

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

**AUGUST 11, 2020**

*NOTE: The City is utilizing Governor Little's Stage 4 Rebound Idaho guidance for its public meeting. As such, we are abiding by the social distancing standard of 6' within the physical meeting room. Therefore, we are still encouraging the public to participate electronically. While participating electronically the public comments will be taken during that section of the meeting by indicating a raised hand through the Zoom meeting application. Public comments will not be acknowledged during any other time in the meeting.*

Join by Computer <https://cdaid-org.zoom.us/j/91925253014?pwd=K2t4TS8yNXILaW9kMWM1clM3Rjk2dz09>

Join by Phone (Toll Free): 888-475-4499 or 877-853-5257

Meeting ID : 919 2525 3014

Password: 282854

**Public Hearing Sign-Up Sheet:** <https://www.cdaid.org/signinpublic/>

**\*SIGN-UP SHEET WILL BE ACTIVE ONE HOUR BEFORE THE MEETING\***

**5:30 P.M. CALL TO ORDER:**

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

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

July 14, 2020

**ENVISION CDA UPDATE:**

**STAFF COMMENTS:**

**COMMISSION COMMENTS:**

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

*Reminder: Please use the virtual meeting sign-up sheets for public hearing items.*

<https://www.cdaid.org/signinpublic/>

1. Applicant: Altar Church-Tim Remington  
Location: 901 E. Best Avenue  
Request: A proposed modification to an existing Religious Assembly special use permit to allow for an adjacent auto parking lot in the R-12 zone to serve the existing church facility.  
QUASI-JUDICIAL, (SP-5-82m)
  
2. Applicant: Rock & Robyn Investments, LLC  
Location: 647 E. Best Avenue  
Request: A proposed zone change from R-12 to R-17  
QUASI-JUDICIAL, (ZC-3-20)

3. Applicant: Rivers Edge Apartments, LLC & The City of Coeur d'Alene  
Location: 3528 N. Seltice  
Request:
- A. The City of Coeur d'Alene  
3528 N. Seltice  
A proposed R-34 special use permit for the City-Railroad – R-O-W  
QUASI-JUDICIAL, (SP-5-20)
  - B. A proposed modification to the PUD known as “Rivers Edge PUD”  
QUASI-JUDICIAL, (PUD-2-19m)
  - C. A proposed modification to the 32-lot preliminary plat known as “Rivers  
Edge”  
QUASI-JUDICIAL, (S-2-19m)

**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.

***Given the COVID-19 guidance and emergency proclamation from Governor Little, the Commission meeting and public hearings will take place virtually using the Zoom online meeting network. They will also be broadcast live on Facebook and will be posted on the City's YouTube channel.***





# MINUTES



**PLANNING COMMISSION  
MINUTES  
JULY 14, 2020  
Virtual (Zoom.us) and In-Person  
LOWER LEVEL – LIBRARY COMMUNITY ROOM  
702 E. FRONT AVENUE**

**COMMISSIONERS PRESENT:**

Tom Messina, Chairman  
Jon Ingalls, Vice-Chair  
Lynn Fleming, Zoom  
Peter Luttrupp  
Brinnon Mandel, Zoom

**STAFF MEMBERS PRESENT:**

Hilary Anderson, Community Planning Director, Zoom  
Tami Stroud, Associate Planner  
Jake Plagerman, Permit Technician  
Shana Stuhlmiller, Public Hearing Assistant  
Randy Adams, Deputy City Attorney

**COMMISSIONERS ABSENT:**

Michael Ward  
Lewis Rumpler

**CALL TO ORDER:**

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

**APPROVAL OF MINUTES:**

Motion by Mandel, seconded by Fleming, to approve the minutes of the Planning Commission meeting on June 9, 2020. Motion approved.

Commissioner Luttrupp stated that in the minutes for last month, the consultant who did the report on Economics was surprised by the City's strong manufacturing presence. He said that he was pleasantly surprised in a positive way, which reflects well in our community and it shows that staff has been doing great things for the last few years.

**COMMISSION COMMENTS:**

Chairman Messina commented that he took a tour of the Atlas Mill site with staff and was amazed at the progress that has happened. He commented that when the project is completed it will be an amazing park for everyone to enjoy and expressed kudos to staff for making it possible.

**STAFF COMMENTS:**

Hilary Anderson, Community Planning Director provided the following statements:

- She announced that if any Commissioners would like a tour of the Atlas Mill property, to contact staff to schedule a tour.

- She added that there is also an opportunity from KEA Waterkeepers to attend a tour of the north portion of the lake for the commissioners that didn't get to go last year. If interested, please let her know if they would like to be included.
- She announced that the August 11<sup>th</sup> Planning Commission Agenda will have three hearings, including a special use permit, zone change and a multi-part request submitted by River's Edge which includes the City-owned railroad property.

### **ENVISION CDA COMMITTEE UPDATES:**

Ms. Anderson said that they now have the Envision survey online and hope to get as many people to participate as possible. The survey will be live through July 24<sup>th</sup> and they are offering incentives for people to take the survey with opportunities to win various gift cards and Silverwood day passes. She added there will also be an opportunity for the public to do some interactive mapping to indicate where they would want to see the City grow. The exercise is similar to the game that was previously played and they will also be asking for information on the goals, policy and action items. The survey can be accessed from the City's website, [cda.id.org](http://cda.id.org), or the project website, [envisioncda.org](http://envisioncda.org).

Commissioner Mandel asked what the response rate was so far in regard to people taking the survey. Ms. Anderson replied that the response has been "great," with 500 responses so far. She said that they have been having many of the organizations throughout the City getting the word out for people to take the survey.

### **PUBLIC COMMENTS:**

None.

### **PUBLIC HEARINGS**

1. Applicant: Thomas Fisher  
Location: 217 W. Cardwell Drive  
Request: A proposed zone change from R-12 to C-17.  
QUASI-JUDICIAL, (ZC-2-20)

Tami Stroud, Associate Planner, presented the staff report and stated the applicant is requesting approval of a zone change from R-12 (Residential at 12 units/acre) to C-17 (C-17 Commercial) zoning district.

Ms. Stroud provided the following statements:

- The property is located on the north side of I-90 and west of Government Way along Cardwell Drive.
- There is an existing single-family dwelling unit and an accessory structure on the subject site. The single-family dwelling was originally built in 1960.
- The pole building was constructed in 1995.
- The property owner would like to use the accessory structure as a gym, or Commercial Recreation use.
- The zoning ordinance requires Commercial Recreation uses be located in the C-17/C-17L Zoning Districts or be approved by a special use permit. (See C-17 Zoning District Information on pages 14 & 15).
- All uses located in the C-17L and the C-17 zoning districts are required to meet the City's Commercial Design standards.
- The applicant has indicated that they would like to utilize the existing accessory structure as a gym (Commercial Recreation use).

- They also intend to make the necessary improvements to the existing single-family dwelling unit, and it will remain on the site.
- The applicant is aware that site improvements, commercial design standards, and paving of display lots and maneuvering areas are required in order to use the existing accessory structure for a commercial use.
- Ms. Stroud noted that the applicant's proposed Commercial Recreation use of the property is not tied to the requested zone change. If the subject site is approved to be changed to the C-17 Commercial District, then all permitted uses in the C-17 Commercial District would be allowed on the site.
- She stated that the Comprehensive Plan designates the property as Appleway-North 4<sup>th</sup> Street-Transition
- She noted the various Comprehensive Plan polices that apply to the project
- She noted the various staff comments and noted that Chris Bosley, City Engineer, said that ingress/egress out of Cardwell Avenue could be slightly more congested during the peak hours with left turns being a challenge. But that Streets & Engineering did not oppose the zone change.
- She commented that there are no conditions if the project is approved.

Ms. Stroud concluded her presentation

**Commission Comments:**

Commissioner Ingalls commended Ms. Stroud on her report. He noted that in the staff report a comment was made that the applicant intends to use the building as a gym, which was also in the applicant's narrative. He explained that is not their job to analyze the project, but to make a decision on whether it is an appropriate use for commercial recreation. He explained that once the zone change is granted, the applicant might change their mind and sell the property, and once it is zoned C-17, any of the uses within the C-17 zoning designation could be done on the property, which might not be compatible with the surrounding area. Ms. Stroud explained that if the zone change was approved it would allow all of the uses under the C-17 zoning district. She added that the commission must consider that the parcel is limited because it is small and parking would need to be provided, including all other things per the code. Commissioner Ingalls asked if there was any previous discussion with the applicant about a special use permit rather than doing a zone change. He explained that if the applicant is only wanting commercial recreation use, they could do the same thing in the R-12 zoning district with a special use permit, which would be easier and then their decision would be to decide if commercial recreation is appropriate because, under a special use permit, they would be allowed to only do that and not change their mind. Ms. Stroud stated that they did receive a phone call from the applicant's representative that they wanted to pursue the zone change and the applicant's representative was available to answer those questions.

**Public testimony open.**

Tom Fisher provided the following statements:

- He explained that the property was donated to the Humane Society and that the applicant wanted to sell the two parcels together but a family member bought one of the lots which was an existing gun shop. He commented that the entire family has been cleaning up the property so it's a family project. He advised the applicant that the property is a good investment and to do a zone change since the property is surrounded by C-17 properties. He added that after they buy the property they don't intend to sell.

Commissioner Ingalls said that the applicant's narrative stated the goal is to create a gym or another use allowed in the C-17 zoning district. Mr. Fisher explained that there is a shop on the property and that the applicant does have a gym now and maybe down the road they would remodel the house to live in it or as a rental and leave the shop to use it for some type of training, but he commented that he understood that there are steps to be done before that could be approved. Commissioner Ingalls asked if the applicant understood that they could achieve their goal by a special use permit rather than a zone change. Mr. Fisher advised them that, as a realtor and a possible resale, they should do the zone change to C-17.

Chairman Messina asked if the applicant intends to remodel the existing home and live there. He asked staff if the property is zoned C-17, is the applicant allowed to live in the house. Ms. Stroud explained that since it is C-17, it does allow single family dwellings units within that zone.

The applicant concluded his presentation.

**Public testimony closed.**

**Discussion:**

Commissioner Luttrupp noted that on page 13 in the staff report it shows where the property is located; and from looking at the map the property is surrounded by C-17 properties and he feels that in the future all of that property will be zoned C-17. He commented that he understands the thoughts behind using a special use permit as stated by Commissioner Ingalls but feels that in the long term the area will eventually be C-17. He stated that he will support the request.

Commissioner Ingalls explained that he does support the request but wanted to mention the use of a special use permit as an easier way to get to a commercial recreation rather than a zone change.

**Motion by Ingalls, seconded by Luttrupp, to approve Item ZC-2-20. Motion approved.**

ROLL CALL:

Commissioner Fleming	Voted	Aye
Commissioner Ingalls	Voted	Aye
Commissioner Mandel	Voted	Aye
Commissioner Luttrupp	Voted	Aye

Motion to approve carried by a 4 to 0 vote.

2. Applicant: Ryan Bishop  
Location: 3896 N. Schreiber Way  
Request: A proposed Physical Therapy/Sports Performance special use permit in the Manufacturing (M) zoning district.  
QUASI-JUDICIAL, (SP-4-20)

Jake Plagerman, Permit Technician stated:

- Ryan Bishop is requesting approval of two services uses; professional and administrative offices and commercial recreation via the Special Use Permit process.
- Both uses are allowed via Special Use Permit in the Manufacturing (M) Zoning District.
- The applicant has made the request for the parcel located at 3896 Schreiber Way, otherwise known as Lot 7, Block 2 of Commerce Park Of CDA.
- The Comprehensive Plan designates the area as Ramsey-Woodland, Stable Established.
- Mr. Plagerman noted the various Comprehensive Plan Policies in the staff report.
- He provided a map showing the various approved special use permits in the area

- He noted the various staff comments in the staff report, with each department indicated no problems with the special use permit.
- He noted that, if approved, there was one condition.

Mr. Plagerman concluded his presentation

**Commission Comments:**

Commissioner Ingalls commended Mr. Plagerman on his report, and commented that the whole Schreiber Loop has had a lot of special use permits approved. He asked Mr. Plagerman if, in his opinion, if this project is approved would this be considered a “down zone” since the applicant intends to put in a gym that would have less noise associated with the use than what would be allowed under the Manufacturing zone. Mr. Plagerman said that he concurred, and noted that maybe there would be more traffic if it was a commercial use, but the Manufacturing district and a special use permit gives the applicant the option to choose one of those uses allowed under the special use permit.

Commissioner Fleming reminded everyone that the commission recently approved another fitness center on the northeast, west side just below Kathleen, which was to be a swimming facility/multi-use fitness center, so she feels that the proposed use is not an unusual use in the area.

Commissioner Luttrupp said that he would support the request and suggested that there should be an area designated just for manufacturing in the Comprehensive Plan.

**Public testimony open.**

Ryan Bishop, applicant, stated that he would stand for questions.

Don Crawford said that he was working with the applicant and spent a lot of time looking at different options for the business around the City and even considered building. He added that the piece of property became available and it is not exactly what they were looking for but is a good fit. He commented that he feels the use is compatible with the surrounding uses and hoped the commission would approve the request.

**Public testimony closed.**

**Discussion:**

**Motion by Fleming, seconded by Luttrupp, to approve Item SP-4-20. Motion approved.**

ROLL CALL:

Commissioner Fleming	Voted	Aye
Commissioner Ingalls	Voted	Aye
Commissioner Mandel	Voted	Aye
Commissioner Luttrupp	Voted	Aye

Motion to approve carried by a 4 to 0 vote.

**ADJOURNMENT:**

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

The meeting was adjourned at 6:20 p.m.

Prepared by Shana Stuhlmiller, Public Hearing Assistant

DRAFT

**PLANNING COMMISSION  
STAFF REPORT**

**FROM:** TAMI STROUD, ASSOCIATE PLANNER

**DATE:** AUGUST 11, 2020

**SUBJECT:** SP-5-82M, REQUEST FOR THE MODIFICATION OF AN EXISTING RELIGIOUS ASSEMBLY SPECIAL USE PERMIT (901 E. BEST) TO ALLOW FOR AN ADJACENT AUTO PARKING LOT IN THE R-12 ZONE.

**LOCATION:** A +/- .23 ACRE PARCEL LOCATED AT 801 EAST BEST (VACANT LOT)

**APPLICANT/OWNER:**

Altar Church/Cataldo Lighthouse Ministries  
ATTN: Pastor Tim Remington  
901 E. Best Avenue  
Coeur d'Alene, ID 83814

**DECISION POINT:**

The Altar Church is requesting approval of a modification to the existing Religious Assembly special use permit to allow for an adjacent lot in the R-12 zone to be used to serve as overflow parking for the existing church facility.

**BACKGROUND INFORMATION:**

In 1982, the subject site was approved for a special use to expand the existing religious assembly facility (church). Included with the expansion of the existing church facility, was a parking lot directly to the west to serve the religious assembly use. (Shown on the original site plan, that was submitted with the application in 1982.)

The Altar Church moved into the existing church facility in 2007, and have been serving the community with church services and community outreach programs. The applicant has indicated that their church has been growing and they are in need of additional parking for overflow to serve the existing church facility. The applicant is requesting in this special use application to expand their Religious Assembly use to allow for overflow parking on an adjacent vacant parcel.

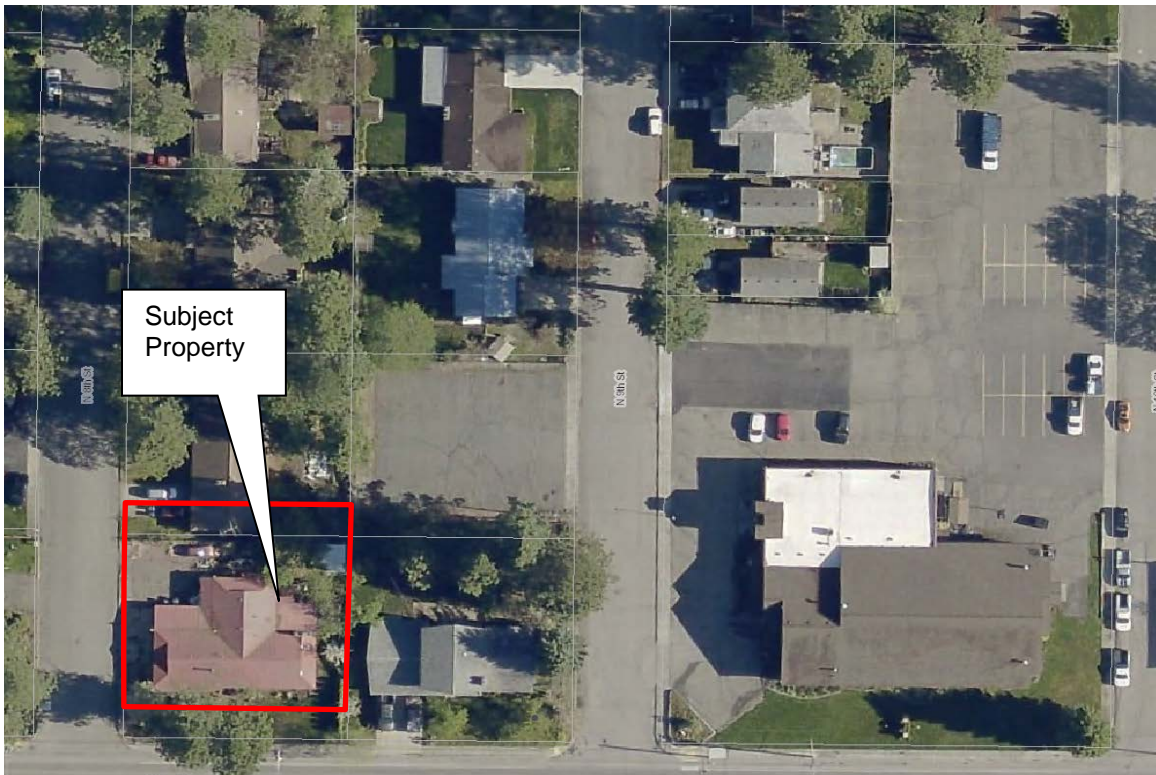
The subject property that is proposed as additional parking to serve the existing church facility is located on the northeast corner of Best Avenue and 8<sup>th</sup> Street. The Altar Church purchased the property with the intent to use it for overflow parking for the church facility. The applicant has submitted a site plan of the property that shows the proposed parking lot layout indicating there will be 19 parking stalls (see Site Plan on page 11).



