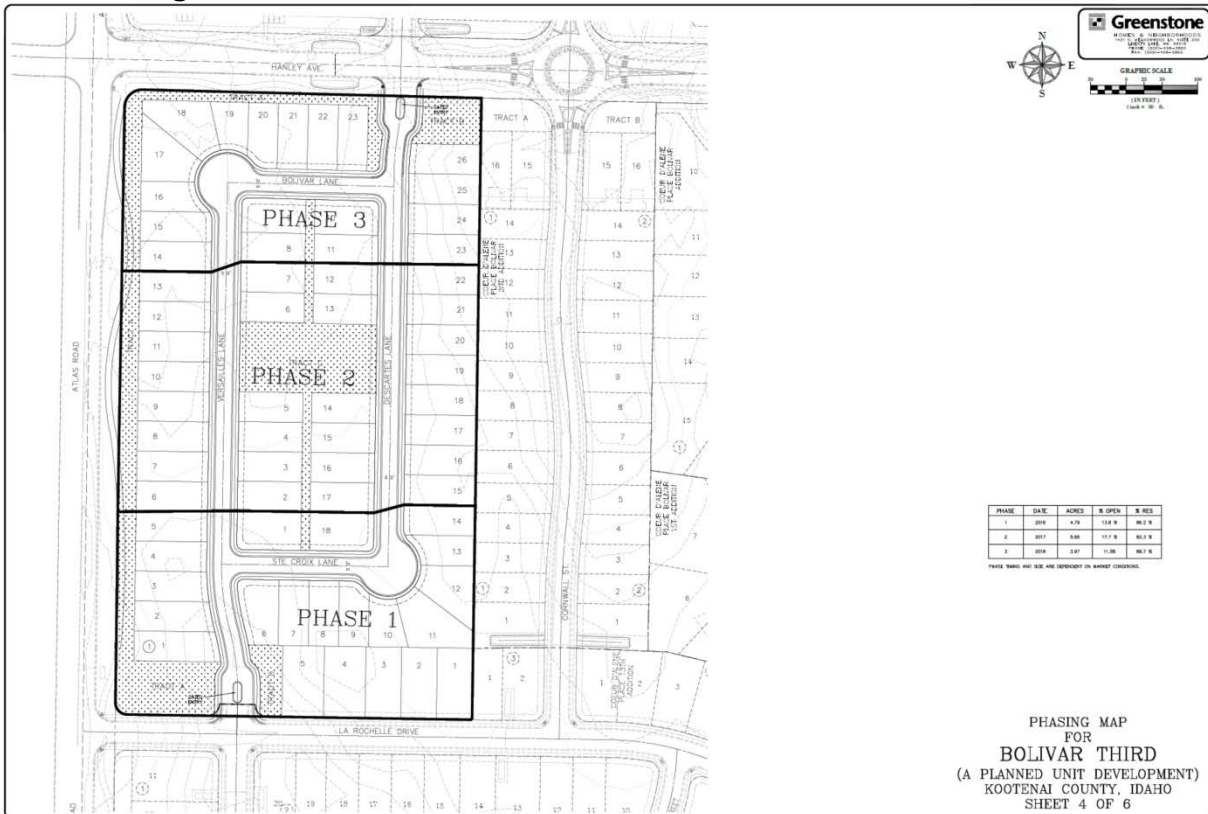
Finding #B7A: That all of the general preliminary plat requirements (have) (have not) been met as attested to by the City Engineer.

Per Gordon Dabler, City Engineer, the preliminary plat submitted contains all of the general preliminary plat elements required by the Municipal Code.

Preliminary Plat for "Bolivar 3rd Addition":



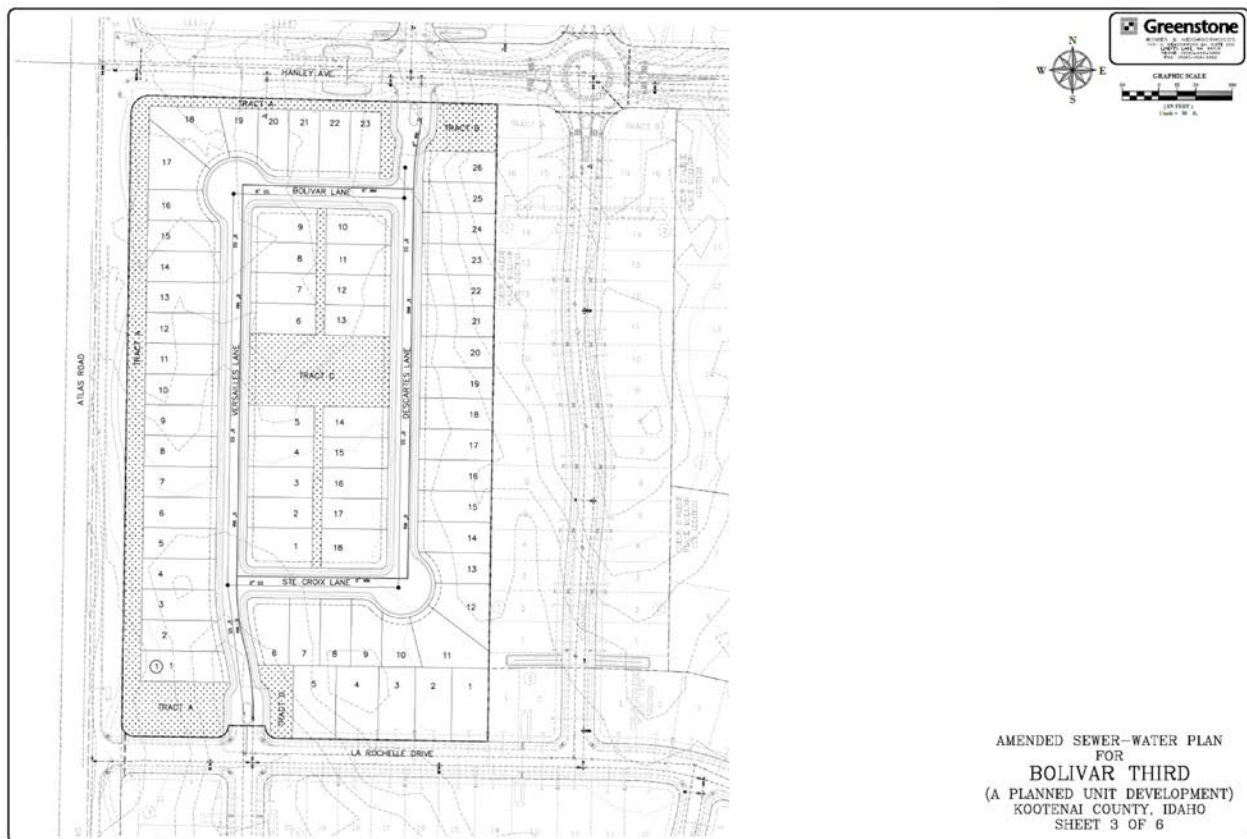
Phasing Plan:



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.

UTILITY PLAN (Water & Sewer):



STORMWATER:

City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site.

Assessment:

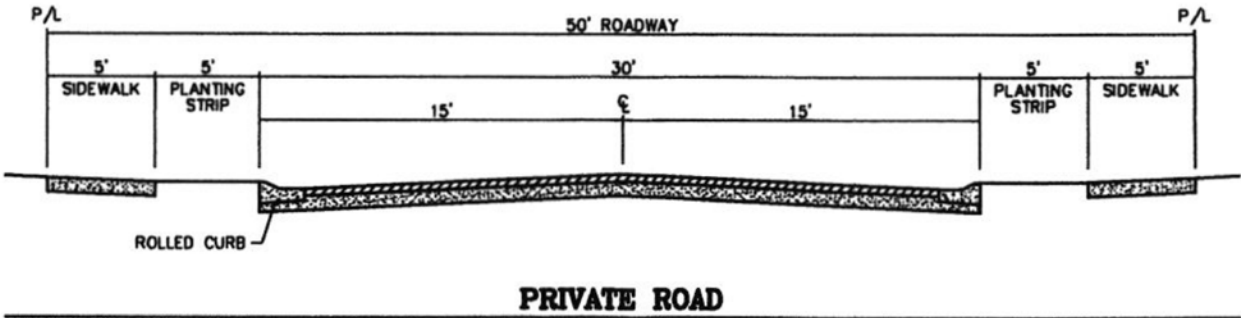
All stormwater is required to be contained within the boundaries of the proposed development. Per the original Annexation Agreement with the developer for the entirety of the subject property, the City will not accept the grassy swales for maintenance, therefore, the drainage facilities constructed within this and the two

subsequent proposed phases, will be managed and maintained by the homeowners association.