**PROPERTY LOCATION MAP:**

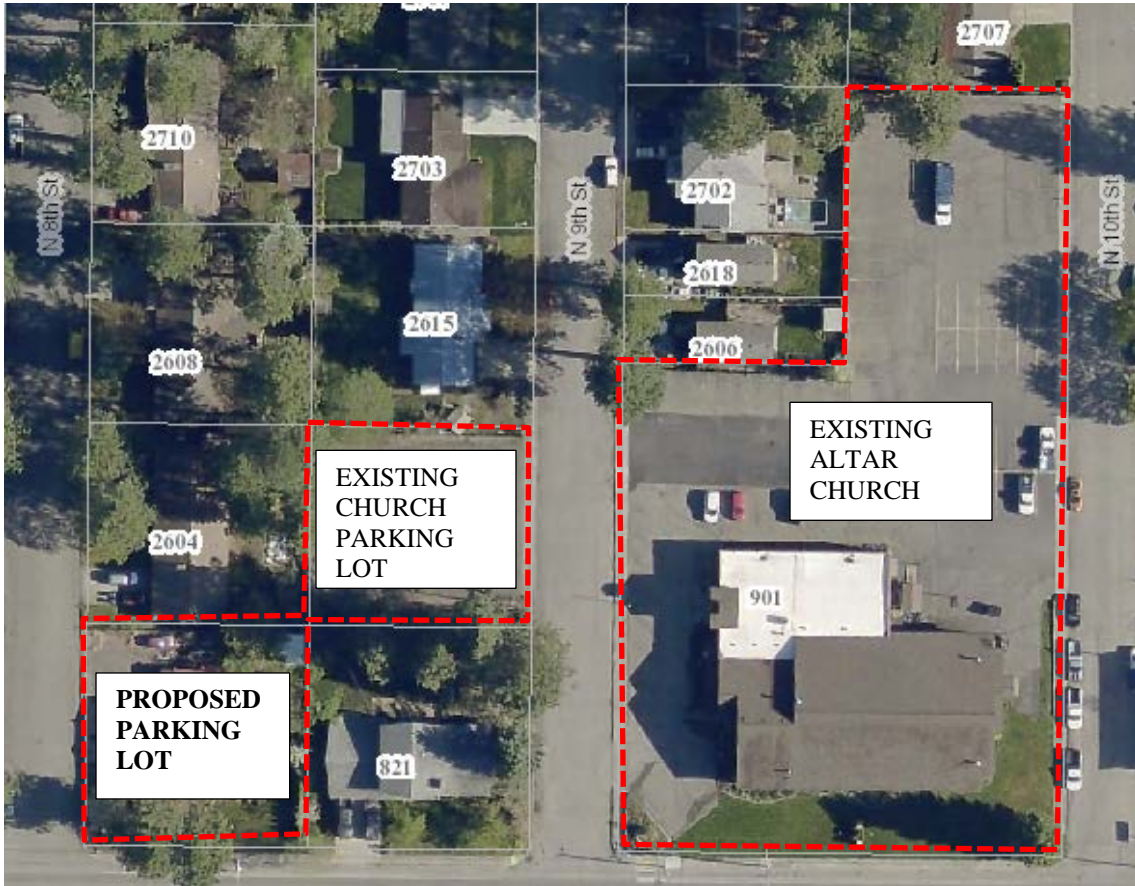


**AERIAL PHOTO:**

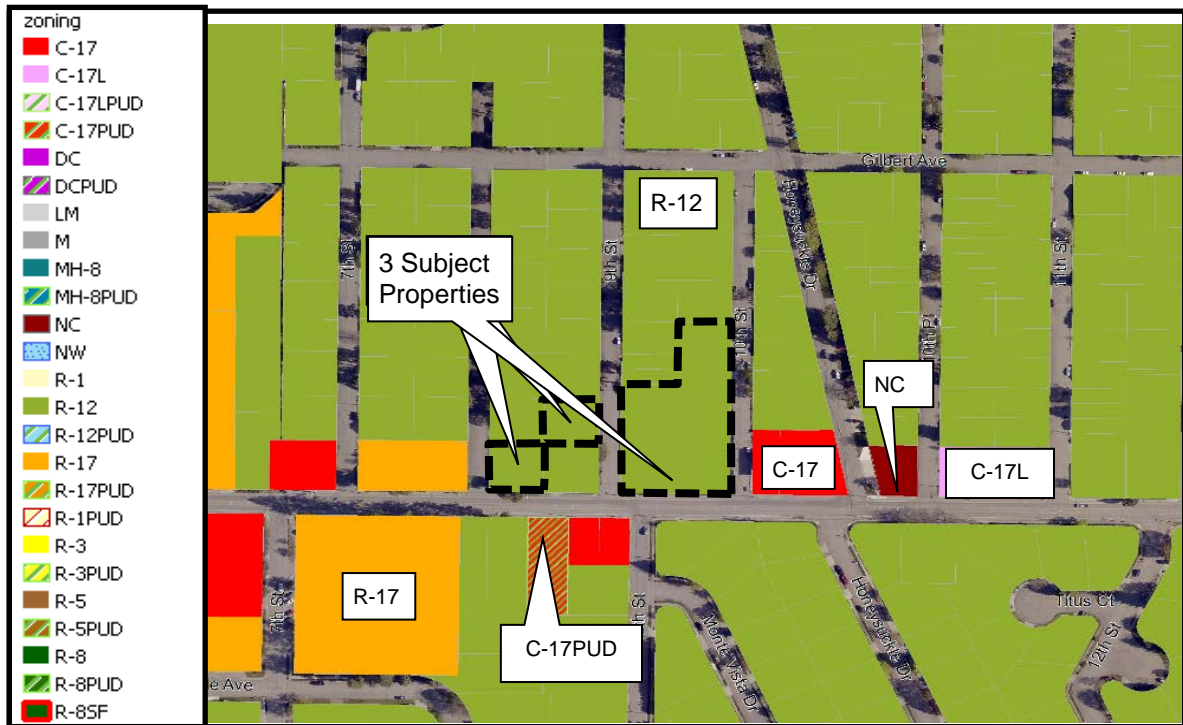




**AERIAL PHOTO: OVERALL CHURCH SITE**



**ZONING MAP:**



**R-12 RESIDENTIAL ZONING DISTRICT:**

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

**17.05.180: PERMITTED USES; PRINCIPAL:**

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

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

**17.05.200: PERMITTED USES; SPECIAL USE PERMIT:**

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

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

**17.05.190: PERMITTED USES; ACCESSORY:**

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

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

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

Minimum yard requirements for nonresidential activities in an R-12 district shall be as follows:

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

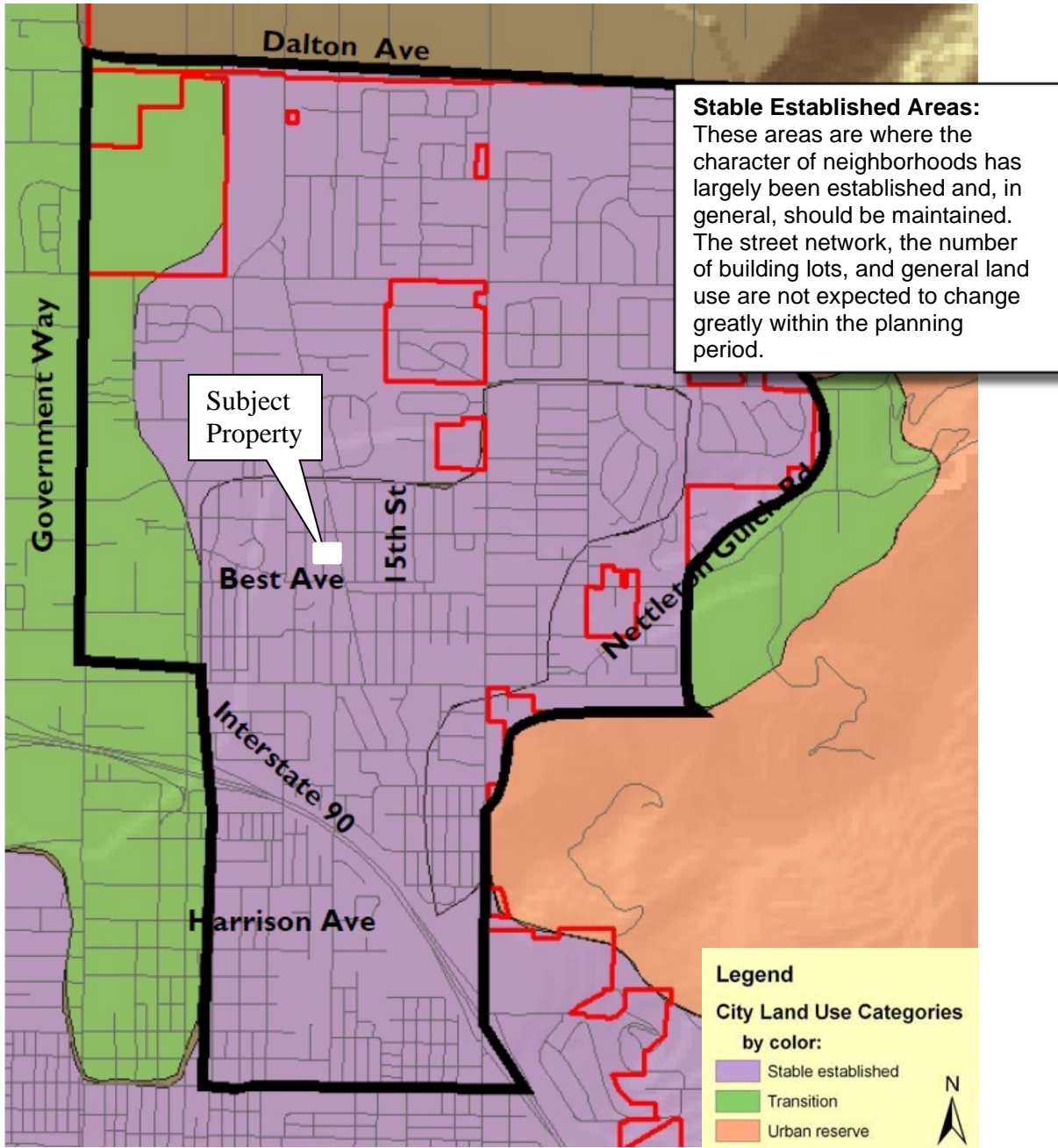
**REQUIRED FINDINGS FOR SPECIAL USE PERMITS:**

Pursuant to Section 17.09.220, Special Use Permit Criteria, a special use permit may be approved only if the proposal conforms to all of the following criteria to the satisfaction of the Planning Commission:

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

- The subject property is within the existing city limits.
- The City Comprehensive Plan Map designates this area in the NE Prairie area, Stable Established designation:

**COMPREHENSIVE PLAN MAP: NE Prairie**



**NE Prairie Today:**

This area is composed of a variety of zoning districts with a majority of residential density at three to eight units per acre. Lower density development becomes more prominent moving north. The NE Prairie provides a range of housing choices that includes a number of large recreation areas and small pocket parks.

Canfield Mountain and Best Hill act as the backdrop for this portion of the prairie. Much of the lower lying, less inhibitive areas have been developed. Pockets of development and an occasional undeveloped lot remain.

**NE Prairie Tomorrow:**

It is typically a stable established housing area with a mix of zoning districts. The majority of this area has been developed. Special care should be given to the areas that remain such as the Nettleton Gulch area, protecting the beauty and value of the hillsides and wetlands.

**The characteristics of NE Prairie neighborhoods will be:**

- The overall density may approach three to four residential units per acre, however, pockets of higher density housing and multi-family units appropriate in compatible areas.
- Commercial uses are concentrated in existing commercial area along arterials with neighborhood services nodes where appropriate.
- Natural vegetation is encouraged and should be protected in these areas.
- Pedestrian connections and street trees are encouraged in both existing neighborhoods and developing areas.
- Clustering of smaller lots to preserve large connected open space areas as well as views and vistas are encouraged.
- Incentives will be provided to encourage clustering.

**COMPREHENSIVE PLAN GOALS & OBJECTIVES THAT APPLY:**

**GOAL #1 - Natural Environment:**

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

**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 1.14 - Efficiency:**

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

**Goal #3 - Home Environment:**

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

**Objective 3.05 - Neighborhoods:**

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

**Objective 3.06 - Neighborhoods:**

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

**Objective 3.16 – Capital Improvements:**

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

**Goal #4 - Administrative Environment:**

*Our Comprehensive Plan preserves and enables efficiency and good management.*

**Objective 4.01 - City Services:**

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

**Objective 4.06 – Public Participation:**

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

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

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

The church facility has been located on this site and has existed with the surrounding uses since approximately 1965. The subject site is abutting single family residences on the north and east and the surrounding properties within the area are a mix of single family, several commercial uses and multi-family on the south side of Best Avenue (See Land Use Map on page 12).

The subject site has frontage on Best Avenue and 8<sup>th</sup> Street. If approved, the proposed parking lot for overflow parking for the church will need to meet all the landscaping and buffer requirements for non-residential uses R-12 Zoning District. The properties to the north are zoned R-12, and to the south are a mix of zoning districts of R-12, C-17, C-17PUD and Commercial uses. (See Zoning Map on page 3)

The Planning Commission approved a special use request for a Religious Assembly Facility (SP-5-82) on the subject property in 1982 for the Altar Church and a parking lot to the west of the church. To the south of the subject site the Planning Commission also approved a Convalescent Nursing Home special use. In 1996 the Commission also approved a Childcare Facility Special Use Permit on property to the northeast of the subject property (See Special Use Map on page 10).



**SITE PHOTO - 1:** View from 8<sup>th</sup> Street looking west at the subject property.



**SITE PHOTO - 2:** View from 8<sup>th</sup> Street looking east at the subject property.





**SITE PHOTO - 3:** Photo of the existing off-site parking lot serving the Religious Assembly use.

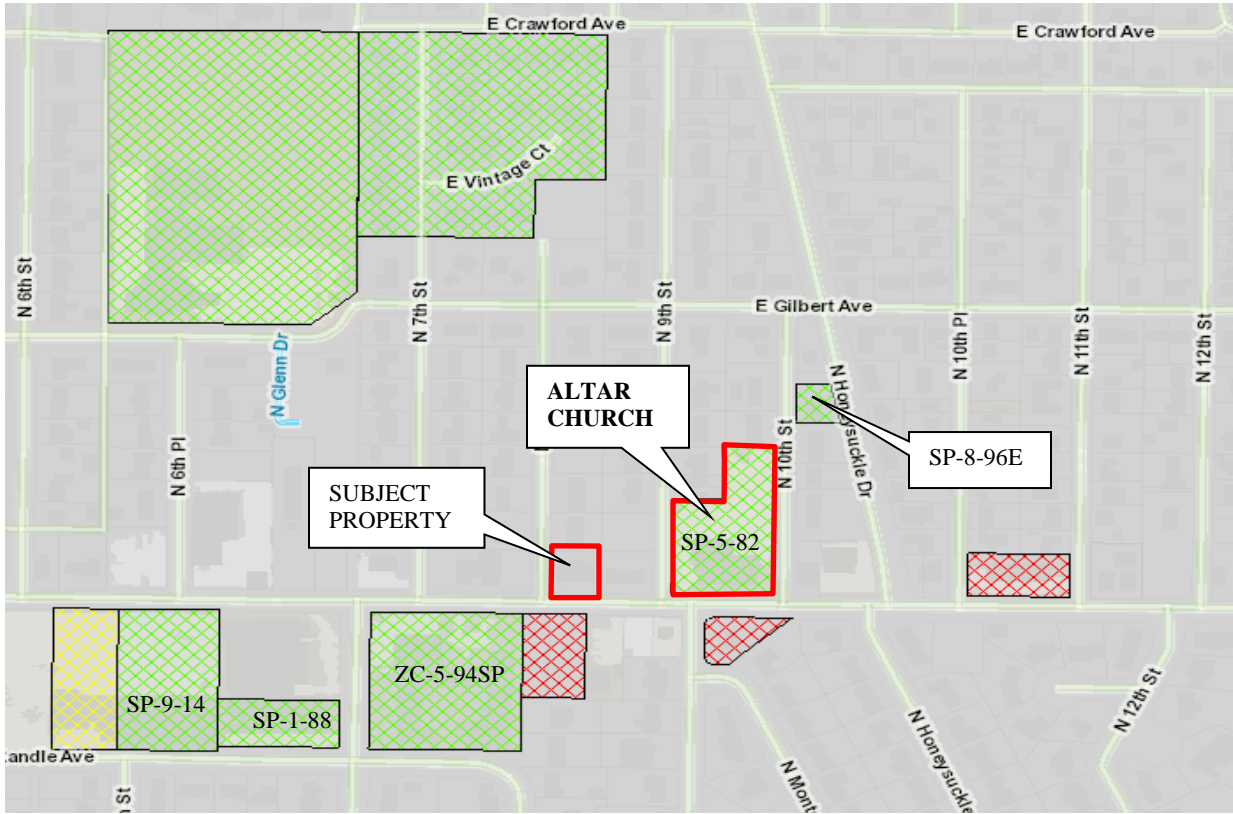


**SITE PHOTO - 4:** View from Best Avenue looking north at the Altar Church.





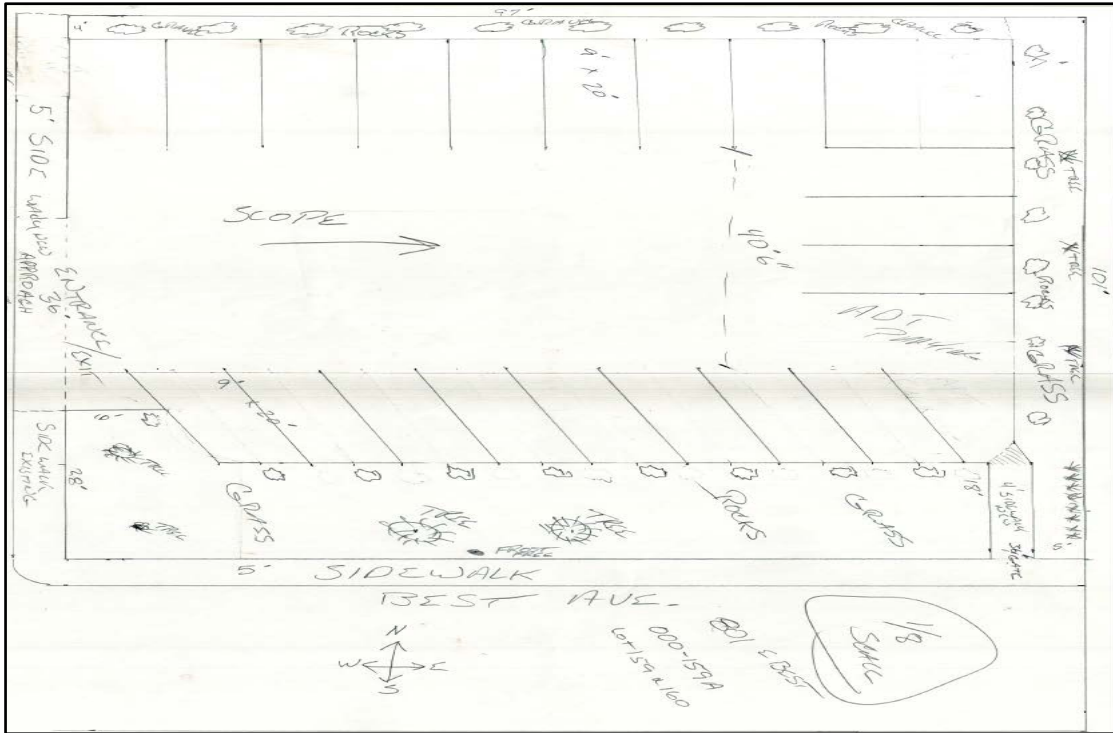
**SURROUNDING SPECIAL USE PERMIT LOCATIONS:**



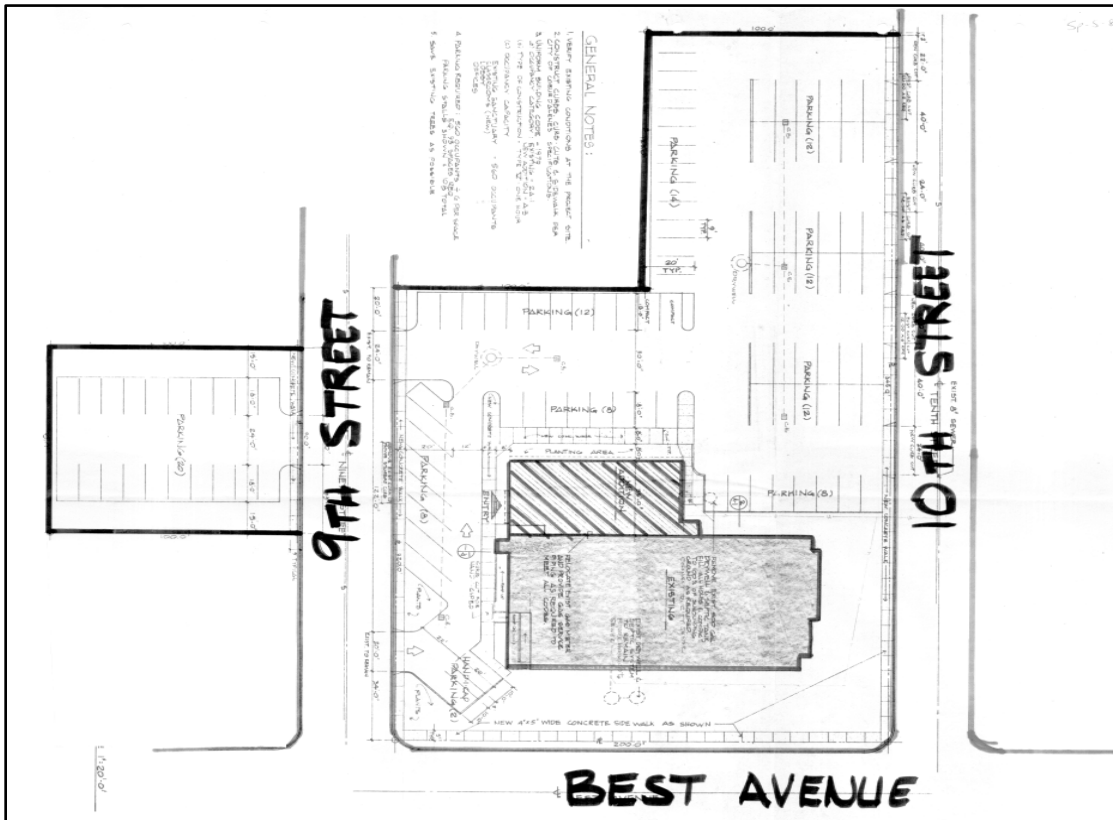
Special Use Permits:

SP-5-82	Religious Assembly	03-26-1991	Approved
ZC-5-94SP	Convalescent Nursing Home	10-11-2014	Approved
SP-9-14	Warehouse Storage	11-12-2014	Approved
SP-8-96E	Childcare Facility	11-12-1996	Approved
SP-1-88	R-34 Density Increase SUP	01-12-1988	Approved

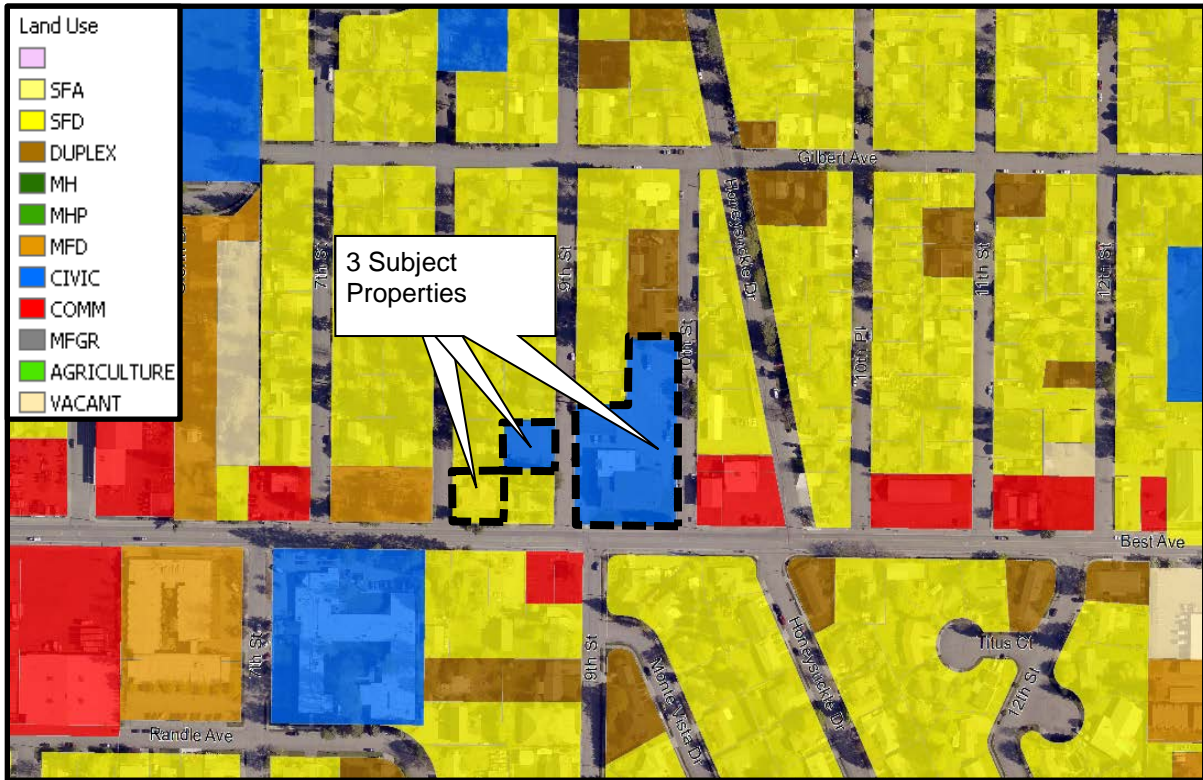
**APLICANT'S SITE PLAN:**



**ORIGINAL SITE PLAN: (SP-5-82)**



**GENERALIZED LAND USE MAP:**



**Evaluation:** *Based on the information presented, the Planning Commission must determine if the request is compatible with surrounding uses and is designed appropriately to blend in with the area.*

**C. Finding #B8C:** **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.**

**STORMWATER:**

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

**STREETS:**

The subject property is bordered by 8<sup>th</sup> Street to the west and Best Avenue to the south, both of which meet City Standards. Sidewalks and approaches will need to be brought into ADA compliance with construction.

**TRAFFIC:**

The ITE Trip Generation Manual does not make traffic predictions for churches based on parking spaces. The impact will likely be negligible. Streets and Engineering has no objections to the proposed SUP.

*-Submitted by Chris Bosley, City Engineer*

**WATER:**

The Water Department has no comments or concerns for this request.

*-Submitted by Kyle Marine, Assistant Water Superintendent*

**WASTEWATER:**

The parking lot proposal will not be permitted to discharge stormwater generated onsite into the public sanitary sewer.

*-Submitted by Larry Parsons, 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 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. The Fire Department has no objection to this special use permit as proposed.

*-Submitted by Bobby Gonder, Fire Inspector*

**Evaluation:** *Planning Commission must determine if the location, design, and size of the proposal are such that the development will or will not be adequately served by existing streets, public facilities and services.*

**PROPOSED CONDITIONS:**

1. The property located at 801 E. Best may be used as free parking only for activities associated with the church located at 901 E. Best. A parking agreement will be required reflecting this use restriction.
2. Should the property at 801 E. Best cease to be used as free parking for activities associated with the church located at 901 E. Best, it shall thereafter be confined to the uses allowed in its zoning district.
3. The applicant is responsible to ensure that the property located at 801 E. Best is used only as allowed in its zoning district or by this Special Use Permit.

*The Planning Commission may, as a condition of approval, establish reasonable requirements to mitigate any impacts that would adversely affect the surrounding neighborhood. Please be specific, when adding conditions to the motion.*

**ORDINANCES AND STANDARDS USED IN EVALUATION:**

- 2007 Comprehensive Plan
- Transportation Plan
- Municipal Code
- Idaho Code
- Wastewater Treatment Facility Plan
- Water and Sewer Service Policies
- Urban Forestry Standards
- Transportation and Traffic Engineering Handbook, I.T.E.
- Manual on Uniform Traffic Control Devices
- 2017 Trails & Bikeways Master Plan

**ACTION ALTERNATIVES:**

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



**APPLICANT'S  
NARRATIVE**

## NARRATIVE:

THIS PARKING LOT WILL BE USED FOR RELIGIOUS GATHERINGS, NORMALLY EVERY SUNDAY FROM 7:00 AM - 2:15 PM MONDAY'S FROM 5:00 PM - 9:00 PM. THIS WILL FACILITATE OVERFLOW FROM THE MAIN PARKING LOT. OTHER DAYS MAY INCLUDE FRIDAY'S AND SATURDAY'S AND SPECIAL EVENTS.

**PLANNING COMMISSION  
STAFF REPORT**

**FROM:** TAMI STROUD, ASSOCIATE PLANNER & JAKE PLAGERMAN,  
PLANNING TECHNICIAN

**DATE:** AUGUST 11, 2020

**SUBJECT:** ZC-3-20 ZONE CHANGE FROM R-12 TO R-17

**LOCATION:** HAYCRAFT ESTATES, LT 2 BLK 1, COMMONLY KNOWN AS 647 E.  
BEST AVENUE

**OWNER:**  
Rock and Robyn Investments, LLC  
701 N. Victorian Drive  
Coeur d'Alene, ID 83814

**APPLICANT:**  
Same as Owner

**DECISION POINT:**

The applicant is requesting approval of a zone change from R-12 (Residential at 12 units/acre) to R-17 (Residential at 17 units/acre) zoning district.

**BACKGROUND INFORMATION:**

The property is located east of 4<sup>th</sup> Street between 6<sup>th</sup> Place and 7<sup>th</sup> Street along Best Avenue. There is an existing single-family dwelling unit on the subject site. According to the County Assessor's office, the single-family dwelling was constructed in 1925. The property owner would like to demo the existing structure in order to build a multi-family structure (the size of the lot, .25 acres, would allow up to 4 units).

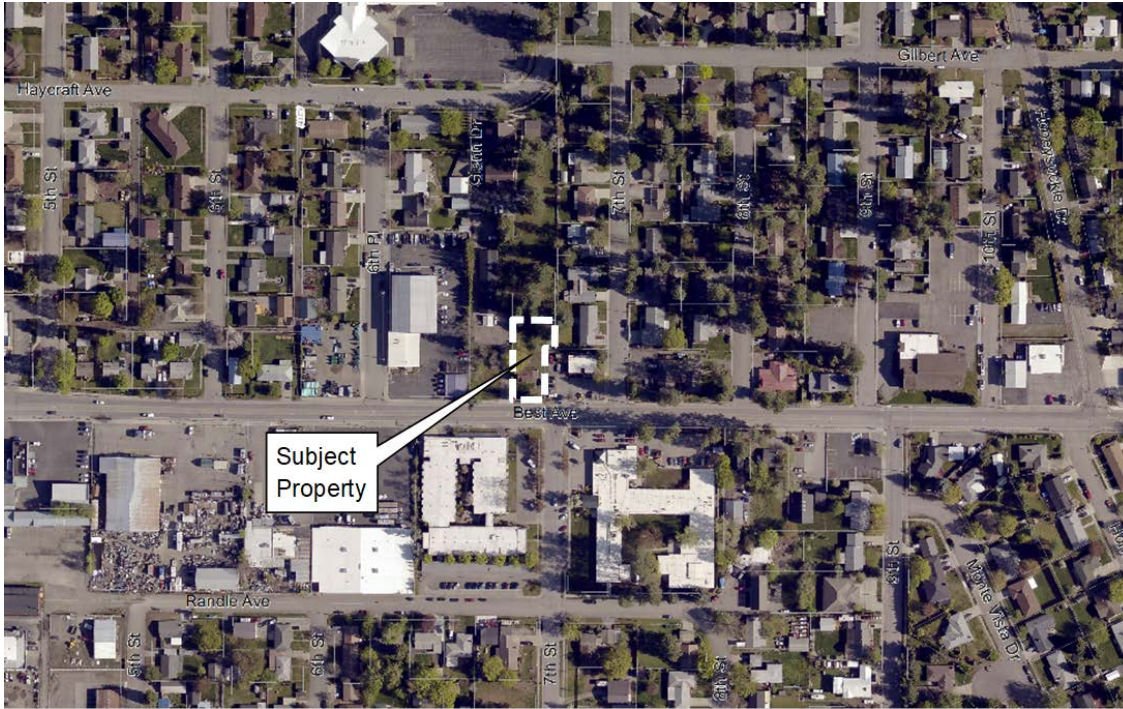
The zoning ordinance requires a multi-family use be located in the R-17 Zoning District (also allowed in C-17/C-17L), as it is not allowed in the R-12 Zoning District (See R-17 Zoning District Information on pages 13-15).

The applicant has indicated that they would like to construct a multi-family structure on the site, which will require a project review pre-development meeting prior to the project coming forward for a building permit. The applicant is aware that site improvements will be triggered should a multi-family project come forward, including landscaping and parking improvements. Site performance standards per the R-17 Zoning District will need to be met as well.

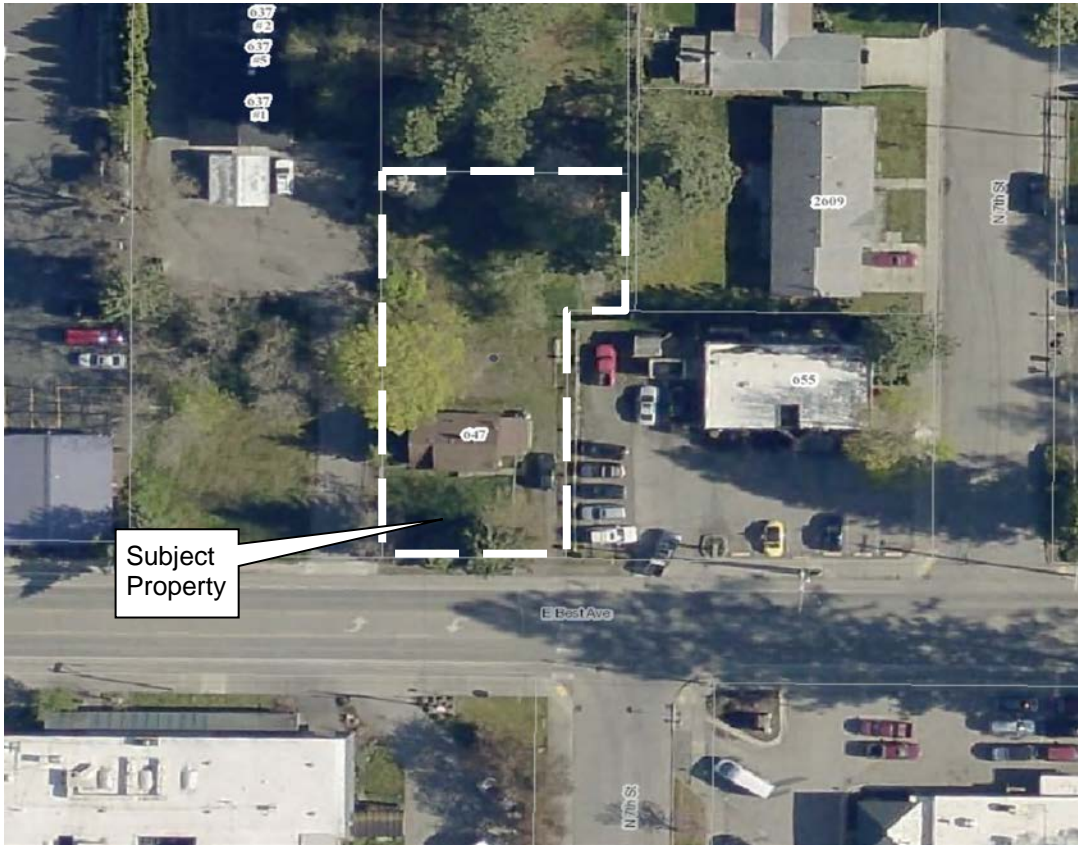
It should be noted that the applicant's proposed multi-family use of the property is not tied to the requested zone change. If the subject site is approved to be changed to the R-17 Residential District, then all permitted uses in the R-17 Residential District would be allowed on this site.



**LOCATION MAP:**



**AERIAL PHOTO:**





**BIRDS EYE AERIAL (for reference only):**



**PRIOR LAND USE ACTIONS MAP:**



**PRIOR LAND USE ACTIONS:**

Planning Commission and City Council approved zone change requests from R-12 to R-17 in items ZC-15-84SP and ZC-5-94SP, which are south and southeast of the subject property. Also, two zone change requests from R-12 to C-17 were approved in items ZC-3-95 and ZC-4-06 as seen in the map provided on the above page.

**Zone Changes:**

ZC-4-06	R-12 to C-17	Approved
ZC-3-95	R-12 to C-17	Approved
ZC-5-94SP	R-12 to R-17	Approved
ZC-15-84SP	R-12 to R-17	Approved

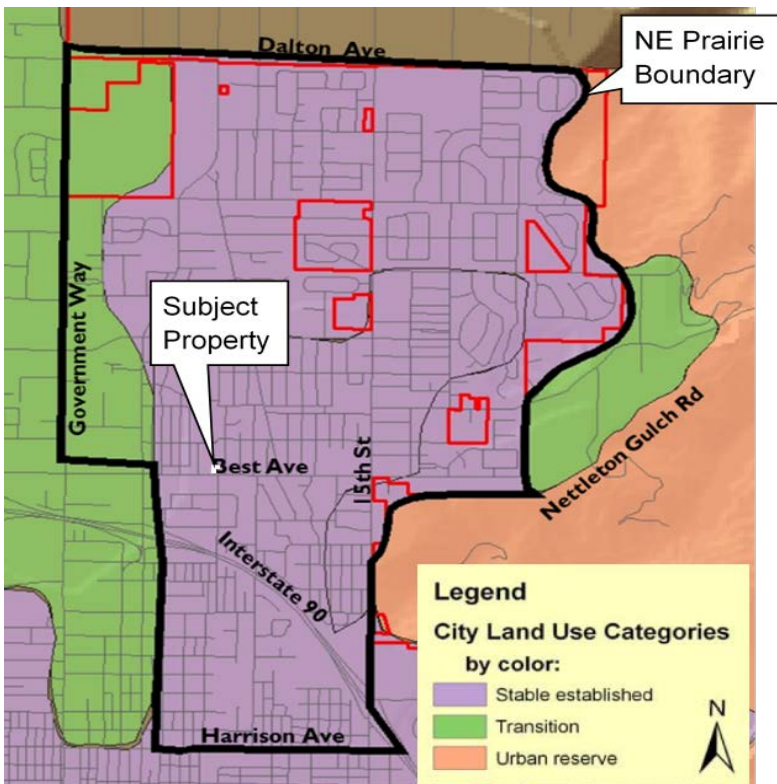
**REQUIRED FINDINGS:**

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

**2007 COMPREHENSIVE PLAN- LAND USE CATEGORY: NE Prairie**

- The subject property is within the existing city limits.
- The City Comprehensive Plan designates this area in the 2007 Comprehensive Plan as NE Prairie
- 

**Comprehensive Plan Map: NE Prairie**



**Stable Established:**

These areas are where the character of neighborhoods have 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.

**NE Prairie Today:**

This area is composed of a variety of zoning districts with a majority of residential density at three to eight units per acre (3-8:1). Lower density development becomes more prominent moving north. The NE Prairie provides a range of housing choices that includes a number of large recreation areas and small pocket parks.

Canfield Mountain and Best Hill act as the backdrop for this portion of the prairie. Much of the lower lying, less inhibitive areas have been developed. Pockets of development and an occasional undeveloped lot remain.

**NE Prairie Tomorrow:**

It is typically a stable established housing area with a mix of zoning districts. The majority of this area has been developed. Special care should be given to the areas that remain such as the Nettleton Gulch area, protecting the beauty and value of the hillside and wetlands.

The characteristics of NE Prairie 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.
- Commercial uses are concentrated in existing commercial areas along arterials with neighborhood service nodes where appropriate.
- Natural vegetation is encouraged and should be protected in these areas.
- Pedestrian connections and street trees are encouraged in both existing neighborhoods and developing areas.
- Clustering of smaller lots to preserve large connected open space areas as well as views and vistas are encouraged.
- Incentives will be provided to encourage clustering.

**COMPREHENSIVE PLAN GOALS & OBJECTIVES THAT APPLY:****GOAL #1 - Natural Environment:**

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

**Objective 1.12 - Community Design:**

Support the enhancement of existing urbanized areas and discourage sprawl.

**Objective 1.14 - Efficiency:**

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

**Goal #2 - Economic Environment:**

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

**Objective 2.01 – Business Image & Diversity:**

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

**Objective 2.02 – Economic & workforce Development:**

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

**Goal #3 - Home Environment:**

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

**Objective 3.05 - Neighborhoods:**

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

**Objective 3.16 – Capital Improvements:**

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

**Goal #4 - Administrative Environment:**

*Our Comprehensive Plan preserves and enables efficiency and good management.*

**Objective 4.01 - City Services:**

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

**Objective 4.06 - Public Participation:**

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

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

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

**STORMWATER:**

City Code requires that all stormwater remain on the property and for a stormwater management plan to be submitted and approved prior to any construction activity on the site. The applicant will be required to include a stormwater management plan with any building permit submittal for the subject property.