-Submitted by Chris Bates, Engineering Project Manager

STREETS:

Typical PUD Street Section (Private & Gated):



The proposed subdivision is bordered by Hanley Avenue on the north, Atlas Road on the west, and, La Rochelle Drive on the south. The current right-of-way widths meet City standards.

Assessment:

The noted public streets are fully developed to current City standards, therefore, no alterations to them will be required.

The proposed interior streets meet the design standard that was approved for the “private streets” within the developments “cluster housing areas” through the original CdA Place PUD development plan.

There is an existing multi-use trail along the easterly side of Atlas Road that is in an unfinished gravel state. This trail will be required to be paved for the full length of the of the subject property prior to final plat approval.

The developer is proposing the use of gates on both the north and south entrances to the subdivision. Any gate placement on the site will be required to be installed out of the existing public rights-of-way of both Hanley Avenue and La Rochelle Drive, and, be installed a minimum of twenty feet (20') beyond the end of the curb radius to insure sufficient standing area for vehicles. This spacing requirement will ensure that vehicles do not create a traffic hazard by intruding into the existing roadways.

-Submitted by Chris Bates, Engineering Project Manager

TRAFFIC:

The ITE Trip Generation Manual estimates the project may generate approximately 52 and 72 average daily trips respectively during the A.M. and P.M. peak hour periods. This is based upon data from the ITE Trip Generation Manual for the proposed 67 residential units.

Assessment:

The proposed development phase is adjoins two of the City's major arterial roadways, Hanley Avenue (east/west), and, Atlas Road (north/south), with the adjacent intersection of Atlas Road and Hanley Avenue being signalized. With the multiple number of connecting collector and arterial streets available for vehicular travel in the vicinity of the proposed development, it is apparent that the additional traffic volume will be accommodated and allow for rapid dispersion.

-Submitted by Chris Bates, Engineering Project Manager

WATER:

There is adequate capacity in the public water system to support domestic, irrigation and fire flow to the proposed Bolivar 3rd Addition located at the southeast corner of Hanley Ave. and Atlas Rd.

There are existing 12" water mains in Hanley Ave. and La Rochelle Dr. to which the subdivision is proposed to connect. There is an existing 8" water main stub north onto the subject property from the La Rochelle Dr. and Versailles Dr. intersection.

-Submitted by Terry W. Pickel, Water Superintendent

WASTEWATER:

The City's Wastewater Utility presently has the wastewater system capacity and willingness to serve this project.

Public Sewer is available at the intersection of La Rochelle and Versailles which borders the southern boundary of this PUD request.

Bolivar 3rd Addition is required to extend public sanitary sewer infrastructure conforming to all current City Standards and Sewer Policies within the private streets. Sewer laterals shall be installed from said public sewer to each newly created lot. All sewer laterals will be owned and maintained by the property owner(s).

The 20' wide sewer easement centered over all public sewer mains (30' wide when combined with public water mains) beyond the public right-of-way must be dedicated and accepted by the City.

-Submitted by Mike Becker, Utility Project Manager

FIRE:

The Fire Department works with the Engineering and Water 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 and turning radiuses), 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 and/or building permit approval, utilizing the currently adopted International Fire Code (IFC) for compliance.

Phase 1 appears to have 21 single family residential structures proposed. Per the IFC (International Fire Code) Section D107, any developments having over 30 one or two family residents requires two separate and approved fire apparatus access roads. The second fire apparatus access road will not be required in Phase 1 (21 proposed residents).

At Phase 2, when the permit application of the 31st resident is submitted, the second approved fire apparatus access road shall be engineered and constructed to meet the conditions of IFC 503.2.3 (road surface designed and maintained to support the imposed load of 75,000lbs and be surfaced so as to provide all-weather driving capabilities).

The second fire apparatus access road shall be maintained year around to include snow removal, not be obstructed and have street signs. It shall be the responsibility of the HOA to maintain, year around, the fire apparatus access roads.

If any gates or barriers are proposed for the approved fire apparatus access road, the FD will require full access through such gates or barriers utilizing Knox products.

-Submitted by Bobby Gonder, Fire Inspector

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 and planning 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. See the included PUD request below for proposed deviations.

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.**

Previous Coeur d’Alene Place subdivisions and PUD approvals (and subsequent modifications) have resulted in approved alterations to typical zoning district standards, which also extend to this request. A recap of prior deviations and modifications as applied to this request are included below in the PUD section of the staff report. The proposed density is 4.66 units per gross acre.

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.*

PLANNED UNIT DEVELOPMENT: Request for a PUD to allow for the following deviations from existing standards:

The Commission should bear in mind that a PUD is intended to provide for flexibility and diversity of use by removing the limitations in the typical lot-by-lot approach to development. It is not intended to be a means to waive certain development regulations. The Commission must, therefore, determine if the concept of the proposal is unique enough that it merits the flexibility afforded by the PUD regulations.

In making this determination, the Planning Commission should decide if the modifications requested represent a substantial change over what would be allowed if the regulations were applied on a lot-by-lot basis.

Previously Approved Modifications to Standards that Apply to Bolivar 3rd Add:

1. Setbacks:

- a. A reduction in front yard setback from 20’ to 15’ to face of house.
- b. A reduction of residential side yard setbacks from 5’ and 10’ to 0’ for all lots.

- c. A reduction in driveway length from 20' to 18' from back of sidewalk.
- d. Flanking street (Street side yard) increase from 10' to 15' from back of sidewalk.

2. Lot Area & Frontage:

- a. Reduction from 5,500 SF to a minimum of 4,000 SF for single-family homes.
- b. Reduction from 50' frontage to 40' for single-family homes.

3. Miscellaneous:

- a. Allow for type "R" rolled curbing for all residential streets.

Newly Requested Deviations through this PUD Request:

1. Setbacks:

- a. A reduction of the rear yard setback from 25' (code standard), 20' (CDA Place PUD), and 5' (Parc Rose), to a 15' rear yard (Bolivar 3rd Add.)

2. Miscellaneous:

- a. Private streets which are required to request a gated entry
- b. Gated entries (Hanley Ave. and La Rochelle Dr.)
- c. Omit mid-block walkway/Maximum 600' block length along Atlas Rd. (See narrative)

The Commission must decide if this request meets the intent of the PUD regulations and in so doing may wish to consider that certain benefits accrue to the city and the public by virtue of a planned unit development:

- Preservation of private open space.
- Ability to add conditions to an approval.
- Ability to lock in development plans for the future through the approved final development plan.
- Ability to negotiate solutions that benefit all.