*- Submitted by Chris Bosley, City Engineering*

**STREETS:**

The subject property is bordered by Best Ave to the south. Sidewalks must be added along the entire frontage with any construction on the property. A utility pole within the right-of-way will likely require relocation to meet ADA standards.

*- Submitted by Chris Bosley, City Engineering*

**WATER:**

There is existing ¾ water service to the lot attached to an 8" main in Best Avenue. There is adequate capacity in the public water system to support domestic, irrigation and fire flow for the proposed zone change.

*-Submitted by Kyle Marine, Assistant Water Superintendent*

**Wastewater:**

There is a sewer stub servicing the existing residence at 647 E Best Ave. Public sewer is on Best Ave. Wastewater has no issues with this zone change.

*- Submitted by Larry Parsons, Wastewater Utility Project Manager*



**BUILDING:**

The Building Department will comment on the project when plans are submitted during the project review process. They foresee no issues with removing the existing residence and constructing a 4-unit apartment.

*-Submitted by Ted Lantzy, Building Official*

**FIRE:**

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

Fire department access to the site (Road widths, surfacing, maximum grade 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 or during the Site Development and Building Permit, utilizing the currently adopted International Fire Code (IFC) for compliance. The CD'A FD can address all concerns at site and building permit submittals.

*-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. There are no topographical or physical constraints that would make the subject property unsuitable to change the zoning from R-12 to R-17. See topographic map below.



**SITE PHOTO 1:** Looking north at a portion of the subject property along Best Avenue.



**SITE PHOTO 2:** View of the subject property facing northwest.





**SITE PHOTO 3:** Looking west toward the subject property behind the existing SFD.



**SITE PHOTO 4:** Interior portion of the lot facing north





**SITE PHOTO 5:** View of subject property from rear property line facing south towards the existing SFD.



**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 proposed zone change itself would not adversely affect the surrounding area with regard to traffic, as no traffic is generated from a zone change alone. With the proposed development of this property into a four unit multifamily structure, the small size of the lot will only allow a limited increase in density and is not expected to adversely affect traffic. The Streets & Engineering Department has no objection to the zone change as proposed.

*-Submitted by Chris Bosley, City Engineering*

**NEIGHBORHOOD CHARACTER:**

**NE Prairie Today:**

This area is composed of a variety of zoning districts with a majority of residential density at three to eight units per acre (3-8:1). Lower density development becomes more prominent moving

north. The NE Prairie provides a range of housing choices that includes a number of large recreation areas and small pocket parks.

Canfield Mountain and Best Hill act as the backdrop for this portion of the prairie. Much of the lower lying, less inhibitive areas have been developed. Pockets of development and an occasional undeveloped lot remain.

**SURROUNDING LAND USES AND ZONING:**

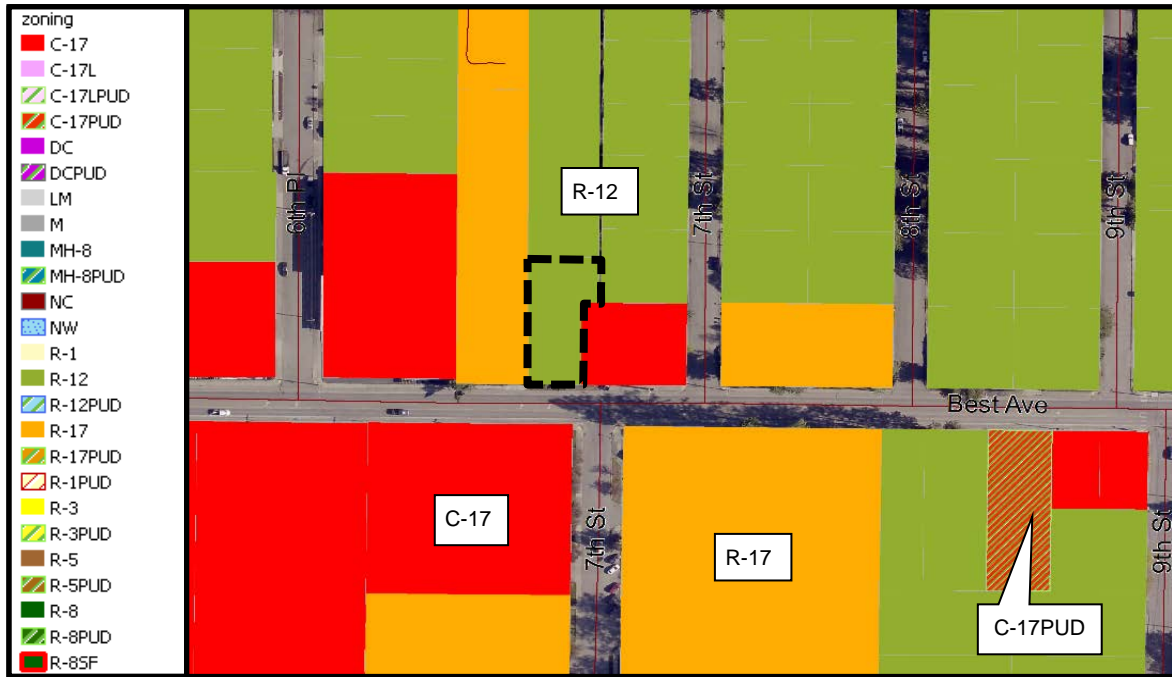
The properties just north of the subject site are residential land uses. The property to the east is an animal hospital, which falls under a commercial land use, and to the west is a multi-family use/land use. Across Best Avenue to the south, there is a senior independent living facility and a health and rehabilitation center, which fall under a multi-family land use and a civic land use. (See Land Use Map)

The property to the east is zoned C-17 Commercial, and the property to the west is zoned R-17 Residential. The properties directly to the north of the subject site are primarily zoned R-12 Residential but there are some R-17 Residential zoned properties. To the south, across Best Avenue, there are both R-17 Residential and C-17 Commercial zoned properties. (See Zoning Map)

**GENERALIZED LAND USE PATTERN**



**ZONING MAP:**



Approval of the zone change request would allow the uses by right to change from R-12 uses to R-17 uses (as listed below).

**Existing R-12 Zoning District:**

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

**17.05.180: PERMITTED USES; PRINCIPAL:**

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

- Administrative Office
- Duplex housing
- Essential service
- Home occupation
- Neighborhood recreation
- Public recreation
- Single-family detached housing

**17.05.190: PERMITTED USES; ACCESSORY:**

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

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

**17.05.200: PERMITTED USES; SPECIAL USE PERMIT:**

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

- Boarding house
- Childcare facility
- Commercial film production
- Commercial recreation
- Community assembly
- Community education
- Community organization
- Convenience sales
- Essential service
- Group dwelling - detached housing
- Handicapped or minimal care facility
- Juvenile offenders facility
- Noncommercial kennel
- Religious assembly



- Restriction to single-family only
- Two (2) unit per gross acre density increase

**17.05.240: SITE PERFORMANCE STANDARDS; MINIMUM YARD:**

Minimum yard requirements for residential activities in an R-12 District shall be as follows:

1. Front: The front yard requirement shall be twenty feet (20').
2. Side, Interior: The interior side yard requirement shall be five feet (5'). If there is no alley or other legal access behind a lot, each lot shall have at least one side yard of ten foot (10') minimum.
3. Side, Street: The street side yard requirement shall be ten feet (10').
4. Rear: The rear yard requirement shall be twenty five feet (25'). However, the required rear yard will be reduced by one-half (1/2) when adjacent to public open space

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

Minimum yard requirements for nonresidential activities in an R-12 district shall be as follows:

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

**Proposed R-17 Zoning District:**

The R-17 District is intended as a medium/high density residential district that permits a mix of housing types at a density not greater than seventeen (17) units per gross acre. This district permits single-family detached housing as specified by the R-8 District and duplex housing as specified by the R-12 District. This district is for establishment in those areas that are not suitable for lower density residential due to proximity to more intense types of land use. This district is appropriate as a transition between low density residential and commercial districts, or as a buffer between arterial streets and low-density residential districts.

**17.05.260 PERMITTED USES; PRINCIPAL:**

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

- Single Family Housing.
- Duplex Housing.
- Child Care Facility.
- Community Education.
- Home Occupations As Defined In Sec. 17.06.705.
- Essential Services.
- Civic Administrative Offices.
- Multi-Family Housing.
- Neighborhood Recreation.
- Public Recreation.

**17.05.270 PERMITTED USES; ACCESSORY:**

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

- Carport, Garage and Storage Structures (Attached or Detached).
- Private Recreation Facility (Enclosed or Unenclosed).

- Mail Room and/or Common Use Room for Cluster or Multiple Family Developments.
- Outside Storage When Incidental to the Principal Use.
- Open Areas and Swimming Pools.
- Temporary Construction Yard.
- Temporary Real Estate Office.
- Accessory Dwelling Unit.

**17.05.280 PERMITTED USES; SPECIAL USE PERMIT**

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

- Automobile Parking for Adjacent Commercial Use.
- Boarding House
- Commercial Recreation
- Community Assembly
- Community Organization
- Convalescent Home/Nursing Home
- Convenience Sales
- Group Dwelling
- Handicapped or Minimal Care Facility
- Juvenile Offenders Facility
- Mobile Home
- Noncommercial Kennel
- Religious Assembly
- Rehabilitative Facility
- Residential Density of R-34
- 3 Unit Per Gross Acre Density Increase. (Only for Pocket Housing)
- Bed & Breakfast Facility
- Mini-Storage Facility
- Commercial Film Production

**17.05.290: SITE PERFORMANCE STANDARDS; MAXIMUM HEIGHT:**

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

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

**17.05.320: SITE PERFORMANCE STANDARDS; MINIMUM YARD:**

A. Minimum yard requirements for single family and duplex residential activities in an R-17 District shall be as follows:

1. Front: The front yard requirement shall be twenty feet (20').
2. Side, Interior: The interior side yard requirement shall be five feet (5'). If there is no alley or other legal access behind a lot, each lot shall have at least one side yard of ten-foot (10') minimum.
3. Side, Street: The street side yard requirement shall be ten feet (10').
4. Rear: The rear yard requirement shall be twenty-five feet (25'). However, the required rear yard will be reduced by one-half (1/2) when adjacent to public open space (see section 17.06.480 of this title).



- C. Multiple-family housing at seventeen (17) units per acre:
1. Front: The front yard requirement shall be twenty feet (20').
  2. Side, Interior: The interior side yard requirement shall be ten feet (10').
  3. Side, Street: The street side yard requirement shall be twenty feet (20').
  4. Rear: The rear yard requirement shall be twenty feet (20'). However, the required rear yard will be reduced by one-half (1/2) when adjacent to public open space (see section 17.06.480 of this title).

**17.44.030: RESIDENTIAL USES:**

Unless otherwise allowed by the relevant zoning or overlay district, the following off-street parking

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

**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.*

**APPLICABLE CODES AND POLICIES:**

**UTILITIES:**

- All proposed utilities within the project shall be installed underground.
- 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.
- All water and sewer facilities servicing the project shall be installed and approved prior to issuance of building permits.

**STREETS:**

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

**STORMWATER:**

- 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.

**PLANNING:**

- All site improvements must meet the site performance standards of the R-17 Zoning District.

**PROPOSED CONDITIONS:**

**Wastewater:**

City Wastewater Policy #716 Only one appropriately sized sewer lateral is allowed to serve each legally recognized parcel. 'One parcel, One service.

*- Submitted by Larry Parsons, Wastewater Utility Project Manager*

**ORDINANCES & STANDARDS USED FOR EVALUATION:**

2007 Comprehensive Plan  
Transportation Plan  
Municipal Code  
Idaho Code  
Wastewater Treatment Facility Plan  
Water and Sewer Service Policies  
Urban Forestry Standards  
Transportation and Traffic Engineering Handbook, I.T.E.  
Manual on Uniform Traffic Control Devices  
2017 Trails & Bikeways 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**

**647 E BEST AVENUE**  
**ZONE CHANGE**

*PROJECT NARRATIVE*

*Coeur d'Alene, Idaho*  
*June 29, 2020*

**INTRODUCTION**

Rock & Robyn Investment LLC, as the Applicant, is hereby requesting the zoning designation of approximately .2484 acres of property be amended to R-17 Residential. The subject property is located near the northwest corner of the intersection of Best Avenue and Seventh Street . Currently, there is an existing single-family residential house on the subject parcel; however, the majority of the land is vacant.

**SUBJECT PARCEL**

The property being requested for rezoning is as follows:

Parcel #: C-K174-001-0020  
Address: 647 E Best Avenue  
Coeur d’Alene, ID 83814  
Area: .2484 acres  
Current Zoning: R-12 Residential  
Proposed Zoning: R-17 Residential  
Legal Description: LOT 2, BLOCK 1, HAYCRAFT ESTATES, ACCORDING TO THE PLAT RECORDED IN BOOK “A” OF PLATS, PAGE 174, RECORDS OF KOOTENAI COUNTY, IDAHO

**Exhibit 1: Vicinity Map**



Map



0 0.01 0.02 0.04 mi

1 in = 0 miles



3/26/2020, 5:58:06 AM

Exhibit 1

## **ZONING CLASSIFICATION**

The parcel is currently zoned R-12 Residential and is located at the boundary of the City of Coeur d'Alene City Limits. The surrounding property consists of residentially zoned parcels to the North (R-17) and South (C-17). This requested zoning classification of R-17 for the subject property would allow for the development of a Townhouse project.

## **COMPREHENSIVE PLAN ANALYSIS**

The property lies in Haycraft Estates land use area per the City of Coeur d'Alene Comprehensive Plan. Neighborhood characteristics for this land use tend to be single-family and multi-family housing with an overall density of 3 – 4 units per acre with pockets of higher density housing. Neighborhood service nodes and commercial uses should be placed where appropriate. The proposed zoning would be consistent with the Comprehensive Plan, as this is located near the intersection of two major arterial streets and is appropriate for high density residential uses adjacent to commercial uses.

The City of Coeur d'Alene Comprehensive Plan is the guiding document for all land use development decisions. It is important that land use decisions meet, or exceed, the goals, policies and objectives as outlined in the Comprehensive Plan. The project proponent believes that the following Goals and Objectives (shown in *italics*) as outlined in the Comprehensive Plan are applicable to the request for zone classification:

### **Goal #1 – Natural Environment**

*Objective 1.12 – Community Design: Support the enhancement of existing urbanized areas and discourage sprawl.*

The subject property is currently a residential parcel located within the boundary of the City of Coeur d'Alene. This zoning amendment will allow for the development of this property to match that of the surrounding land uses.

*Objective 1.14 – Efficiency: Promote the efficient use of existing infrastructure, thereby reducing impacts to undeveloped areas.*

Existing utilities including sanitary sewer and domestic water are extended to this property, and have the capacity to serve this development.

### **Goal #2 – Economic Environment**

*Objective 2.02 – Economic and Workforce Development: Plan suitable zones and mixed use areas, and support local workforce development and housing to meet the needs of business and industry.*

It is the intention of the proponent to develop this property into multi-family residential housing in coordination with the previously approved multi-family zoning. This will provide mixed-use opportunities to the area as it is located directly adjacent to commercial property on Best Avenue.

### **Goal # 3 – Home Environment**

*Objective 3.05 – Neighborhoods: Protect and preserve existing neighborhoods from incompatible land uses and developments.*

The proposed zoning will allow for the future development of the subject property in a similar character and style of the surrounding land uses and neighborhoods and act as a buffer between the less intense residential uses to the North, and the commercial uses to the South and Adjacent.

*Objective 3.06 – Neighborhoods – Protect the residential character of neighborhoods by allowing residential/commercial/industrial transition boundaries at alleyways or along back lot lines if possible.*

The subject property is adjacent to both residential and commercial uses, and the proposed multi-family zoning designation will provide a natural buffer and transition between the uses.

### **PRE-DEVELOPMENT CONDITIONS**

The subject property currently contains a single-family residence. Access to the single-family residence is currently off of Best Avenue. The current single family residence would be demolished.

The Best Avenue frontage improvements to the property are to include: approach & sidewalks and will need to be completed during development of the property. No additional improvements are anticipated to be required during development of the subject property.

# PLANNING COMMISSION STAFF REPORT

**FROM:** MIKE BEHARY, ASSOCIATE PLANNER

**DATE:** AUGUST 11, 2020

**SUBJECT:** SP-5-20: A SPECIAL USE PERMIT FOR A DENSITY INCREASE FROM R-17 TO AN R-34 DENSITY

PUD-2-19m MODIFICATION OF "RIVER'S EDGE" PLANNED UNIT DEVELOPMENT

S-2-19m MODIFICATION OF PRELIMINARY PLAT REQUEST FOR "RIVER'S EDGE"

**LOCATION:** SUBJECT PROPERTIES ARE LOCATED AT 3528 W. SELTICE WAY

**APPLICANT/OWNER:**  
River's Edge Apartments, LLC  
1402 Magnesium Road  
Spokane, WA 99217

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

## THREE DECISION POINTS:

- 1) A request by the City for a special use permit for a density increase from R-17 to R-34 on 3.6 acres of city owned property.
- 2) A joint request by the City and River's Edge LLC for a Planned Unit Development (PUD) that will allow a 384-unit apartment facility, a mini-storage facility, and a single-family residential area that consists of 28 residential lots and two open space tracts on 25.92 acres.
- 3) A joint request by the City and River's Edge LLC for a 29 lot and five tract preliminary plat to be known as "River's Edge".



**INTRODUCTION:**

This staff report will first present the special use permit for the density increase to R-34 on property that the City owns. The next two items are in regards to River's Edge LLC amending its PUD and subdivision that was approved in 2019. The proposed amendments to the PUD and subdivision are contingent upon the special use permit being approved, and a land exchange between the City and River's Edge LLC being approved by the City Council. The reason the City is a joint applicant on the PUD and subdivision requests is because the land transaction between the parties is not completed and the City is currently the legal owner of the 3.6 acres, which is included in the total acreage, site design and proposed amendments to the PUD and subdivision. *See map of the special use permit request area on the City's 3.6-acre property on page 3.*

**HISTORY:**

This is the applicant's third development proposal request at this site. The first request was heard in December 2018 by the Planning Commission. The development proposal was for an 850-unit apartment facility with a public trail located along the river. The Planning Commission recommended approval of the request for a zone change. The other two items, a special use permit (SP-11-18) and a Limited Design PUD (LDPUD-1-18), were denied without prejudice by the Planning Commission and the applicant appealed to the City Council. The zone change request was heard by the City Council on March 5, 2019, which denied the request. A motion was then passed dismissing the appeal of denial of the requests for a SUP and LPUD as those requests were deemed moot based on the denial of the zone change.

The applicant's second development proposal request at this site was heard in July of 2019. This PUD and subdivision consisted of a 250-unit apartment facility, a mini-storage facility, and a private gated residential community along the river. This PUD and subdivision are known as "River's Edge". The City's 3.6-acre property that bisects the applicant's property was not part of this request. The Planning Commission approved the applicants request for this PUD and subdivision in items PUD-2-19 and S-2-19.

The applicant is now proposing to amend this PUD and subdivision that will incorporate the City's 3.6-acre parcel into the overall development. *See map of the amended PUD and Subdivision area on page 3.* The specifics of the proposed PUD and Subdivision amendments are presented in this report after the special use permit item. *See specifics of PUD and subdivision items beginning on page 25 of this report.*

**MAPPING INFORMATION FOR HEARING ITEMS:**

Area of Special Use Permit (City of Coeur d'Alene is the sole applicant)



Area of PUD and Subdivision (River's Edge LLC and City of Coeur d'Alene are co-applicants)



## SP-5-20: SPECIAL USE:

**SUBJECT:** SP-5-20: A SPECIAL USE PERMIT FOR A DENSITY INCREASE FROM R-17 TO AN R-34 DENSITY.

**LOCATION:** +/- 3.60 ACRE PARCEL LOCATED AT 3528 W. SELTICE WAY

**APPLICANT/OWNER:**

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

**DECISION POINT:**

The City is requesting approval of a Special Use Permit for a density increase from R-17 to R-34 on 3.6 acres.

**BACKGROUND INFORMATION:**

The subject site is located south of Seltice Way, north of the Spokane River, and is west of and adjacent to the Atlas Mill site. The 3.6-acre subject site is currently vacant and undeveloped. It was formerly railroad right-of-way that was purchased by the City and annexed in 2015. The City is the owner of the subject site and is the applicant of this special use request for a density increase to R-34.

The subject site bisects the property involving River's Edge Planned Unit Development (PUD) project. River's Edge LLC and the City entered into a Memorandum of Understanding MOU on May 15, 2018 and tentatively agreed to a land exchange involving the City owned former BNSF Railway right of way (subject site) and the River's Edge owned former Stimson Office site on Seltice Way. The land exchange will only take place if all three of the land use requests (SP-5-20, PUD-2-19m and S-2-19m) are approved and both parties agree to proceed with the conditions of a land exchange, which requires a public hearing and approval by the City Council. *See map on page 6 for the land exchange sites.*

The land exchange would result in the City acquiring the former Stimson Office site owned by River's Edge that adjoins the City's Atlas Waterfront property. The former Stimson Office site was approved for a density increase to R-34 on June 4, 2017 that allowed for a total of 134 units in item SP-1-17. If the land exchange is approved, this property would be owned by the City and incorporated into the Atlas Waterfront project and River's Edge would acquire the 3.6-acre former railroad right of way property owned by the City, which would include the entitled rights to develop the additional residential units if this SUP is approved. The City's site and the developer's former Stimson Office site are approximately the same size.

The exchange would also require a landscaping and pedestrian/bike trail easement approximately 1,600 feet long for a 16-foot wide public trail and adjacent greenspace that would accommodate the sewer connection to the west that would serve the Atlas Waterfront project.

The proposed density increase equates to the density that is currently allowed on the triangle property known as the Stimson Office site. The land exchange will allow the developer to build

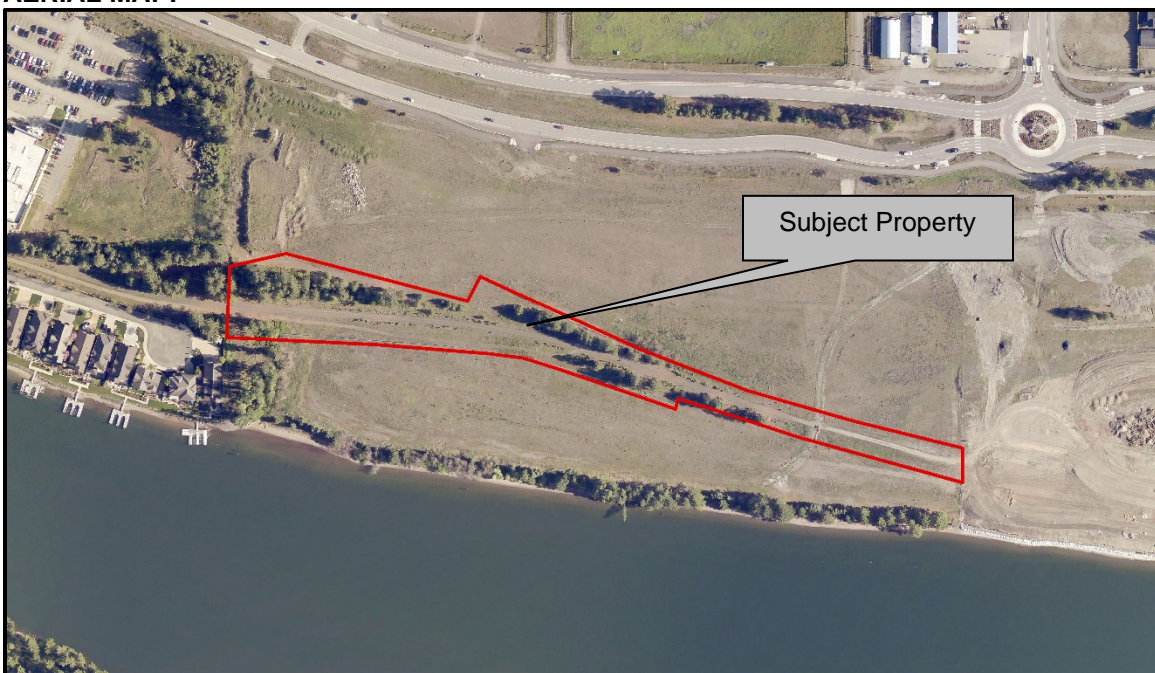


the same number of units at the River's Edge site rather than on the two separate sites that he currently owns and has approved entitlements totaling 384 units. If this special use permit is approved, River's Edge LLC has requested the amendment to his River's Edge PUD to incorporate the subject site into the development. See specifics of PUD and subdivision items beginning on page 25 of this report.

**LOCATION MAP:**



**AERIAL MAP:**





**BIRDS EYE AERIAL PHOTO:**

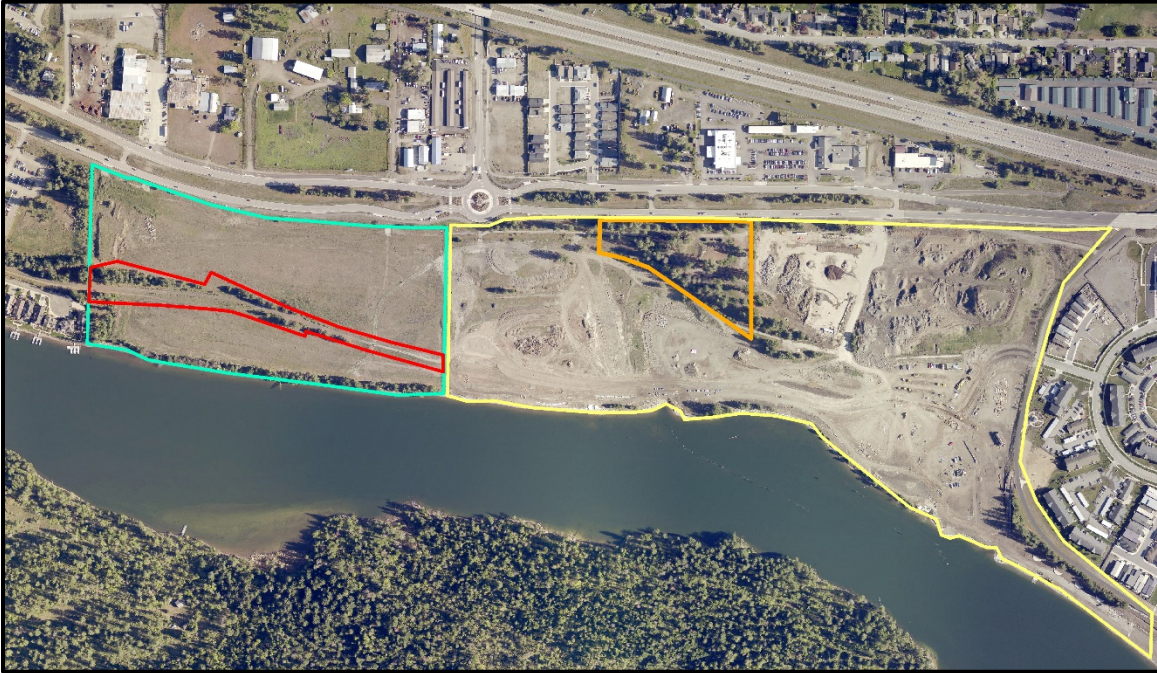


**CITY PROPERTY AND TRADE PROPERTY - PROPOSED LAND EXCHANGE MAP:**

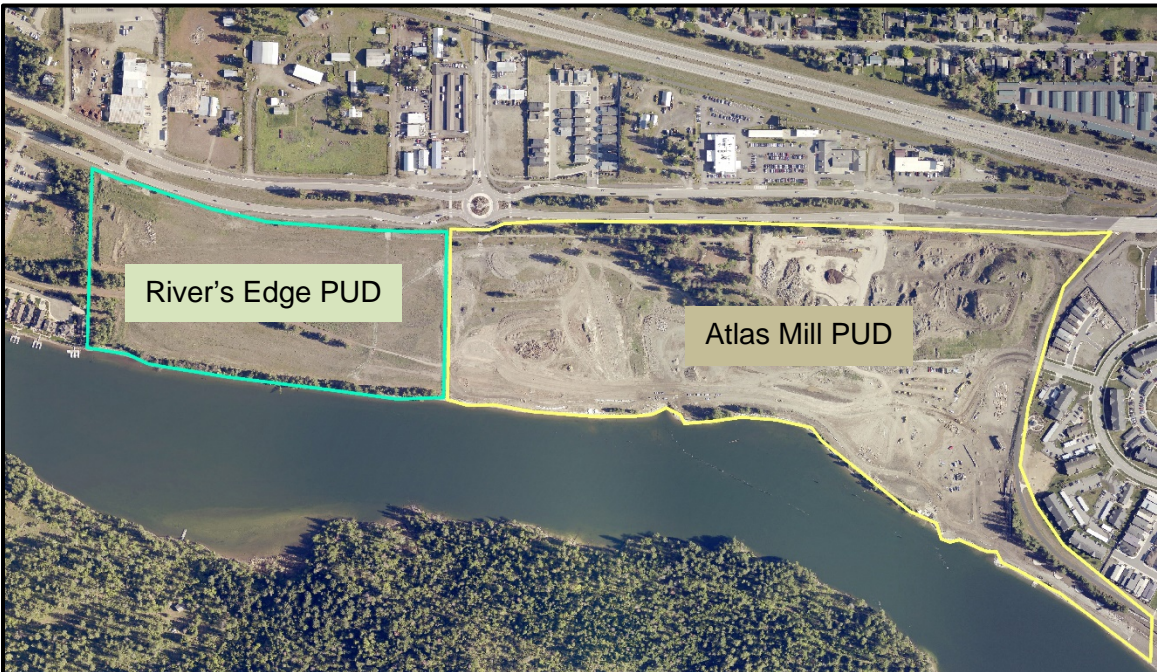




**AERIAL PHOTO - 2:**



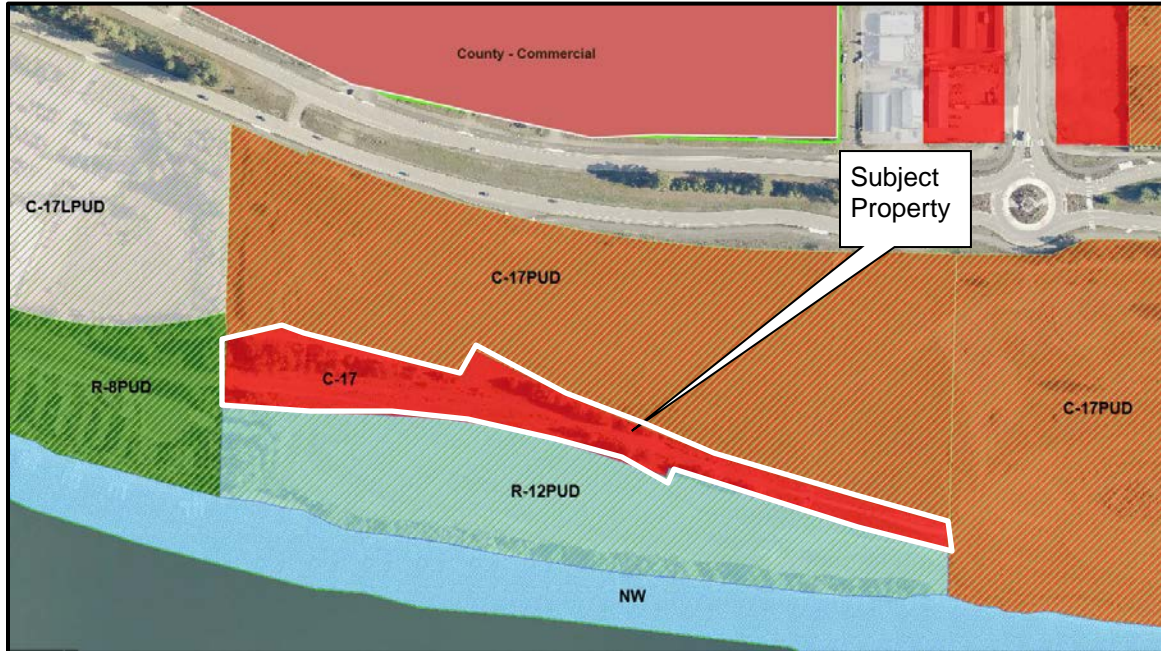
**AERIAL PHOTO – 3 (project boundaries if the requests and land exchange are approved):**







## ZONING MAP:



### C-17 ZONING DISTRICT:

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

### 17.05.500: PERMITTED USES; PRINCIPAL:

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

- Administrative offices.
- Agricultural supplies and commodity sales.
- Automobile and accessory sales.
- Automobile parking when serving an adjacent business or apartment.
- Automobile renting.
- Automobile repair and cleaning.
- Automotive fleet storage.
- Automotive parking.
- Banks and financial institutions.
- Boarding house.
- Building maintenance service.
- Business supply retail sales.
- Business support service.
- Childcare facility.
- Commercial film production.
- Commercial kennel.
- Commercial recreation.
- Communication service.
- Community assembly.
- Community education.
- Community organization.
- Construction retail sales.
- Consumer repair service.
- Convenience sales.
- Convenience service.
- Department stores.
- Duplex housing (as specified by the R-12 district).
- Essential service.
- Farm equipment sales.
- Finished goods wholesale.
- Food and beverage stores
- Funeral service.
- General construction service.
- Group assembly.
- Group dwelling - detached housing.
- Handicapped or minimal care facility.
- Home furnishing retail sales.
- Home occupations.
- Hospitals/healthcare.



- Hotel/motel.
- Juvenile offender facility.
- Laundry service.
- Ministorage facilities.
- Multiple-family housing (as specified by the R-17 district).
- Neighborhood recreation.
- Noncommercial kennel.
- Nursing/convalescent/rest homes for the aged.
- Personal service establishments.
- Pocket residential development (as specified by the R-17 district).
- Professional offices.
- Public recreation.
- Rehabilitative facility.
- Religious assembly.
- Retail gasoline sales.
- Single-family detached housing (as specified by the R-8 district).
- Specialty retail sales.
- Veterinary office

**17.05.510: PERMITTED USES; ACCESSORY:**

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

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

**17.05.520: PERMITTED USES; SPECIAL USE PERMIT:**

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

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

**R-34 RESIDENTIAL ZONING DISTRICT:**

The R-34 district is intended as a high-density residential district, permitting thirty-four (34) units per gross acre that the city has the option of granting, through the special use permit procedure, to any property zoned R-17, C-17, C-17L or LM. To warrant consideration, the property must in addition to having the R-17, C-17, C-17L or LM designation meet the following requirements:

1. Be in close proximity to an arterial, as defined in the Coeur d'Alene transportation plan, sufficient to handle the amount of traffic generated by the request in addition to that of the surrounding neighborhood; and the project and accessing street must be designed in such a way so as to minimize vehicular traffic through adjacent residential neighborhoods.
2. Be in close proximity to shopping, schools and park areas (if it is an adult only apartment complex, proximity to schools and parks is not required).

This district is appropriate as a transition between R-17 and commercial/industrial. Single-family detached and duplex housing are not permitted in this district. Project review (chapter 17.07, article IV of this title) is required for all subdivisions and for all residential, civic, commercial, service and industry uses except residential uses for four (4) or fewer dwellings

**17.05.340: PERMITTED USES; PRINCIPAL:**

Principal permitted uses in an R-34 district shall be as follows:

- Essential service.
- Multiple-family housing.
- Neighborhood recreation.
- Public recreation.

**17.05.350: PERMITTED USES; ACCESSORY:**

Accessory permitted uses in an R-34 district shall be as follows:

- Accessory dwelling units.
- Garage or carport (attached or detached).
- Mailroom or common use room for pocket residential or multiple-family development.
- Outside area or building for storage when incidental to the principal use.
- Private recreation facility

**17.05.360: PERMITTED USES; SPECIAL USE PERMIT:**

Permitted uses by special use permit in an R-34 district shall be as follows:

- Automobile parking when the lot is adjoining at least one point of, intervening streets and alleys excluded, the establishment which it is to serve; this is not to be used for the parking of commercial vehicles.
- Commercial recreation.
- Community assembly.
- Community education.
- Convenience sales.
- Four (4) unit per gross acre density increase.
- Group dwelling - detached housing.
- Hotel/motel.
- Noncommercial kennel.
- Religious assembly.

**17.05.370: SITE PERFORMANCE STANDARDS; MAXIMUM HEIGHT:**

Maximum height requirements in an R-34 district shall be as follows:

- 63 feet for multiple-family and nonresidential structures.

**17.05.320: SITE PERFORMANCE STANDARDS; MINIMUM YARD:**

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

1. Front: The front yard requirement shall be twenty feet (20').
2. Side, Interior: The interior side yard requirement shall be ten feet (10').
3. Side, Street: The street side yard requirement shall be twenty feet (20').
4. Rear: The rear yard requirement shall be twenty feet (20'). However, the rear yard will be reduced by one-half (1/2) when adjacent to public open space.

**17.44.030: OFF STREET PARKING - RESIDENTIAL USES:**

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

## SPECIAL USE FINDINGS:

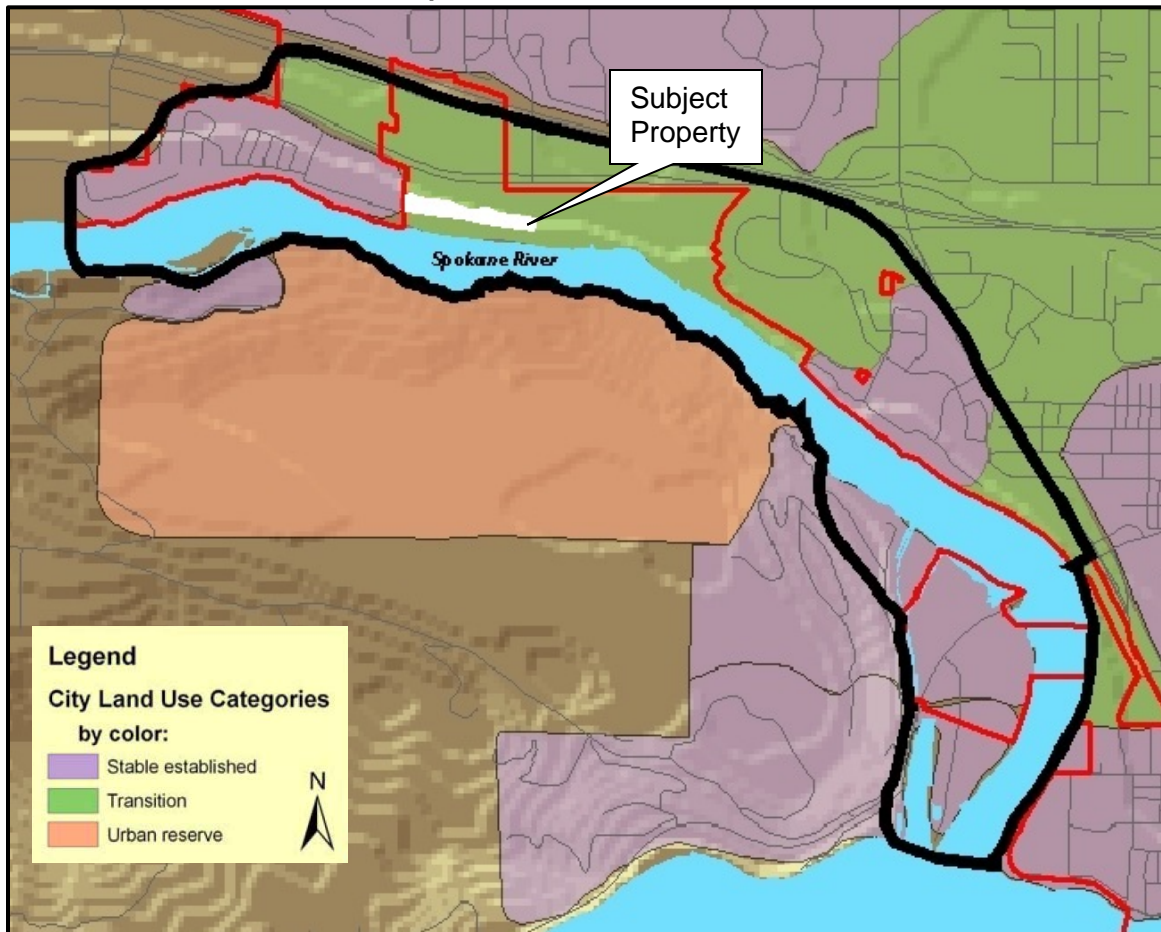
### REQUIRED FINDINGS FOR SPECIAL USE PERMITS:

Pursuant to Section 17.09.220, Special Use Permit Criteria, a special use permit may be approved only if the proposal conforms to all of the following criteria to the satisfaction of the Planning Commission:

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

- The subject property is within the existing city limits.
- The City Comprehensive Plan designates the subject site to be in the Spokane River District.
- The subject property is located in the City's Area of Impact

**COMPREHENSIVE PLAN MAP: Spokane River District**





**Transition Areas:**

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

**Spokane River District Tomorrow:**

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

**The characteristics of the Spokane River District neighborhoods will be:**

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

**NEIGHBORHOOD CHARACTER:*****2007 Comprehensive Plan: Spokane River District Today***

This Spokane River District is in a state of flux from its historic past use as a site of four major 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 acres 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.