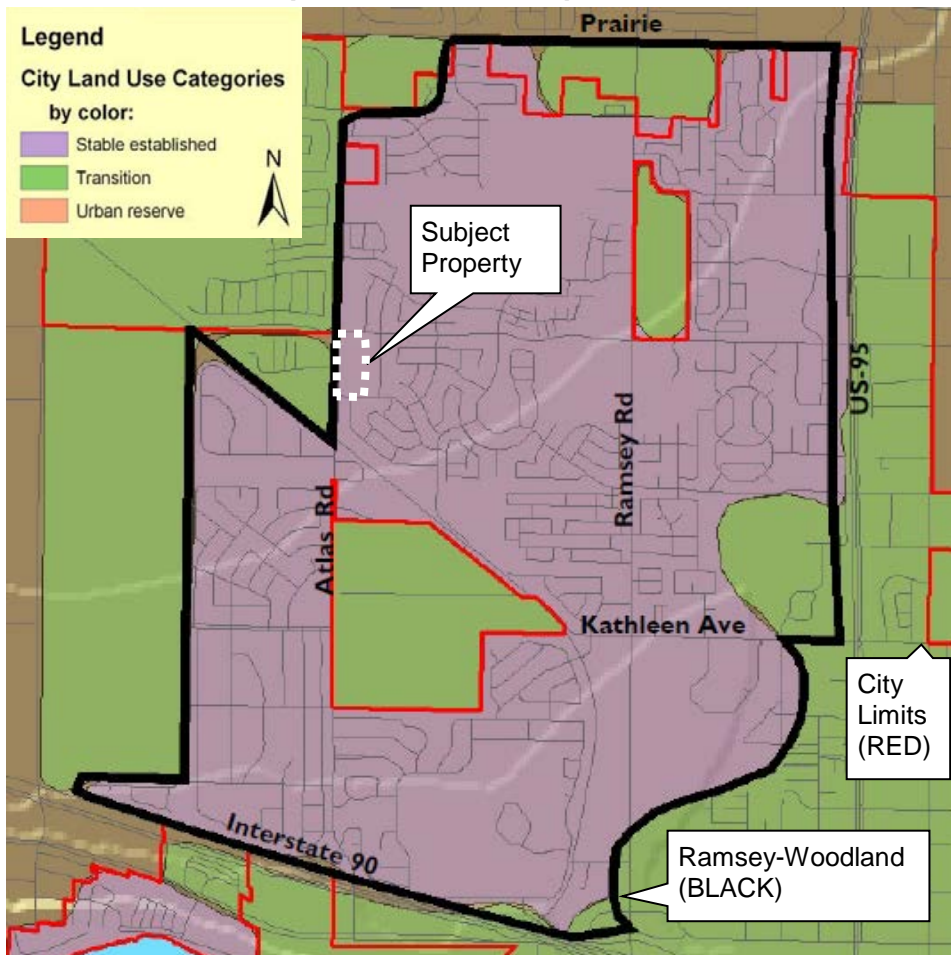
REQUIRED FINDINGS (Planned Unit Development - PUD):

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

2007 COMPREHENSIVE PLAN- LAND USE CATEGORIES:

- The subject property is within existing city limits
- The City Comprehensive Plan Map designates this area as: Ramsey – Woodland.

Atlas-Prairie Comprehensive Plan Map:



Stable Established:

These areas are where the character of neighborhoods has largely been established and, in general, should be maintained. The street network, the number of building lots, and general land use are not expected to change greatly within the planning period.

Land Use: Ramsey-Woodland

Ramsey - Woodland Today:

The development pattern in this area is mixed with established subdivisions, such as Coeur d'Alene Place, that are continuing to expand to the north. Passive and active parks have also been provided for the residents of these housing developments. Industrial uses are prominent to the west of Atlas Road with a mix of residential zoning on the south side of Hanley Avenue.

Neighborhood service nodes can be found throughout the Ramsey-Woodland area.

Ramsey - Woodland Tomorrow

Characteristics of the neighborhoods have, for the most part, been established and should be maintained. Development in this area will continue to grow in a stable manner. Lower density zoning districts will intermingle with the existing Coeur d'Alene Place Planned Unit Development (PUD) providing a variety of housing types. The northern boundary is the edge of the community, offering opportunities for infill.

The characteristics of Ramsey – Woodland neighborhoods will be:

- That overall density may approach three to four residential units per acre (3-4:1), however, pockets of higher density housing and multi-family units are appropriate in compatible areas.
- Pedestrian and bicycle trails.
- Parks just a 5-minute walk away.
- Neighborhood service nodes where appropriate.
- Multi-family and single-family housing units.

COMPREHENSIVE PLAN GOALS & OBJECTIVES:

- **Objective 1.02 - Water Quality:**
Protect the cleanliness and safety of the lakes, rivers, watersheds, and the aquifer.
- **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 trail systems.
- **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 3.01 - Managed Growth:**
Provide for a diversity of suitable housing forms within existing neighborhoods to match the needs of a changing population.

- **Objective 3.05 - Neighborhoods:**
Protect and preserve existing neighborhoods from incompatible land uses and developments.
- **Objective 3.08 - Housing:**
Design new housing areas to meet the city's need for quality neighborhoods for all income and family status categories.
- **Objective 3.10 - Affordable & Workforce Housing:**
Support efforts to preserve and provide affordable and workforce housing.
- **Objective 3.16 - Capital Improvements:**
Ensure infrastructure and essential services are available prior to approval for properties seeking 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.
- **Objective 4.02 - City Services:**
Provide quality services to all of our residents (potable water, sewer and stormwater systems, street maintenance, fire and police protection, street lights, recreation, recycling and trash collection).
- **Objective 4.06 - Public Participation:**
Strive for community involvement that is broad-based and inclusive, encouraging public participation in the decision making process.

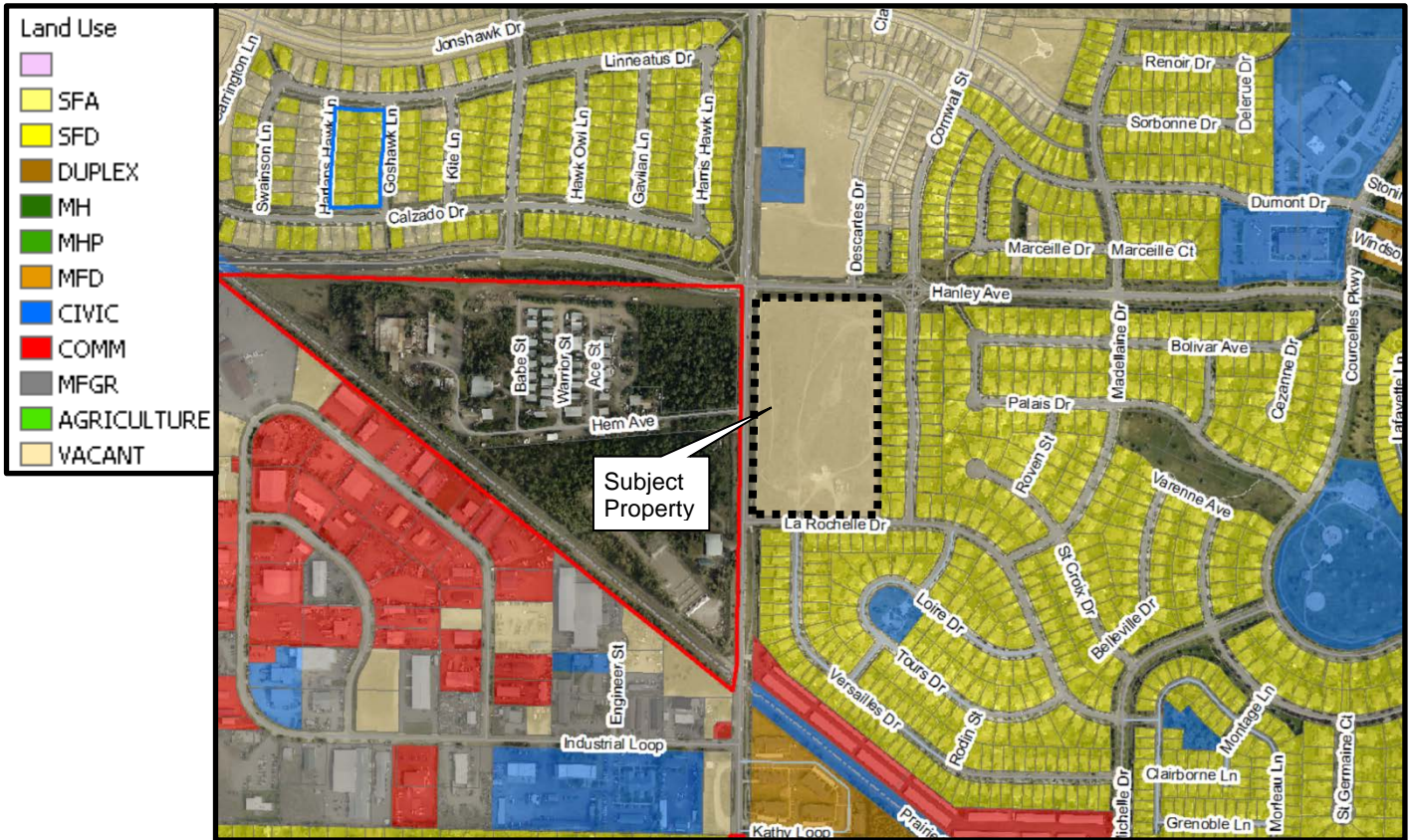
Evaluation: *The Planning Commission must determine, based on the information before them, whether the Comprehensive Plan policies do or do not support the request. Specific ways in which the policy is or is not supported by this request should be stated in the finding.*

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

LOCATION, SETTING, AND EXISTING USES:

See both “Ramsey-Woodland (today and tomorrow)” descriptions from the 2007 Comprehensive Plan listed in finding #B8A above. Also, see land use map, zoning map, and photos below of the subject property.

GENERALIZED LAND USE PATTERN:



EXISTING ZONING:



PHOTOS OF SUBJECT PROPERTY:

Looking SE into property from corner of Atlas and Hanley (Photo: Courtesy of Google 2012):



Looking west toward Atlas from Hanley at the NE corner of the property (Buffer & Trail):



Subject property looking south from Corner of Atlas and Hanley:



Looking west toward Atlas from La Rochelle at SE corner of property:



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 relatively flat and vacant with Atlas Road to the west, La Rochelle Drive south, and Hanley Avenue to the north. This is a continuation of the Coeur d'Alene Place PUD as the development moves west, originally envisioned to be a "future neighborhood commercial area" (Based on existing zoning and 2002 PUD map).

At less than 15% slope, the subject property is hillside exempt.

Examples of the architecture type anticipated for the site - Single Family Homes (illustrative only):





Greenstone

ENRICHED LIVING. LASTING VALUE.

ARLINGTON

1 Story • 1,437 SF • 3 Bed • 2 Bath • 2 Car Garage



MAIN FLOOR

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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: pg. 3-7), above.

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.**

From the applicant's narrative:

This neighborhood continues the theme for which Coeur d'Alene Place is known. It will have tree-lined streets, open space and connections to the overall trail system. The open space will be improved to meet the needs of the neighborhood. Landscaping will be completed in tracts A-D. The landscaping in tracts A, B and D will consist of Street trees, evergreen trees and soil mounding to create an aesthetically pleasing look. This is consistent with what has previously been done along both Atlas Road and Hanley Avenue. Tract "C" will be developed as a neighborhood Park. It will consist of trees, turf, and a sidewalk extending east to west through the park. Amenities located in the park will include a picnic shelter, garden boxes and benches. The north south portion of tract "C" is intended to be a passive area that can be used as a way for the people to access the park. Since yard fences are not allowed in this neighborhood it appears as a continuation of back yards. This works well due to the fact the entire neighborhood is maintenance free so the yards and common space are maintained as one. Greenstone-Kootenai II used a very similar approach in Parc Rose. The trail along Atlas Road that will be completed as part of the project is one more step in finishing the overall trail system in Coeur d' Alene Place. This internal trail system also provides for connections to the greater trail system of the city. The trail along Atlas has a connection at the south end of Coeur d' Alene Place to the Prairie Trail which connects people to the Prairie as well as downtown Coeur d' Alene and the Centennial Trail. The open space both active and passive as part of this project works out to seventeen percent of the total project.

Staff assessment:

Open Space for Phases 1, 2 & 3: 14.64% of the subject property will be usable open space measuring a total of 2.11 acres in Tracts "A" through "D".

Open Space Map (ALL OF CDA PLACE):

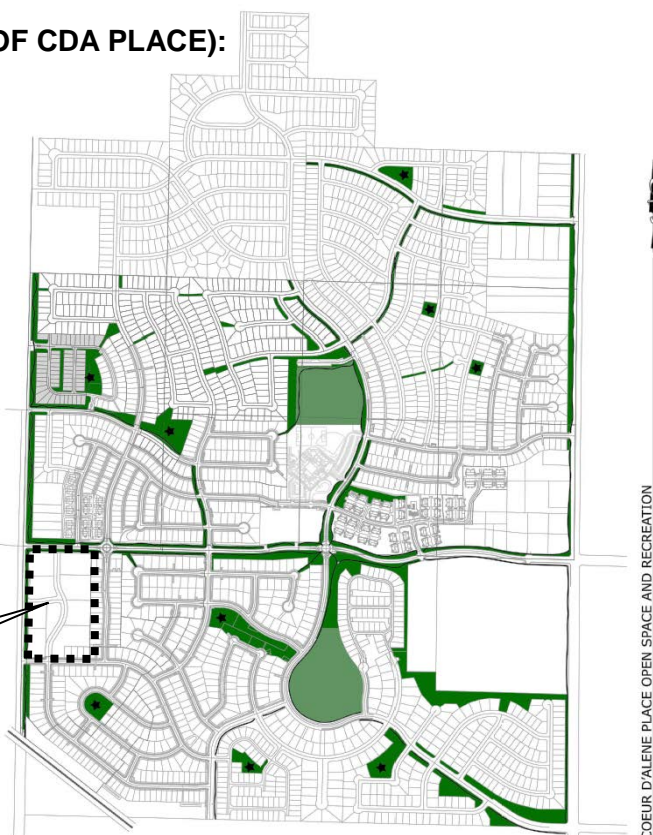
LEGEND

- 10' ASPHALT PATH
- ★ PRIVATE PARKS
- PUBLIC PARKS
- PRIVATE PARKS AND OPEN SPACE

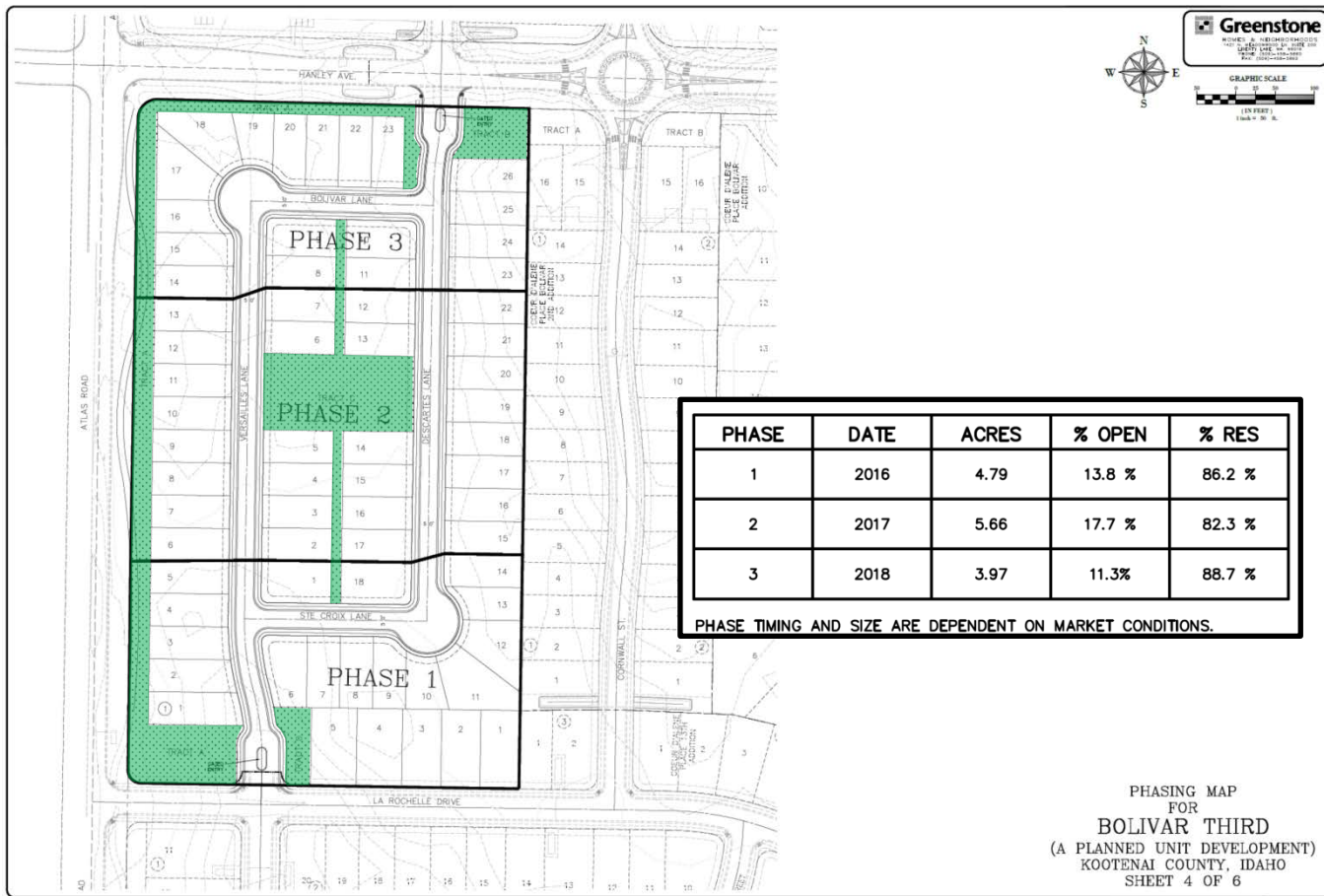
NOTE:
 PLAN IS FOR ILLUSTRATIVE PURPOSES. INFORMATION
 SHOWN BASED ON CONDITIONS EXISTING MAY 9TH,
 2017. PLAN AND DESIGNS MAY BE SUBJECT TO
 MODIFICATION OR CHANGE WITHOUT NOTICE.