## 2007 COMPREHENSIVE PLAN GOALS & OBJECTIVES THAT APPLY:

### ***Goal #1: Natural Environment***

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

#### **Objective 1.01 Environmental Quality:**

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

#### **Objective 1.02 Water Quality:**

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

#### **Objective 1.03 Waterfront Development:**

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

#### **Objective 1.04 Waterfront Development:**

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

#### **Objective 1.05 Vistas:**

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

#### **Objective 1.09 Parks:**

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

#### **Objective 1.11 Community Design:**

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

#### **Objective 1.12 Community Design:**

Support the enhancement of existing urbanized areas and discourage sprawl

#### **Objective 1.13 Open Space:**

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

#### **Objective 1.14 Efficiency:**

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

#### **Objective 1.15 Natural Terrain:**

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

#### **Objective 1.16 Connectivity:**

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

#### **Objective 1.17 Hazardous Areas:**

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

**Goal #2: Economic Environment**

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

**Objective 2.01 Business Image & Diversity:**

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

**Objective 2.02 Economic & Workforce Development:**

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

**Objective 2.05 Pedestrian & Bicycle Environment:**

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

**Objective 2.06 Cooperative Partnerships:**

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

**Goal #3: Home Environment**

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

**Objective 3.01 Managed Growth:**

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

**Objective 3.02 Managed Growth:**

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

**Objective 3.05 Neighborhoods:**

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

**Objective 3.06 Neighborhoods:**

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

**Objective 3.08 Housing:**

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

**Objective 3.13 Parks:**

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

**Objective 3.14 Recreation:**

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

**Objective 3.16 Capital Improvements:**

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

**Objective 3.18 Transportation:**

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

**Goal #4: Administrative Environment**

Our Comprehensive Plan advocates efficiency and quality management.

**Objective 4.01 City Services:**

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

**Objective 4.06 - Public Participation:**

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

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

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

This special use application does not have a site plan associated with it. However, all uses allowed in the R-34 are compatible with the surrounding properties and the surrounding land uses. *See Generalized Land Use Map on Page 18.*

If approved, the R-34 density on the City-owned property would only occur if the PUD and subdivision request and land exchange are also approved. Therefore, the site plan would match the PUD and subdivision details included in this report.

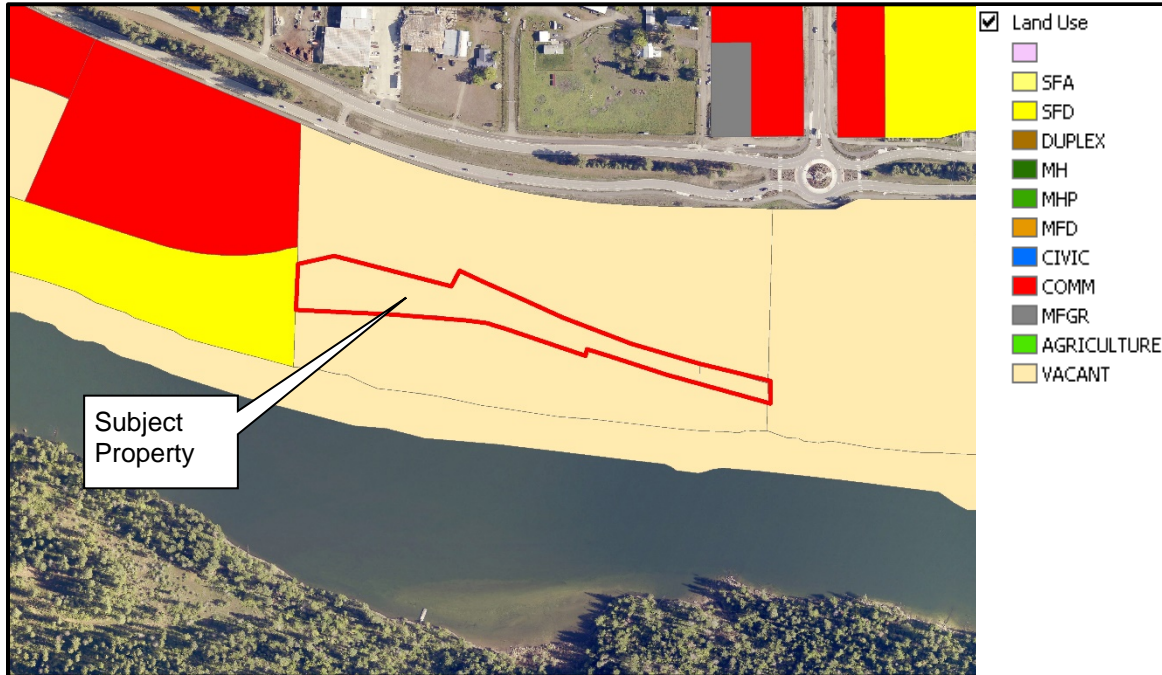
The primary purpose of this special use is to facilitate a land transaction between the City and the Developer of the River's Edge PUD development. The other purpose of this special use permit will also allow the developer of River's Edge PUD to build the same number of units on one property rather than on the two separate development sites that he currently owns. *See Land Exchange Map on page 6.*

This special use permit will facilitate better master planning for properties located adjacent to the Spokane River, including the current River's Edge request and the Atlas Waterfront PUD to the east by creating a viable use of the former railroad property and incorporating the former Stimson Office site into the Atlas Waterfront development, which will improve the overall layout and development potential of the project. The proposed land exchange associated with these requests would also have economic benefits for both parties, while resulting in no net increase of residential units.



The proposed PUD site plan will be discussed during the PUD and Subdivision part of this staff report. Separate findings will need to be made for the PUD item in this staff report regarding the proposed PUD site plan. See *PUD item beginning on page 25*.

**GENERALIZED LAND USE PATTERN:**



**PRIOR SPECIAL USE PLAN ACTIONS:**

Planning Commission approved multiple special uses in the vicinity of the subject site. Two special use permits for a mini-storage facility were approved in items SP-12-84 in 1984 and SP-26-84 in 1985. The Planning Commission also approved a special use permit for a warehouse storage facility in item SP-2-11 in 2011.

A special use request in 2018 for density increase to R-34 on 25 acres was denied that was also part of a proposal for Limited Design Planned Unit Development in item SP-11-18. There have been two density increases special use request that have been approved in the vicinity of the subject property. The Planning Commission approved those special use requests for a density increase in items SP-1-14 and SP-21-17 as shown in the map provided below. See *Prior Special Use Actions Map on Page 19*

**PRIOR SPECIAL USE ACTIONS MAP:**



Past Special Use Permits:

SP-12-84	Mini Storage Facility	6-12-1984	Approved
SP-26-84	Mini Storage Facility	1-29-1985	Approved
SP-2-11	Warehouse Storage Facility	4-12-2011	Approved
SP-1-14	Density increase in the R-34	4-08-2014	Approved
SP-1-17	Density increase in the R-34	1-10-2017	Approved
SP-11-18	Density increase in the R-34	12-11-2018	Denied



**SITE PHOTO - 1:** Central part of property looking east



**SITE PHOTO - 2:** Central part of property looking west.





**SITE PHOTO - 3:** Central part of property looking north



**SITE PHOTO - 4:** Southeast part of property looking south.





**SITE PHOTO - 5:** Eastern part of property looking east.



**Evaluation:** *Based on the information presented, the Planning Commission must determine if the request is or is not compatible with surrounding uses and is designed appropriately to blend in with the area.*

- C. Finding #B8C: 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.**

**STORMWATER:**

Stormwater issues are not a component of the proposed Special Use Permit. Any 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 Bosley, City Engineering*

**STREETS:**

The subject property is bordered by Seltice Way to the north. This existing roadway is a newly constructed street section and will not require street improvements. The Streets and Engineering Department has no objection to the Special Use Permit as proposed.

*- Submitted by Chris Bosley, City Engineer*

**TRAFFIC:**

The anticipated traffic under the proposed Special Use Permit is considered negligible because the intent is to complete a land swap with the developer, subsequently lowering the allowable density of the "triangle parcel" to ultimately achieve no net gain in density or traffic generated. The Streets & Engineering Department has no objection to the Special Use Permit as proposed.

*-Submitted by Chris Bosley, City Engineer*

**WATER:**

There is adequate capacity in the public water system to support domestic, irrigation and fire flow for the proposed Special Use Permit. The Water Department has no objections to the special use as proposed.

*-Submitted by Kyle Marine, Assistant Water Superintendent*

**PARKS:**

The Parks Department has no objection to the special use as proposed.

*-Submitted by Monte McCully, Trails Coordinator*

**WASTEWATER:**

The Wastewater Utility Department has no objections to the special use as proposed.

*-Submitted by Larry Parsons, Utility Project Manager*

**FIRE:**

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

Fire department access to the site (Road widths, surfacing, maximum grade 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 or during the Site Development and Building Permit, utilizing the currently adopted International Fire Code (IFC) for compliance. The CD'A FD can address all concerns at site and building permit submittals with the corrections to the below conditions.

*-Submitted by Bobby Gonder, Fire Inspector/MIAAI - CFI*

**Evaluation:** *Planning Commission must determine if the location, design, and size of the proposal are such that the development will or will not be adequately served by existing streets, public facilities and services.*

**PROPOSED CONDITION:**

- 1) This Special Use Permit would only go into effect if the land exchange is approved by City Council, which is contingent on approval of the modification of River's Edge PUD (PUD-2-19m) and Subdivision (S-2-19m).
- 2) The City agrees to let the Stimson Office site special use permit (SP-1-17) for a density increase to R-34 expire and revert back to a R-17 density if the land exchange is consummated, and will work with ignite cda to incorporate the parcel into the Atlas Waterfront PUD project.

## **PUD-2-19m: PLANNED UNIT DEVELOPMENT FINDINGS:**

### **APPLICANT/OWNER:**

River's Edge Apartments, LLC  
1402 Magnesium Road  
Spokane, WA 99217

### **APPLICANT/OWNER:**

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

### **BACKGROUND INFORMATION:**

The subject site is located south of Seltice Way, north of the Spokane River, and is west of and adjacent to the former Atlas Mill site, which is being developed as the Atlas Waterfront project. The 25.92-acre site is currently vacant and undeveloped. Prior to 2004, the subject site was part of a large saw mill facility that was active for many years. The saw mill has since closed and all the buildings have been removed from this site. The applicant's property was annexed into the city in early 2014 with C-17 and R-12 zoning.

The 3.6-acre tract, owned by the City bisected the previously approved development. The City's 3.6-acre site is now part of this PUD request. The applicant is proposing to amend the 2019 PUD and subdivision that will incorporate the City-owned 3.6-acre parcel into the overall development.

The applicant proposes to develop the property with residential uses and a commercial use. The applicant proposes to build a multi-family apartment complex and self-storage facility on the northern part of the property, and a single-family residential community along the river. The project would also include open space and a multiuse trail as described below. See the attached Narrative/Justification submitted by the applicant for a complete overview of their proposed project. (Attachments 3 and 4)

The proposed apartment facility will have 11 apartment buildings with up to 384 dwelling units and 358 garage stalls. Overall, there will be a total of 770 parking spaces associated with the apartment facility. The maximum building height for the proposed apartment buildings is 45 feet. The C-17 Zoning District regulations state that multifamily uses must adhere to the R-17 standards in regards to building height. The maximum height allowed for multifamily buildings in the R-17 Zoning District is 45 feet. The applicant has not asked for deviation to the maximum height limits. *See Building Elevations on pages 28 and 29.*

The proposed self-storage facility will have a total of 431 storage units with some units capable of storing RV's. Overall, there will be a total of 53 parking spaces associated with the self-storage facility. *See Building Elevations on pages 28 and 29.*

There is a total of 28 single family residential lots and two public open space tracts along the river. *See Site Plan on Page 27.*

The multi-family facility is located beyond the 150-foot shoreline area. However, the single family lots along the river will be within the 150-foot shoreline area. All structures within 150 feet of the shoreline will be restricted to a maximum building height of 30 feet. The applicant has indicated that the single-family homes will meet the 30-foot height limitation within the shoreline area.



The applicant has indicated that the development is proposed to be phased over many years as shown on the Phasing Plan. See *Phasing Plan on page 30*.

The applicant is proposing to position the apartment buildings and private roadway on his property such that there will be three view corridors allowing views of the river looking south from Seltice Way. The applicant has submitted a View Corridor Map as part of this application. See *View Corridor Map on page 30*.

The applicant is proposing both public and private open space areas as part of this project. The open space requirement for a PUD is no less than 10% of the gross land area. The applicant's proposed project will have a total of 13.6% of open space, which is consistent with the previous approval. The applicant is proposing a total of 3.54 acres of open space that will consist of 2.57 acres of private open space associated with the apartment complex and .97 acres of public open space associated with the single family lots located along the river.

The two open space tracts located along the river are each 60 feet wide and will allow public access to the river. These open space tracts are consistent with the previous approval, other than a slight adjustment in their locations to better line up with view corridors. They will satisfy the Subdivision Code requirement for public access to bodies of water and facilitate Fire Department access in the event of a fire. The applicant is proposing a native passive recreation area with a three-foot wide pedestrian path allowing access to the river in each of the open space areas. The two open spaces can be accessed by pedestrians from the 16-foot trail that will traverse the property from east to west. See *Open Space Plan on Page 46*.

The proposed 16-foot wide multipurpose trail will have connections to the trail along the shoreline in the Atlas Waterfront project and will connect to a future trail through Mill River and also provide a connection to the north to Seltice Way. The proposed alignment of the trail will be in between the apartments to the north and the single family lots to the south along the river. See *Site Plan for trail location on Page 27*.

**PLANNED UNIT DEVELOPMENT MODIFICATION REQUEST:**

- Private streets rather than public streets. (*Requested with previous approval*)

**COMPARISON FROM WHAT WAS APPROVED IN THE 2019 PUD (PUD-2-19):**

<u>Item</u>	<u>PUD - 2019</u>	<u>PUD - 2020</u>
<i>Apartment Units</i>	250	384*
<i>Mini Storage Units</i>	391	431
<i>SFD Residential Lots</i>	28	28
<i>Open Space</i>	10 %	13.6 %
<i>Total Acres</i>	22.32	25.92
<i>Gated SFD Area</i>	Yes	No

*\* The total number of apartment units is increased in this request, but is a no net increase with the proposed land exchange from the owner/applicant's approved entitlements.*



**APPLICANT'S APARTMENT BUILDING ELEVATION:**

SECTIONS 9 AND 10, T. 20 N., R. 4 W., S.M.  
CITY OF COEUR D'ALENE, KOOTENAI CO., IDAHO

FRONT ELEVATION  
NOT TO SCALE

WEST ELEVATION  
NOT TO SCALE

REAR ELEVATION  
NOT TO SCALE

REAR-RIGHT ELEVATION  
NOT TO SCALE

	<b>SCALE:</b> HORIZONTAL: 1/8" = 1'-0" VERTICAL: AS SHOWN	<b>PROJECT:</b> RIVER'S EDGE <b>DATE:</b> 06/04/20 <b>DRAWN:</b> EMM <b>REVIEWED:</b> RCP		<b>RIVER'S EDGE</b> <b>APARTMENT BUILDING ELEVATIONS</b> 3525 W SELTICE WAY COEUR D'ALENE, ID	<b>SHEET</b> P-12 06/11/20 15-1470A
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Russell C. Page  
ARCHITECTS

**APPLICANT'S SELF-STORAGE AND OFFICE BUILDING ELEVATION:**

SECTIONS 9 AND 10, T. 20 N., R. 4 W., S.M.  
CITY OF COEUR D'ALENE, KOOTENAI CO., IDAHO

SOUTH ELEVATION  
NOT TO SCALE

NORTH ELEVATION  
NOT TO SCALE

ELEVATION OFFICE BUILDING  
NOT TO SCALE

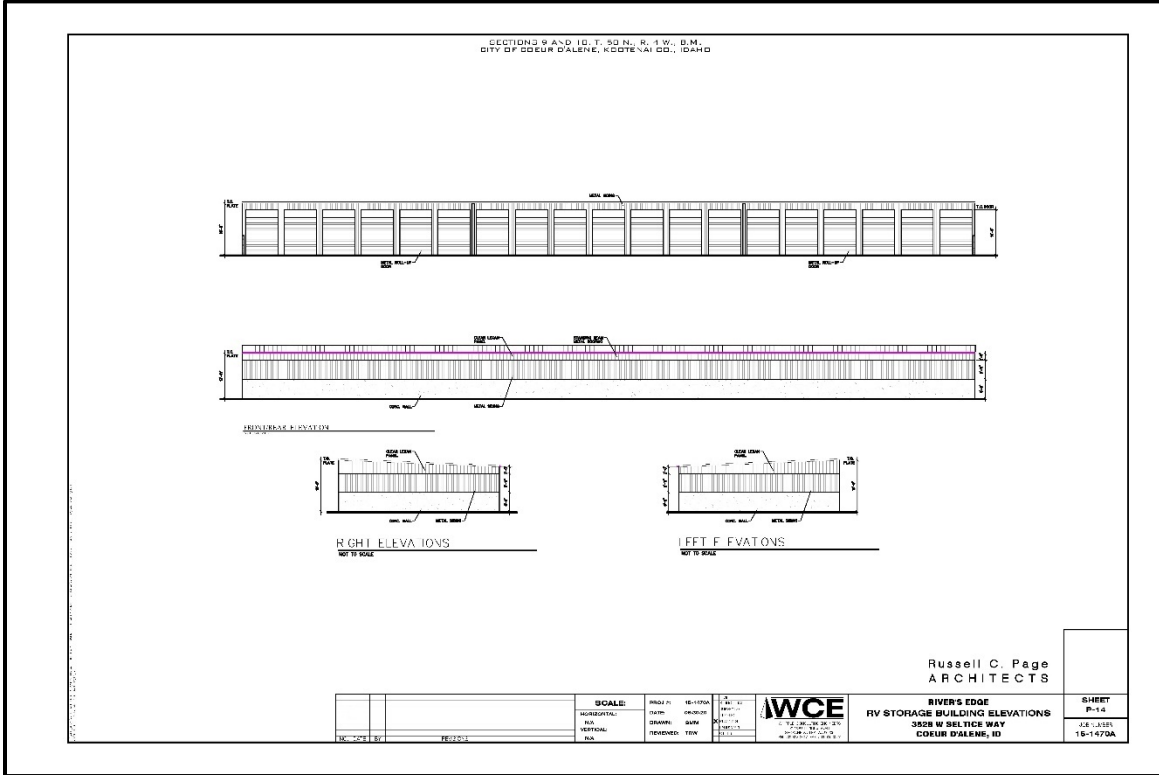
WEST ELEVATION  
NOT TO SCALE

EAST ELEVATION  
NOT TO SCALE

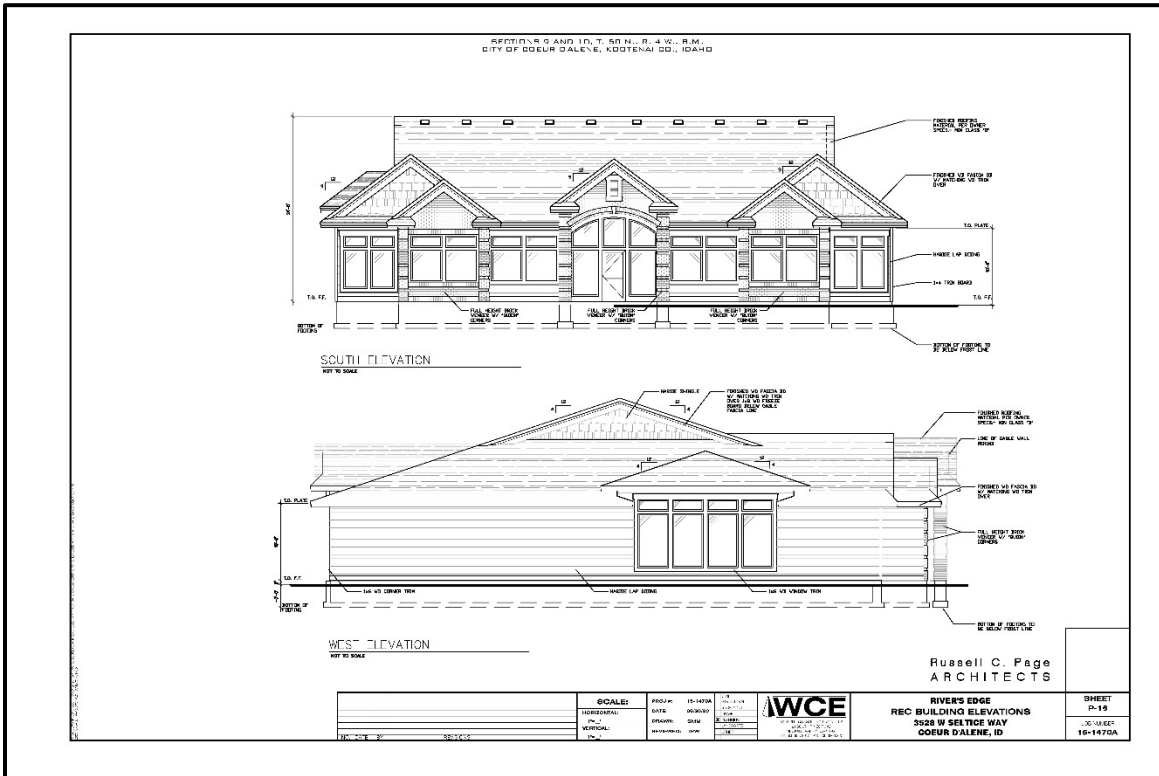
	<b>SCALE:</b> HORIZONTAL: 1/8" = 1'-0" VERTICAL: AS SHOWN	<b>PROJECT:</b> RIVER'S EDGE <b>DATE:</b> 06/04/20 <b>DRAWN:</b> EMM <b>REVIEWED:</b> RCP		<b>RIVER'S EDGE</b> <b>2-STORY STORAGE BLDG ELEVATIONS</b> 3525 W SELTICE WAY COEUR D'ALENE, ID	<b>SHEET</b> P-13 06/11/20 15-1470A
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Russell C. Page  
ARCHITECTS

**APPLICANT'S RV STORAGE BUILDING ELEVATION:**

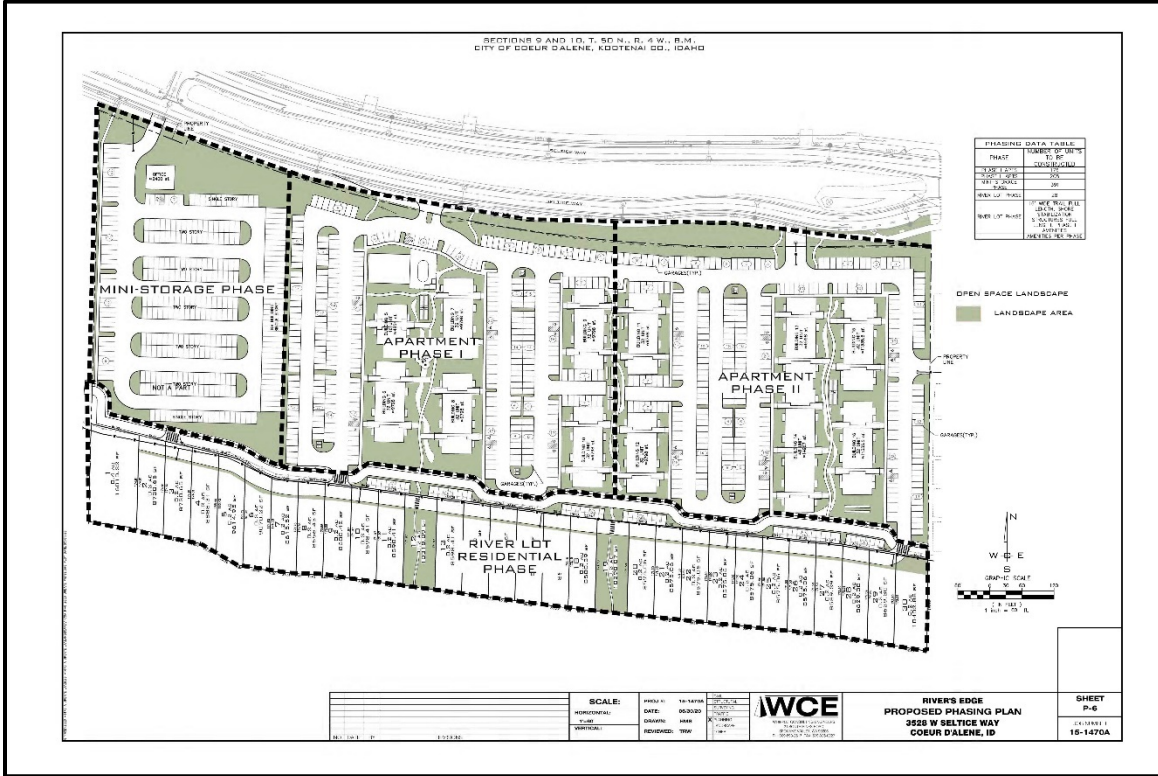


**APPLICANT'S APARTMENT CLUBHOUSE BUILDING ELEVATION:**

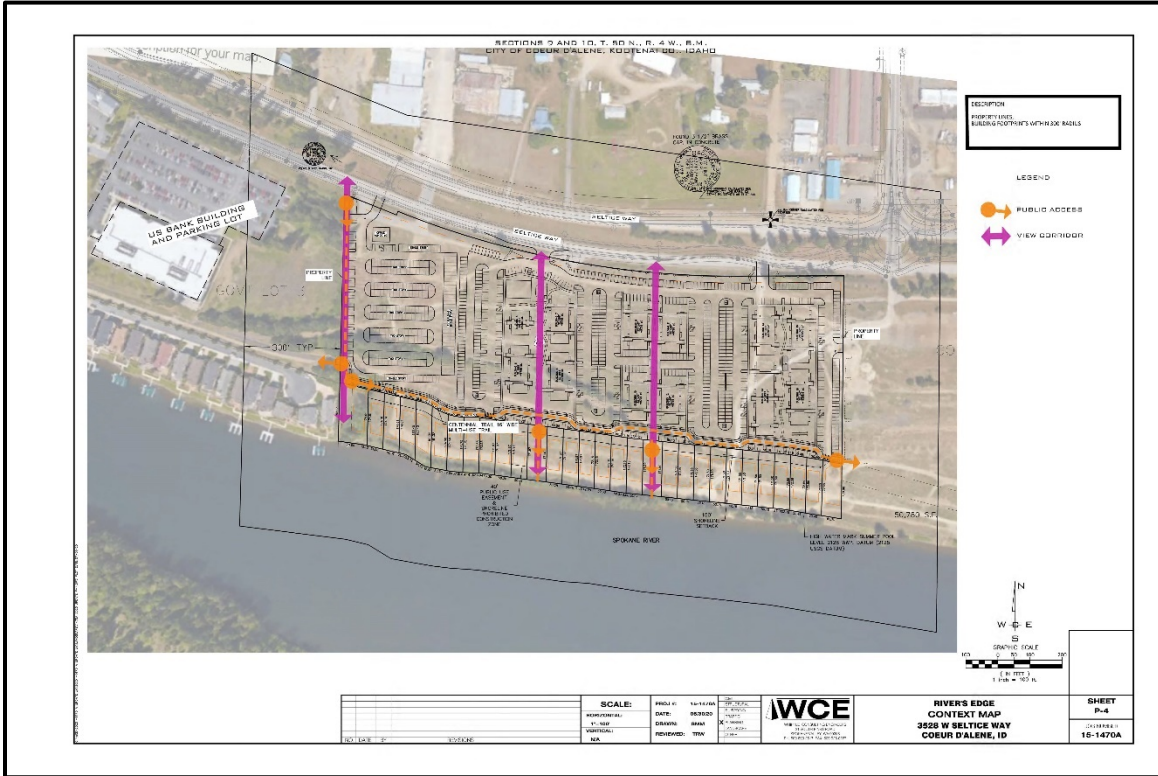




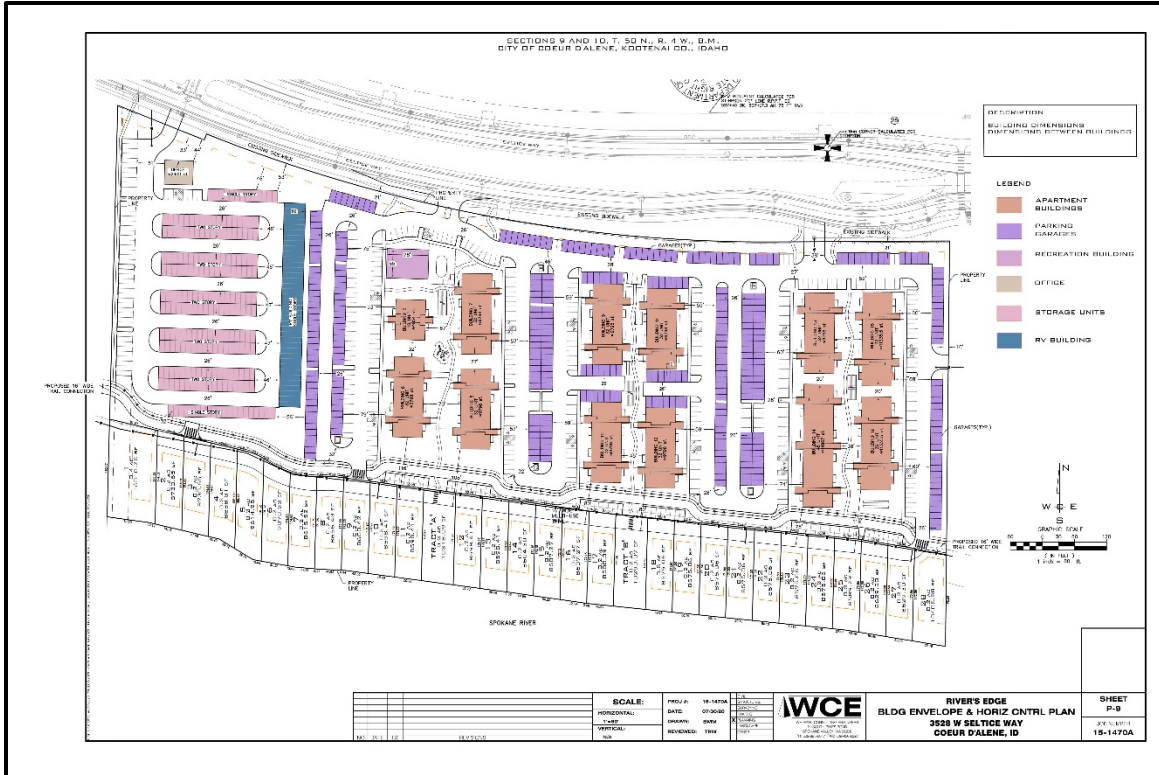
**PHASING PLAN:**



**VIEW CORRIDORS:**



**BUILDING ENVELOPE MAP:**



**PUD FINDINGS:**

**17.07.230: PLANNED UNIT DEVELOPMENT REVIEW CRITERIA:**

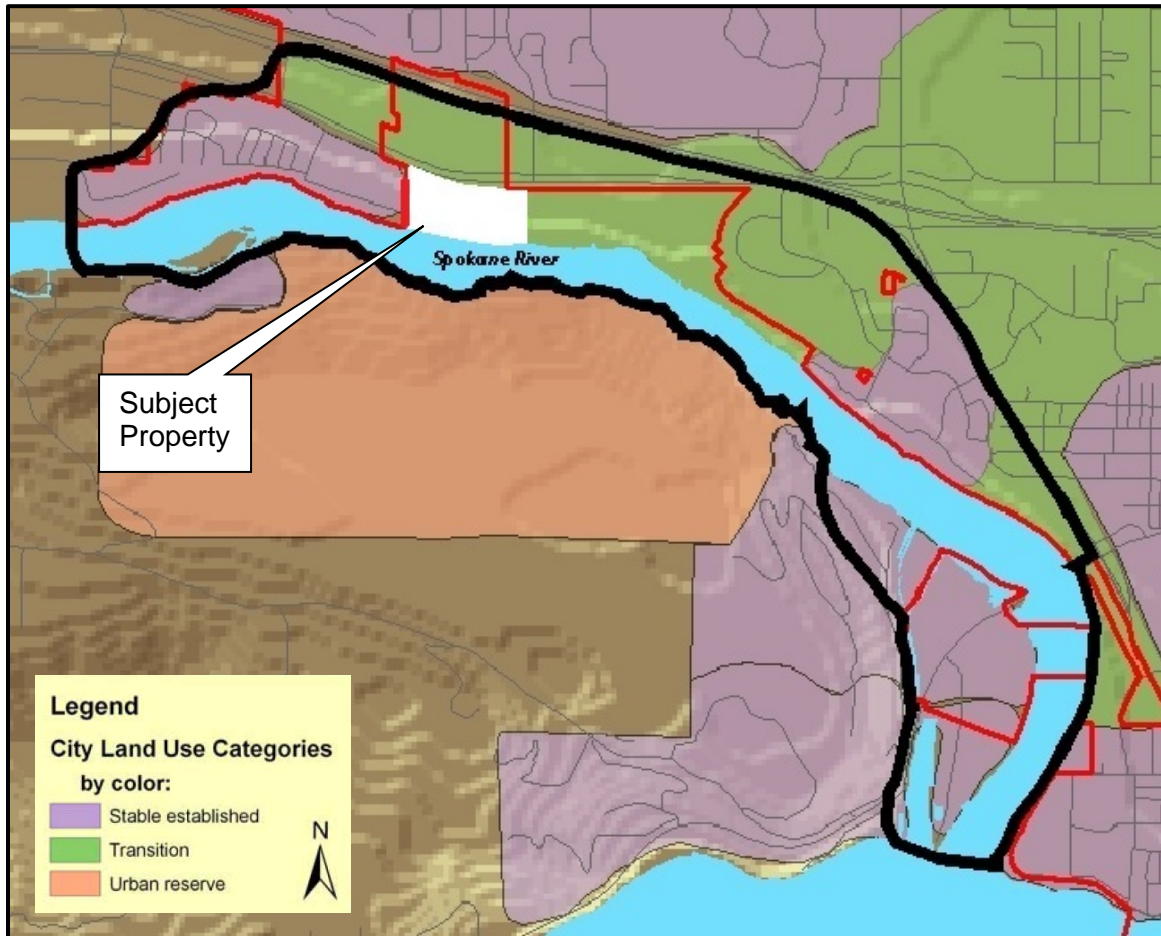
A planned unit development may be approved only if the proposal conforms to the following criteria, to the satisfaction of the commission:

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

**2007 COMPREHENSIVE PLAN- LAND USE CATEGORIES:**

- The subject property is within the existing city limits.
- The City Comprehensive Plan Map designates this area as: Spokane River District
- The subject property is located in the City's Area of Impact

## 2007 COMPREHENSIVE PLAN MAP: SPOKANE RIVER DISTRICT – Transition



### Transition Areas:

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

### Spokane River District Tomorrow

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

### The characteristics of the Spokane River District neighborhoods will be:

- Various commercial, residential, and mixed uses.
- Public access should be provided to the river.
- That overall density may approach ten to sixteen dwelling units per acre, but pockets of denser housing are appropriate and encouraged.
- That open space, parks, pedestrian and bicycle connections, and other public spaces will be provided throughout, especially adjacent to the Spokane River.

- That the scale of development will be urban in nature, promoting multi-modal connectivity to downtown.
- The scale and intensity of development will be less than the Downtown Core.
- Neighborhood service nodes are encouraged where appropriate.
- That street networks will be interconnected, defining and creating smaller residential blocks and avoiding cul-de-sacs.
- That neighborhoods will retain and include planting of future, large-scale, native variety trees.

**NEIGHBORHOOD CHARACTER:**

*2007 Comprehensive Plan: Spokane River District Today*

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

**2007 COMPREHENSIVE PLAN GOALS & OBJECTIVES THAT APPLY:**

**Goal #1: Natural Environment**

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

**Objective 1.01 Environmental Quality:**

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

**Objective 1.02 Water Quality:**

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

**Objective 1.03 Waterfront Development:**

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

**Objective 1.04 Waterfront Development:**

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

**Objective 1.05 Vistas:**

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

**Objective 1.09 Parks:**

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



**Objective 1.11 Community Design:**

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

**Objective 1.12 Community Design:**

Support the enhancement of existing urbanized areas and discourage sprawl

**Objective 1.13 Open Space:**

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

**Objective 1.14 Efficiency:**

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

**Objective 1.15 Natural Terrain:**

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

**Objective 1.16 Connectivity:**

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

**Objective 1.17 Hazardous Areas:**

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

**Goal #2: Economic Environment**

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

**Objective 2.01 Business Image & Diversity:**

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

**Objective 2.02 Economic & Workforce Development:**

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

**Objective 2.05 Pedestrian & Bicycle Environment:**

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

**Objective 2.06 Cooperative Partnerships:**

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

**Goal #3: Home Environment**

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

**Objective 3.01 Managed Growth:**

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

**Objective 3.02 Managed Growth:**

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

**Objective 3.05 Neighborhoods:**

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

**Objective 3.06 Neighborhoods:**

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

**Objective 3.08 Housing:**

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

**Objective 3.13 Parks:**

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

**Objective 3.14 Recreation:**

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

**Objective 3.16 Capital Improvements:**

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

**Objective 3.18 Transportation:**

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

**Goal #4: Administrative Environment**

Our Comprehensive Plan advocates efficiency and quality management.