Subject Property



Proposed Open Space Map (BOLIVAR 3RD ADDITION):

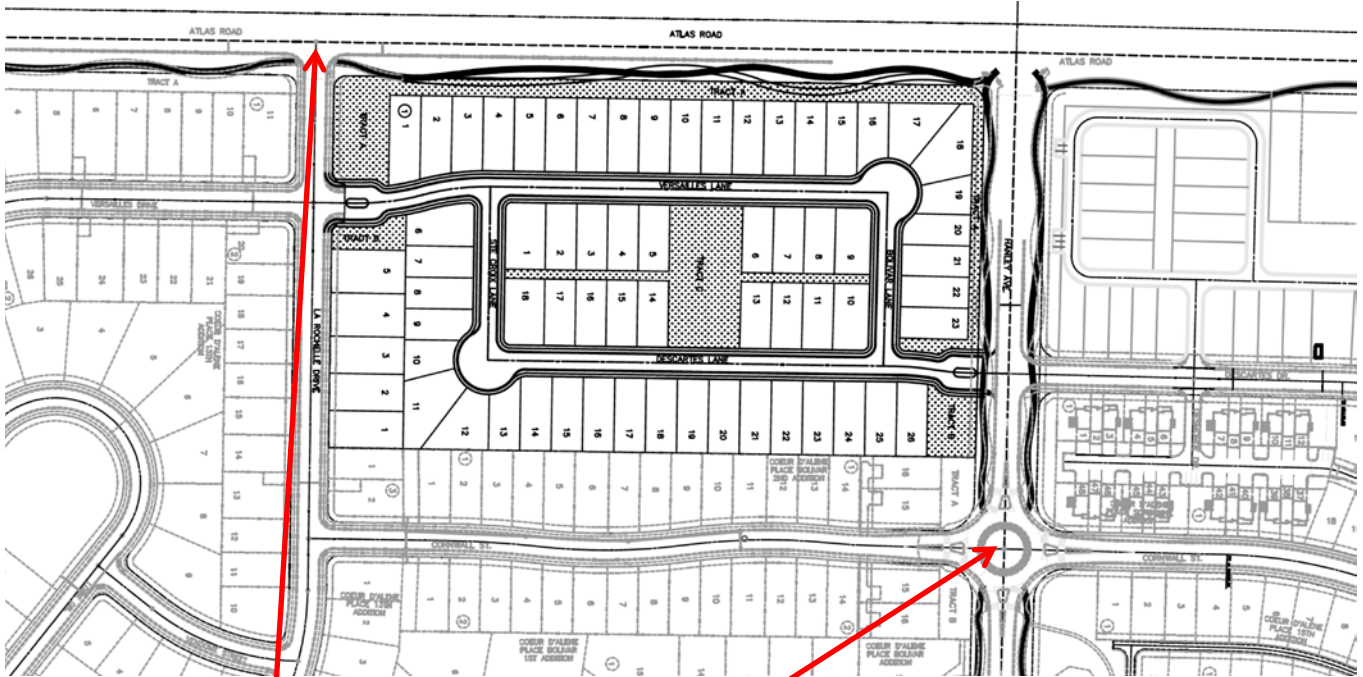


PHASE	DATE	ACRES	% OPEN	% RES
1	2016	4.79	13.8 %	86.2 %
2	2017	5.66	17.7 %	82.3 %
3	2018	3.97	11.3%	88.7 %

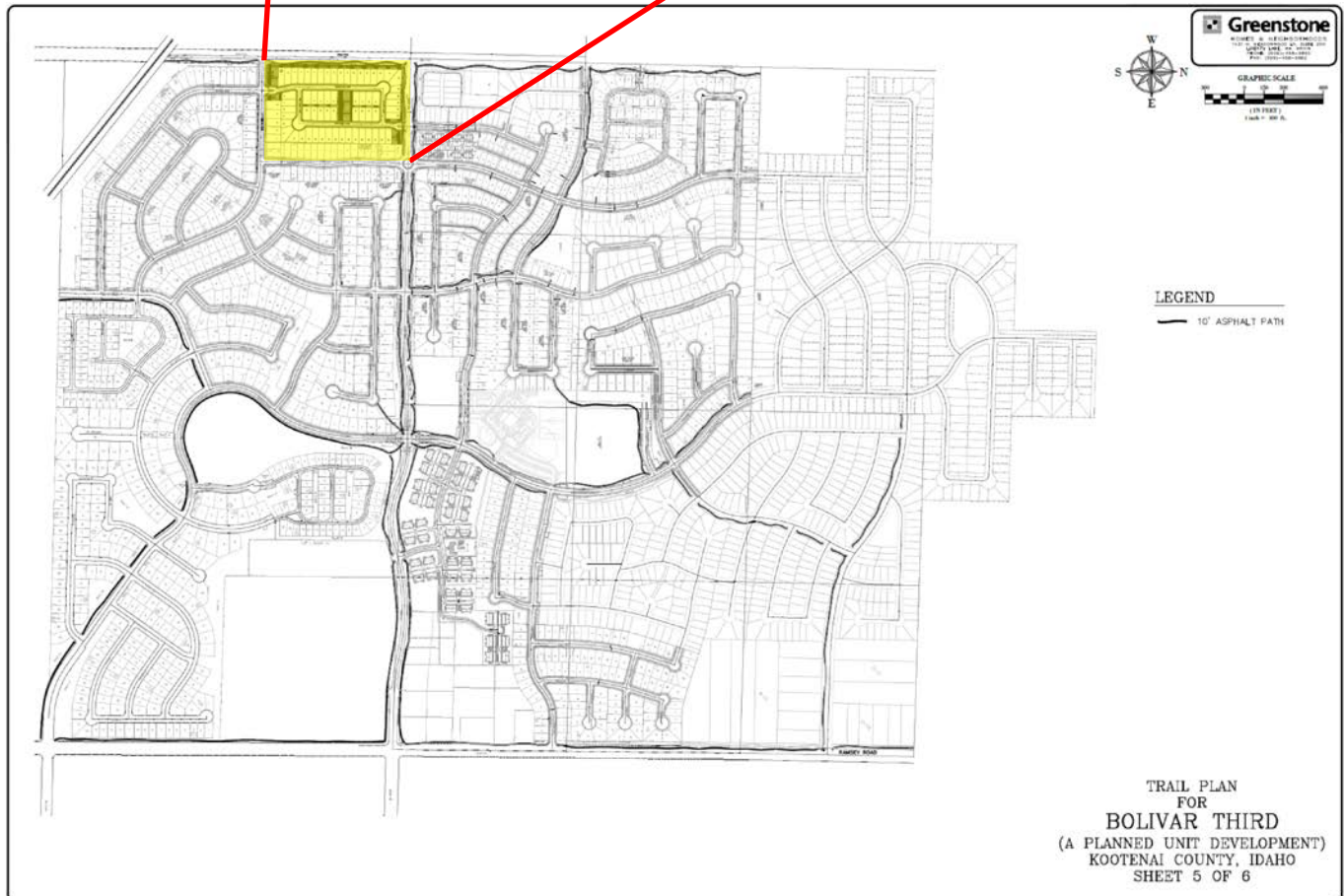
PHASE TIMING AND SIZE ARE DEPENDENT ON MARKET CONDITIONS.

PHASING MAP
 FOR
BOLIVAR THIRD
 (A PLANNED UNIT DEVELOPMENT)
 KOOTENAI COUNTY, IDAHO
 SHEET 4 OF 6

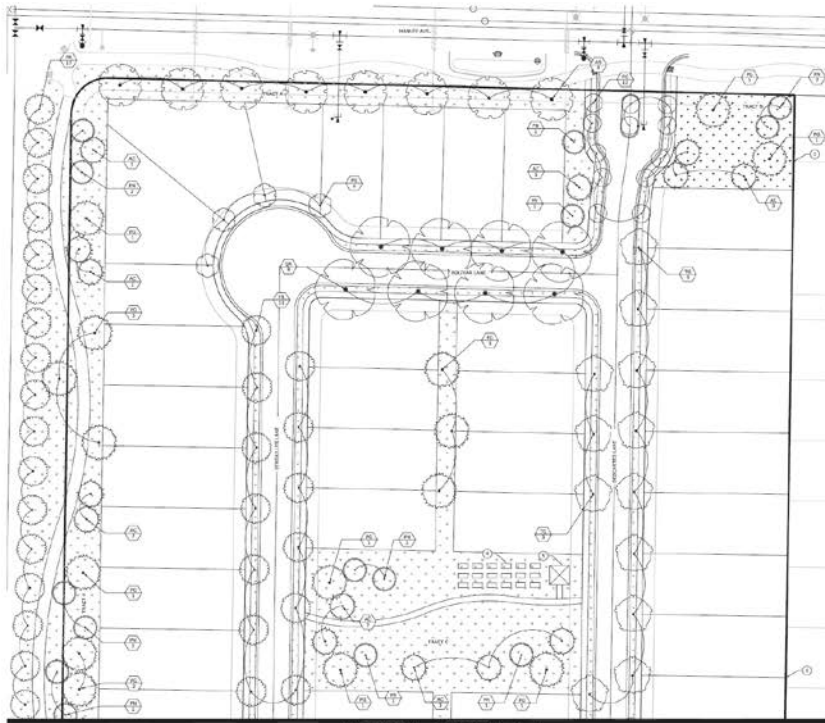
Proposed Trail Map (Bolivar 3rd Add.):



Proposed Trail Map (All):



Proposed Landscaping Features:



- CALLOUTS**
- 1 PLANT SPECIES: SEE
 - 2 SPECIES: SEE CALLOUTS FOR SPECIES
 - 3 INDICATES WHERE SPECIES TO BE PLANTED
 - 4 TREE SIZE
 - 5 CONSTRUCTION NOTES FOR PLANTING
- LEGEND**
- 6 SEEED PLAN SHEET FOR SPECIES IDENTIFICATION
- PLANT CALLOUTS**
- 7 PLANT SPECIES
 - 8 NUMBER OF PLANTS
 - 9 TREE SIZE
- CONSTRUCTION NOTES**
1. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CONSTRUCTION PLAN.
 2. PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CONSTRUCTION PLAN AND THE SPECIFICATIONS FOR PLANTING.
 3. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CONSTRUCTION PLAN AND THE SPECIFICATIONS FOR PLANTING.
 4. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CONSTRUCTION PLAN AND THE SPECIFICATIONS FOR PLANTING.
 5. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CONSTRUCTION PLAN AND THE SPECIFICATIONS FOR PLANTING.
- PLANT LEGEND**
- | PLANT SPECIES | PLANT SPECIES | PLANT SPECIES |
|---|---------------|---------------|
| 1. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |
| 2. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |
| 3. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |
| 4. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |
| 5. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |
| 6. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |
| 7. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |
| 8. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |
| 9. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |
| 10. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |

MATCHLINE - SEE SHEET L-1

A LANDSCAPE PLAN

GRAPHIC SCALE
1" = 10' (SEE PLAN FOR SCALE)

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL THE NUMBER DATE BEFORE YOU DIG

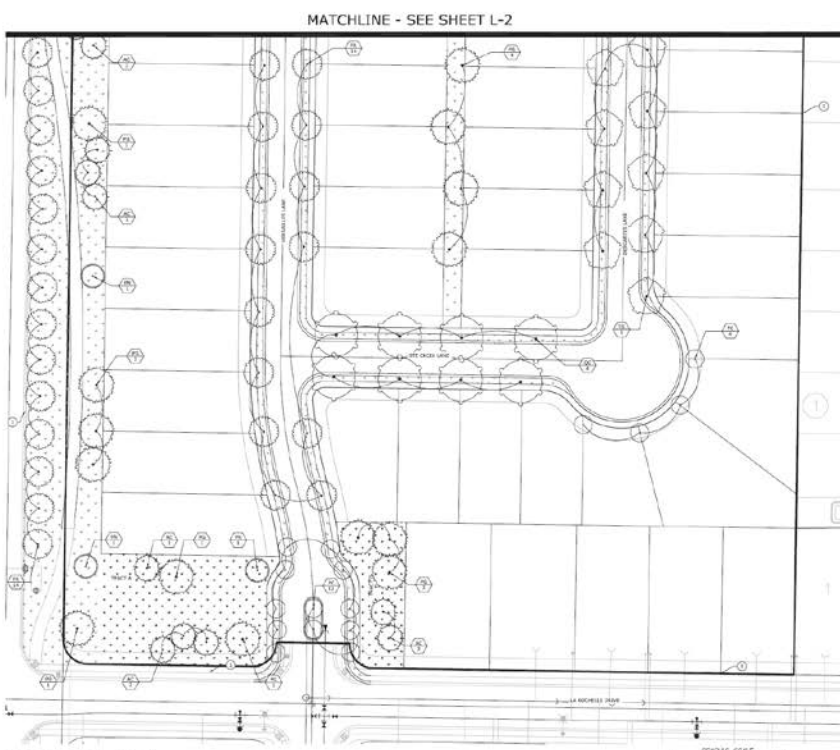
PRELIMINARY - NOT FOR CONSTRUCTION

BOLIVAR THIRD ADDITION GREENSTONE HOMES LANDSCAPE PLAN

DATE: 5/7/16
SHEET: 514
HT

16-037

L-2



- CALLOUTS**
- 1 PLANT SPECIES: SEE
 - 2 SPECIES: SEE CALLOUTS FOR SPECIES
 - 3 INDICATES WHERE SPECIES TO BE PLANTED
 - 4 TREE SIZE
 - 5 CONSTRUCTION NOTES FOR PLANTING
- LEGEND**
- 6 SEEED PLAN SHEET FOR SPECIES IDENTIFICATION
- PLANT CALLOUTS**
- 7 PLANT SPECIES
 - 8 NUMBER OF PLANTS
 - 9 TREE SIZE
- CONSTRUCTION NOTES**
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- PLANT LEGEND**
- | PLANT SPECIES | PLANT SPECIES | PLANT SPECIES |
|---|---------------|---------------|
| 1. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |
| 2. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |
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| 4. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |
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| 6. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |
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| 9. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |
| 10. Acer rubrum 'Red Sweetgum' / Red Sweetgum | 2' x 8' 10' | 10 |

MATCHLINE - SEE SHEET L-2

A LANDSCAPE PLAN

GRAPHIC SCALE
1" = 10' (SEE PLAN FOR SCALE)

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL THE NUMBER DATE BEFORE YOU DIG

PRELIMINARY - NOT FOR CONSTRUCTION

BOLIVAR THIRD ADDITION GREENSTONE HOMES LANDSCAPE PLAN

DATE: 5/7/16
SHEET: 514
HT

16-037

L-1

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.**

There was no request made for changes to off-street parking requirements through the PUD.

17.44.030: RESIDENTIAL USES:

Unless otherwise allowed by the relevant zoning or overlay district, the following off street parking is required for typical residential uses:

	<u>Residential Uses</u>	<u>Requirement</u>
A.	Detached housing, single-family	2 spaces per dwelling unit

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.**

A Homeowner's Association was created with the original Coeur d'Alene Place PUD to maintain all common property and the same will apply to the subject property.

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.*

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

Stormwater:

8. 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.

General:

9. The final plat shall conform to the requirements of the City.

PROPOSED CONDITIONS:

Planning:

1. Based on the applicant's preliminary plat design and narrative, all of the proposed lots must be residential. Current zoning is C-17 PUD and C-17L PUD (referring to R-17 standards for residential development).
2. Buffer yard plantings and street trees located at the perimeters of the subject property along Atlas Rd., La Rochelle St., and Hanley Ave. must be installed (or bonded at 150% per code) prior to final plat approval.

Engineering:

3. The multi-use path located along the proposed subdivisions westerly frontage must be paved in its entirety prior to final plat approval.
4. Any installed gates must be situated no closer than twenty feet from the end of the curb radii to allow for vehicle storage/stacking without intrusion into the adjoining street.

Water:

5. The subject property will require water main extensions with connections to both Hanley Ave. and La Rochelle Dr. to ensure system reliability. If it is determined that this will be a private road, a public utility easement will be required, 20 foot for water or 30' if combined water and sewer inclusive of fire hydrants. Otherwise, the water mains will be in right of way under asphalt. No permanent structures other

than roadways, curbs and sidewalks will be allowed within a public utility easement or within 10' of the water mains. All mains, hydrants, services and related appurtenances will be installed at the developer's expense.

Fire:

6. The second fire apparatus access road shall be constructed upon the application submittal of the 31st residential structure permit.
7. The FD approved apparatus access road shall meet the requirements of the IFC Section 503.2.3. It shall be engineered and constructed to meet the imposed load of 75,000lbs and surfaced to provide all-weather driving capabilities.
8. The FD approved apparatus access road shall be maintained year around by the HOA to include snow removal. This apparatus access road shall be posted with signage stating 'NO PARKING-FIRE LANE' and remain unobstructed.
9. The FD will require access through any proposed gate or barrier.
10. Minimum road widths (20') are determined by IFC 2012 Appendix D. The proposed road widths meet those laid out in the IFC. Road widths between 20' and 26' shall have fire lane signs posted on both sides of the fire apparatus access roads.
11. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26', exclusive of shoulders.
12. The total number of hydrants to be added will depend on type of future construction, occupancy classification and required distances.

Wastewater:

13. The Extension of public sanitary sewer infrastructure and installation of sewer laterals to each newly created lot will be required prior to final plat approval of each phase.
14. The utility easement for the public sewer infrastructure must be dedicated to the City prior to final plat approval.

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
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 worksheets are attached.

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

**APPLICANT'S
NARRATIVE**

PROJECT

Narrative

Introduction

The Coeur d' Alene Place PUD originally came before the Planning and Zoning Commission and City Council in 1994. This is the 5th revision since the original approval. Prior revisions were approved in 1998, 2000, 2005 and 2011.

This proposal is a change to the original use of this site from C-17 and C-17L to residential. The proposed residential is allowed in the C-17 and C-17L and will not require a zone change. Over the past 20 years of development at Coeur d' Alene Place there has been multiple shifts in the market and this request reflects what we see as a reduced demand for Commercial property in Coeur d' Alene Place.

Overall Concept:

One of the continuing changes we see in the market place is a demand for housing that allows people to age in place and continue to live an independent life style. This proposal will help meet the need of people wanting this type of housing opportunity. We define these neighborhoods as "Empty Nester Neighborhoods". The product is designed to meet the needs of people looking for homes that have fewer stairs and amenities that provide the opportunity to stay in their home longer and continue living and independent life style. This proposal will consist of single family homes located on lots that have mostly 50 foot street frontage. All outside landscaping is provided as part of the amenities. The neighborhood will be part of the Coeur d' Alene Place Homeowners Association. This is the third "Empty Nester Neighborhood" we have done in Coeur d' Alene Place. They have all been designed to blend in with the surrounding neighborhoods.

This neighborhood continues the theme Coeur d' Alene Place is known for. It will have tree lined streets, open space and connections to the overall trail system. The open space will be improved to meet the needs of the neighborhood. Landscaping will be completed in tracts A-D. The landscaping in tracts A, B and D will consist of Street trees, evergreen trees and soil mounding to create an aesthetically pleasing look. This is consistent with what has previously been done along both Atlas Road and Hanley Avenue. Tract "C" will be developed as a neighborhood Park. It will consist of Trees, turf, a sidewalk extending east to west through the park. Amenities located in the park will include a picnic shelter, garden boxes and benches. The north south portion of tract "C" is intended to be a passive area that can be used as a way for the people to access the park. Since yard fences are not allowed in this neighborhood it appears as a continuation of back yards. This works

PROJECT

Narrative

well due to the fact the entire neighborhood is maintenance free so the yards and common space are maintained as one. We used a very similar approach in Parc Rose. The trail along Atlas Road that will be completed as part of the project is one more step in finishing the over all trail system in Coeur d' Alene Place. This internal trail system also provides for connections to the greater trail system of the city. The trail along Atlas has a connection at the south end of Coeur d' Alene Place to the Prairie Trail which connects people to the Prairie as well as downtown Coeur d' Alene and the Centennial Trail. The open space both active and passive as part of this project works out to seventeen percent of the total project.

At the time the PUD and Preliminary Plat were amended in 2011 considerable attention was given to revising the site standards for the Coeur d' Alene Place PUD. With the changes approved at that time the site standards now have greater clarity and uniformity. At this time we are requesting three variances to city code. The following describe each of the requested variance.

Rear Yard Set Back: We are requesting a reduction to a 15 foot rear yard setback. Due to the type of neighborhood we are proposing people do not need or desire a large backyard.

Hanley Avenue Set Back: We are proposing a reduction to the required 30 foot landscape buffer adjacent to Arterials. The landscaping buffer we are requesting is 17 feet which is consistent with what was approved for Bolivar Addition which is directly to the east of the subject site. This leaves a total of 47 feet of landscaping to back of curb.

Mid Block Walkway Connection: We are requesting a variance to the maximum block length of 600 feet for walkway connections. While the block length between La Rochelle and Hanley is 1100 plus feet, we believe the fact there is trails on both sides of Hanley and a sidewalk on La Rochelle people living in this neighborhood will have good access to the trail along Atlas without a mid block connection.

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

A. INTRODUCTION

This matter having come before the Planning Commission on June 14, 2016, and there being present a person requesting approval of: PUD-2-94.M.6 a request for a minor modification to a planned unit development known as "Coeur d'Alene Place PUD".

APPLICANT: KOOTENAI-GREENSTONE II

LOCATION: +/- 14.381 ACRES KNOWN AS BOLIVAR 2ND ADDITION (IN CDA PLACE

B. FINDINGS: JUSTIFICATION FOR THE DECISION/CRITERIA, STANDARDS AND FACTS RELIED UPON

(The Planning Commission may adopt Items B1-through7.)

- B1. That the existing land uses are residential and commercial.
- B2. That the Comprehensive Plan Map designation is Stable Established.
- B3. That the zoning is C-17L & C-17(PUD).
- B4. That the notice of public hearing was published on, May 28, 2016, which fulfills the proper legal requirement.
- B5. That the notice of public hearing was posted on the property on May 31, 2016, which fulfills the proper legal requirement.
- B6. That 128 notices of public hearing were mailed to all property owners of record within three-hundred feet of the subject property on May 27, 2016.
- B7. That public testimony was heard on June 14, 2016.
- B8. Pursuant to Section 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 Planning Commission:

B8A. The proposal **(is) (is not)** in conformance with the Comprehensive Plan. This is based upon the following policies:

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

Criteria to consider for B8B:	
1. Density	6. Open space
2. Architectural style	7. Landscaping
3. Layout of buildings	
4. Building heights & bulk	
5. Off-street parking	

B8C. The proposal **(is) (is not)** compatible with natural features of the site and adjoining properties. In the case of property located within the hillside overlay zone, does not create soil erosion, sedimentation of lower slopes, slide damage, or flooding problems; prevents surface water degradation or severe cutting or scarring; reduces the risk of catastrophic wildfire in the wildland urban interface; and complements the visual character and nature of the city. This is based on

Criteria to consider for B8C:	
1. Topography	3. Native vegetation
2. Wildlife habitats	4. Streams & other water areas

B8D The location, design, and size of the proposal are such that the development **(will)** **(will not)** be adequately served by existing streets, public facilities and services. This is based on

Criteria to consider for B8D:

1. **Is there water available to meet the minimum requirements for domestic consumption & fire flow?**
2. **Can sewer service be provided to meet minimum requirements?**
3. **Can the existing street system accommodate the anticipated traffic to be generated by this development?**
4. **Can police and fire provide reasonable service to the property?**

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. This is based on

B8F Off-street parking **(does)****(does not)** provide parking sufficient for users of the development. This is based on

B8G That the proposal **(does)** **(does not)** provide for an acceptable method for the perpetual maintenance of all common property. This is based on

C. ORDER: CONCLUSION AND DECISION

The Planning Commission, pursuant to the aforementioned, finds that the request of KOOTENAI-GREENSTONE for approval of the planned unit development, as described in the application should be **(approved)** **(denied)** **(denied without prejudice)**.

Special conditions applied are:

Planning:

1. Based on the applicant's preliminary plat design and narrative, all of the proposed lots must be residential. Current zoning is C-17 PUD and C-17L PUD (referring to R-17 standards for residential development).
2. Buffer yard plantings and street trees located at the perimeters of the subject property along Atlas Rd., La Rochelle St., and Hanley Ave. must be installed (or bonded at 150% per code) prior to final plat approval.

Engineering:

3. The multi-use path located along the proposed subdivisions westerly frontage must be paved in its entirety prior to final plat approval.
4. Any installed gates must be situated no closer than twenty feet from the end of the curb radii to allow for vehicle storage/stacking without intrusion into the adjoining street.

Water:

5. The subject property will require water main extensions with connections to both Hanley Ave. and La Rochelle Dr. to ensure system reliability. If it is determined that this will be a private road, a public utility easement will be required, 20 foot for water or 30' if combined water and sewer inclusive of fire hydrants. Otherwise, the water mains will be in right of way under asphalt. No permanent structures other than roadways, curbs and sidewalks will be allowed within a public utility easement or within 10' of the water mains. All mains, hydrants, services and related appurtenances will be installed at the developer's expense.

Fire:

6. The second fire apparatus access road shall be constructed upon the application submittal of the 31st residential structure permit.
7. The FD approved apparatus access road shall meet the requirements of the IFC Section 503.2.3. It shall be engineered and constructed to meet the imposed load of 75,000lbs and surfaced to provide all-weather driving capabilities.
8. The FD approved apparatus access road shall be maintained year around by the HOA to include snow removal. This apparatus access road shall be posted with signage stating 'NO PARKING-FIRE LANE' and remain unobstructed.
9. The FD will require access through any proposed gate or barrier.
10. Minimum road widths (20') are determined by IFC 2012 Appendix D. The proposed road widths meet those laid out in the IFC. Road widths between 20' and 26' shall have fire lane signs posted on both sides of the fire apparatus access roads.
11. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26', exclusive of shoulders.
12. The total number of hydrants to be added will depend on type of future construction, occupancy classification and required distances.

Wastewater:

- 13. The Extension of public sanitary sewer infrastructure and installation of sewer laterals to each newly created lot will be required prior to final plat approval of each phase.

- 14. The utility easement for the public sewer infrastructure must be dedicated to the City prior to final plat approval.

Motion by _____ seconded by _____ to adopt the foregoing Findings and Order.

ROLL CALL:

Commissioner Fleming	Voted _____
Commissioner Ingalls	Voted _____
Commissioner Luttrupp	Voted _____
Commissioner Messina	Voted _____
Commissioner Rumpler	Voted _____
Commissioner Ward	Voted _____

Chairman Jordan Voted _____ (tie breaker)

Commissioners _____ were absent.

Motion to _____ carried by a ____ to ____ vote.

CHAIRMAN BRAD JORDAN

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

A. INTRODUCTION

This matter having come before the Planning Commission on June 14, 2016, and there being present a person requesting approval of ITEM:S-3-16m a request for preliminary plat approval of a 67 -lot preliminary plat known as "Bolivar 3rd Addition".

APPLICANT: KOOTENAI-GREENSTONE II

LOCATION: +/- 14.381 ACRES KNOWN AS BOLIVAR 2ND ADDITION (IN CDA PLACE

B. FINDINGS: JUSTIFICATION FOR THE DECISION/CRITERIA, STANDARDS AND FACTS RELIED UPON

(The Planning Commission may adopt Items B1-through7.)

- B1. That the existing land uses are residential and commercial.
- B2. That the zoning is C-17L & C-17 (PUD).
- B3. That the notice of public hearing was published on May 28, 2016, which fulfills the proper legal requirement.
- B4. That the notice was not required to be posted on the property.
- B5. That 128 notices of public hearing were mailed to all property owners of record within three-hundred feet of the subject property.
- B6. That public testimony was heard on June 14, 2016.
- B7. Pursuant to Section 16.10.030A.1, Preliminary Plats: In order to approve a preliminary plat, the Planning Commission must make the following findings:
 - B7A. That all of the general preliminary plat requirements **(have) (have not)** been met as determined by the City Engineer. This is based on

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. This is based on

B7C. That the proposed preliminary plat **(do) (do 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. This is based on

B7D. The lots proposed in the preliminary plat **(do) (do not)** meet the requirements of the applicable zoning district. This is based on

Criteria to consider for B7D:

1. Do all lots meet the required minimum lot size?
2. Do all lots meet the required minimum street frontage?
3. Is the gross density within the maximum allowed for the applicable zone?

C. ORDER: CONCLUSION AND DECISION

The Planning Commission, pursuant to the aforementioned, finds that the request of KOOTENAI-GREENSTONE for preliminary plat approval as described in the application should be **(approved) (denied) (denied without prejudice)**.

Special conditions applied to the motion are:

Planning:

1. Based on the applicant's preliminary plat design and narrative, all of the proposed lots must be residential. Current zoning is C-17 PUD and C-17L PUD (referring to R-17 standards for residential development).
2. Buffer yard plantings and street trees located at the perimeters of the subject property along Atlas Rd., La Rochelle St., and Hanley Ave. must be installed (or bonded at 150% per code) prior to final plat approval.

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Motion by _____, seconded by _____, to adopt the foregoing Findings and Order.

ROLL CALL:

Commissioner Fleming	Voted _____
Commissioner Ingalls	Voted _____
Commissioner Luttrupp	Voted _____
Commissioner Messina	Voted _____
Commissioner Rumpler	Voted _____
Commissioner Ward	Voted _____

Chairman Jordan Voted _____ (tie breaker)

Commissioners _____ were absent.

Motion to _____ carried by a ____ to ____ vote.

CHAIRMAN BRAD JORDAN