**Objective 4.01 City Services:**

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

**Objective 4.06 - Public Participation:**

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

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

**Finding #B8B:**

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

**To the South:**

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

**To the North:**

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

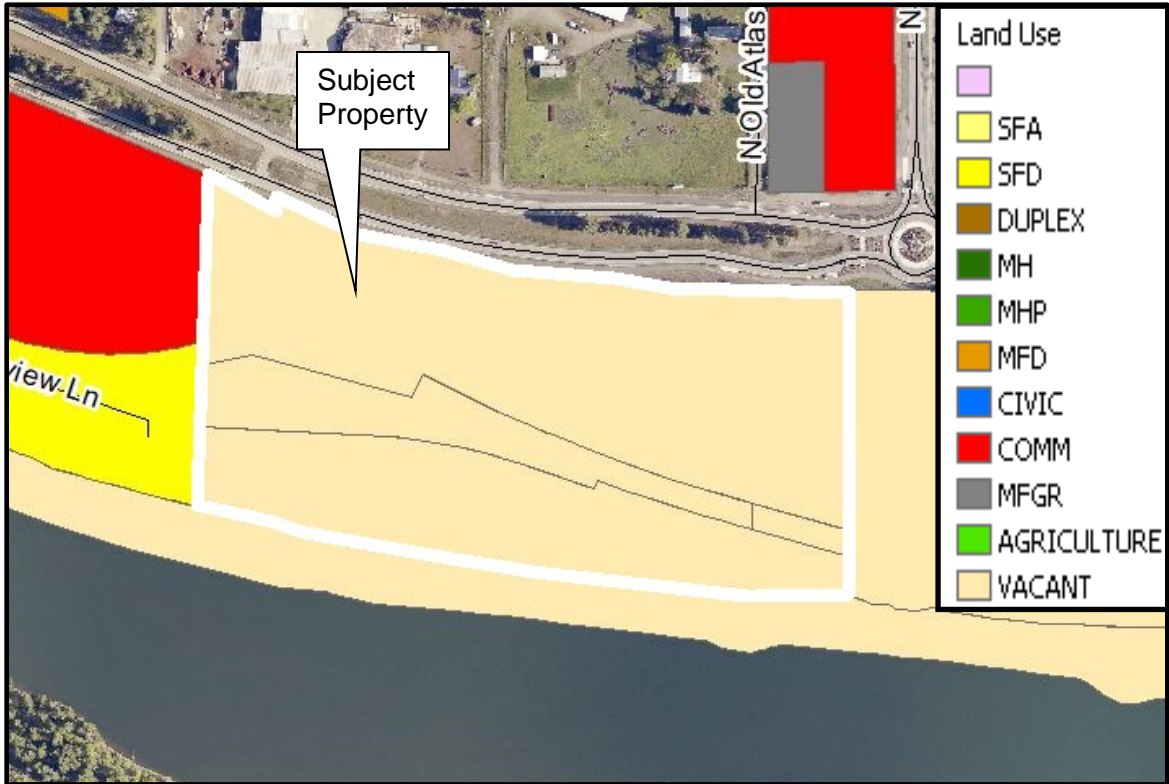
**To the East:**

To the east of the subject site is the 45-acre Atlas Waterfront project that is currently under site development, including construction of the waterfront park and agreements with developers for the first phase of development. Eastward beyond the Atlas Waterfront project are the Riverstone and the Bellerive subdivisions, as well as the Centennial Trail and a dog park. Uses within Riverstone include multi-family apartments, a retirement community, single family dwellings, restaurants, a mixed-use village with retail uses, and other commercial uses. The Atlas Waterfront project has a C-17 PUD zoning designation.

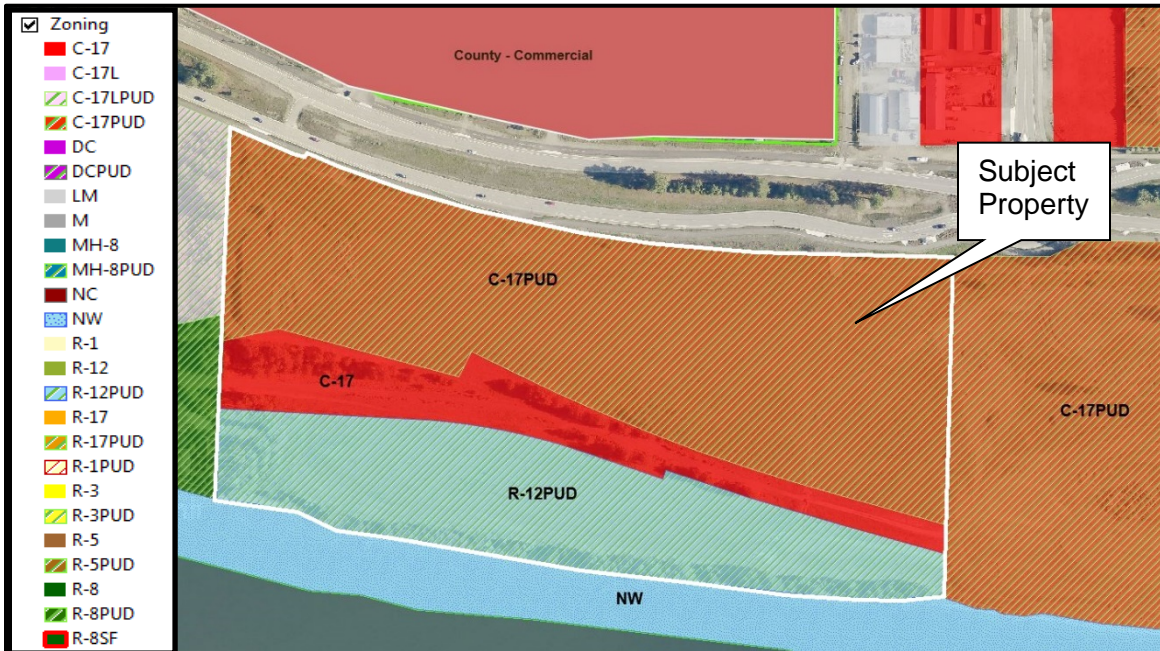
**To the West:**

To the west of the subject site are single family dwellings and a commercial office space that is used as a call center. There is also a vacant undeveloped former railroad right-of-way property that is owned by the City that will be developed with a 16-foot wide multi-use trail that will be an extension of the trail through the proposed project and Atlas Waterfront, connecting to the Centennial Trail to the east. The properties to the west that have single family dwellings on them are zoned R-8PUD. The commercial call center property is zoned C-17LPUD. See *Generalized Land Use Map on Page 37*.

**GENERALIZED LAND USE MAP:**



**EXISTING ZONING:**





**SITE PHOTO - 1:** View from southeast part of property looking northwest



**SITE PHOTO - 2:** View from southeast part of property looking west





**SITE PHOTO - 3:** View from central part of property looking north



**SITE PHOTO - 4:** View from southwest part of property looking east





**SITE PHOTO - 5:** View from southwest part of property looking north



**SITE PHOTO - 6:** View from northwest part of property looking southeast





**SITE PHOTO - 7:** View from north central part of property looking south



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

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

The subject property is higher along Seltice Way and slopes downward toward the Spokane River to the south. There is an approximately thirty-foot elevation drop on the subject site. There are no topographical or other physical constraints that would make the subject property unsuitable for the proposed PUD amendment request. See *Topographic Map below on Page 42*



**TOPOGRAPHIC MAP:**



**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.**

**STORMWATER:**

Stormwater issues are not a component of the proposed subdivision plat and planned unit development. Any 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.

**STREETS:**

The subject property is bordered by Seltice Way (formerly Highway 10) to the north, which is a principal arterial connecting the cities of Coeur d'Alene and Post Falls. This existing roadway is a newly constructed street section and will not require street improvements. When Seltice Way was designed and constructed, development on the subject property was anticipated. The applicant's engineer provided trip generation data to the design team for the originally planned apartment complex to ensure that the roadway was designed to handle the development potential of the site and surrounding properties. The Streets and Engineering Department has no objection to the subdivision plat and planned unit development as proposed.

*-Submitted by Chris Bosley, City Engineer*

**TRAFFIC:**

As noted above, the subject property is bordered by Seltice Way to the north, which is a principal arterial connecting the cities of Coeur d'Alene and Post Falls. When Seltice Way was redesigned, the applicant's engineer provided trip generation data to the design team for the originally planned apartment complex to ensure that the roadway was designed to handle the development potential of the site and surrounding properties. The proposed subdivision and planned unit development will greatly reduce anticipated traffic generation compared to the originally proposed development.

The anticipated traffic under this proposal is expected to be approximately one-third of the traffic volumes that could be expected from the apartment complex previously proposed. According to the May 30, 2019, traffic generation letter by Whipple Consulting Engineers, approximately 2,166 trips per day could be generated by the development at full build-out. This results in 142 AM and 176 PM peak hour trips. The Streets & Engineering Department has no objection to the subdivision plat and planned unit development as proposed. Any development will have to comply with City policies and ordinances under the conditions existing at the time of construction and, therefore, the Streets & Engineering Department will review the final plans at that time.

*-Submitted by Chris Bosley, City Engineer*

**WATER:**

There is adequate capacity in the public water system to support domestic, irrigation and fire flow for the proposed Special use permit. The Water Department has no objections to the special use as proposed.

*-Submitted by Kyle Marine, Assistant Water Superintendent*

**PARKS:**

There looks to be a hammerhead turn around crossing the trail towards the western end. The hammerhead should not cross the trail. If it is unavoidable then 3 collapsible bollards should be placed along the trail to allow only the fire department to cross the trail. Additionally, a "No Snow Storage" sign should be installed there to prevent people from plowing their snow onto the trail.

The asphalt mix used in the trail should have 3/8-inch rock instead of the typical 3/4-. This is referred to as driveway mix and provides a smoother surface for bicycles, wheelchairs, skateboards, rollerblades and strollers. Our standards require 4 inches of compacted gravel and 2 inches of asphalt.

It is also helpful to sterilize the surface under where the trail will go to prevent weeds from growing through and damaging the trail. The Parks Department has no objection to the PUD as proposed.

*-Submitted by Monte McCully, Trails Coordinator*

**WASTEWATER:**

1. Based on the 2013 Sewer Master Plan (SMP) Appendix J, this subject property falls under the Mill River Sewer Lift Station Basin which was modeled for 17 units per acre. The SMP requires this property to connect to the public sewer at the east end of Shoreview Lane and extend said public sewer "to and through" the subject property to their easterly property line. Since sewer capacity falls under a "1<sup>st</sup> come 1<sup>st</sup> served basis", and while the City presently has the capacity to serve this Special Use's proposed density increase to R-34, depending on this Special Use's development and the adjacent Atlas Mill Project's Development schedule and sewer flows, the City

will monitor sewer flows to evaluate available capacity in the public sewer and each development will be subject to paying for their respective proportionate and equitable share of increasing the capacity of the Sewer Collection System within Shoreview Lane to the Mill River Sewer Lift Station.

2. The 2013 Sewer Master Plan (SMP) requires this property to connect to the existing public sewer located at the east end of Shoreview Lane and extending the public sewer "to and through" the subject property. Since this PUD proposes to double the density, a 12" public sewer may be required.
3. Sewer Policy #719 requires a 20' wide utility easements (30' if shared with Public Water) or R/W dedicated to the City for all public sewers.
4. Sewer Policy #719 requires an "All-Weather" surface permitting O&M access to the public sewer.
5. City Resolution 14-025 requires all EDUs within the Mill River Lift Station Sewer Service Area to pay into the capacity system upgrades to the Mill River Lift Station.
6. Sewer Policy #716 requires all legally recognized parcels within the City to be assigned with a single (1) public sewer connection.
7. The Applicant shall be responsible for all O&M costs until such time as the HOA or equivalent can fully fund such O&M costs. This requires the Applicant to demonstrate to the City the method in which the HOA or equivalent will collect and pay for their O&M Costs. The City of CDA will not be financially obligated for any O&M costs associated with a private sewerage system.
8. Code §39-118 requires IDEQ or QLPE to review and approve public infrastructure plans for construction.

*-Submitted by Larry Parsons, Utility Project Manager*

**FIRE:**

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

Fire department access to the site (Road widths, surfacing, maximum grade 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 or during the Site Development and Building Permit, utilizing the currently adopted International Fire Code (IFC) for compliance. The CD'A FD can address all concerns at site and building permit submittals with the corrections to the below conditions.

*-Submitted by Bobby Gonder, Fire Inspector/MIAAI - CFI*

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



**Finding #B8E:**

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

The applicant's proposed project will have a total of 13.6% of open space, which is more than the previous approval. The applicant is proposing both public and private open space areas as part of this project. The applicant is proposing a total of 3.54 acres of open space that will consist of 2.57 acres of private open space associated with the apartment complex and .97 acres of public open space located in two tracts adjacent to the single-family lots along the river.

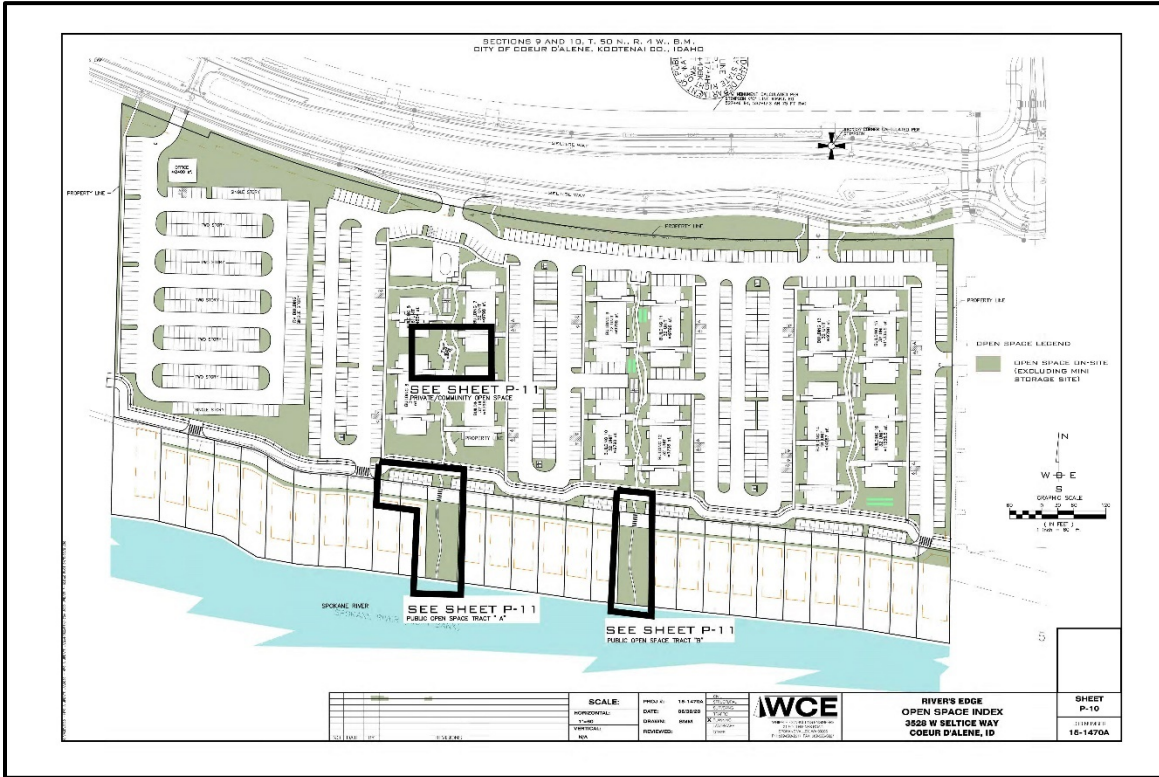
The two open space tracts along the river are 60 feet wide and allow public access to the river. The applicant is proposing native passive recreation areas in the tracts with three-foot-wide pedestrian paths leading to the river in each of the open space areas. The two public open space areas will be accessed by pedestrians from the 16-foot trail that will traverse the property from east to west. *See Open Space Plans on page 46.*

**Applicant's Response (Narrative):**

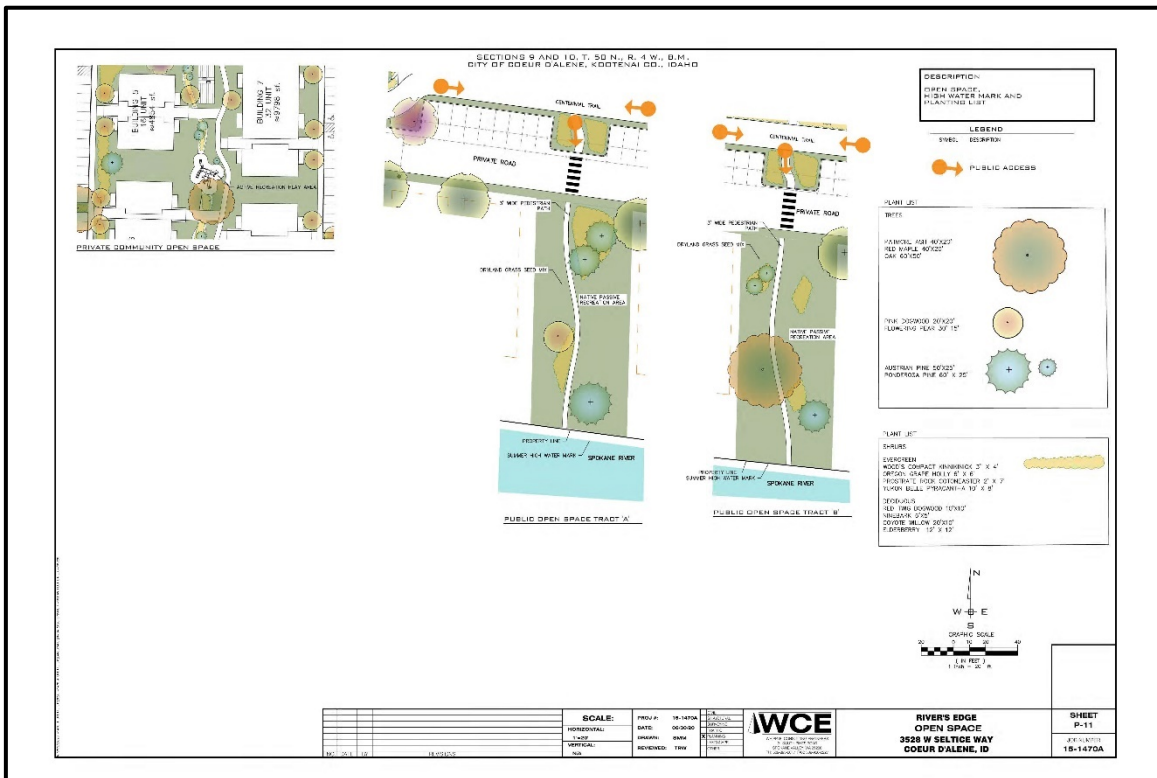
*There are two types of open space provided with this development private and public open space. The common/private open space consists of approximately 2.57 acres of beautifully landscaped slopes with a number of amenities for the apartment dwellers. A 4,290-sf recreation building which houses a lounge and workout room opens to a fenced in pool with pergola covered BBQ pads and a large lounge area for all residence in the complex.*

*The Single-Family lots parcel is 7.5 acres with 0.97 acres (13.6%) of open space. This parcel is zoned R-12, adjacent to the River and has the Centennial Trail public use easement running through the property and 2 open space tracts for the public to access the River. These areas serve a diverse population by providing a variety of spaces for recreation accessible by people of different ages and abilities.*

**OPEN SPACE – SITE PLAN MAP:**



**OPEN SPACE DETAILS:**



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

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

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

The open space proposed with this request would result in an increase in the open space over the previous approval.

**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 #B8E:** **Off-street parking (does) (does not) provide parking sufficient for users of the development.**

There are no requests made to change the City's off-street parking requirements through the PUD process. The applicant has indicated that the proposed PUD will meet all of the City's parking requirements and standards.

Single family homes will be required to provide two (2) off-street paved parking spaces per unit, which is consistent with code requirements for single-family residential. Parking for multi-family units is based on the total number of bedrooms each unit has. The applicant has submitted a Parking Plan for the overall development indicating how the parking requirements will be met. *See Parking Plan on page 48.*





# S-2-19m SUBDIVISION FINDINGS:

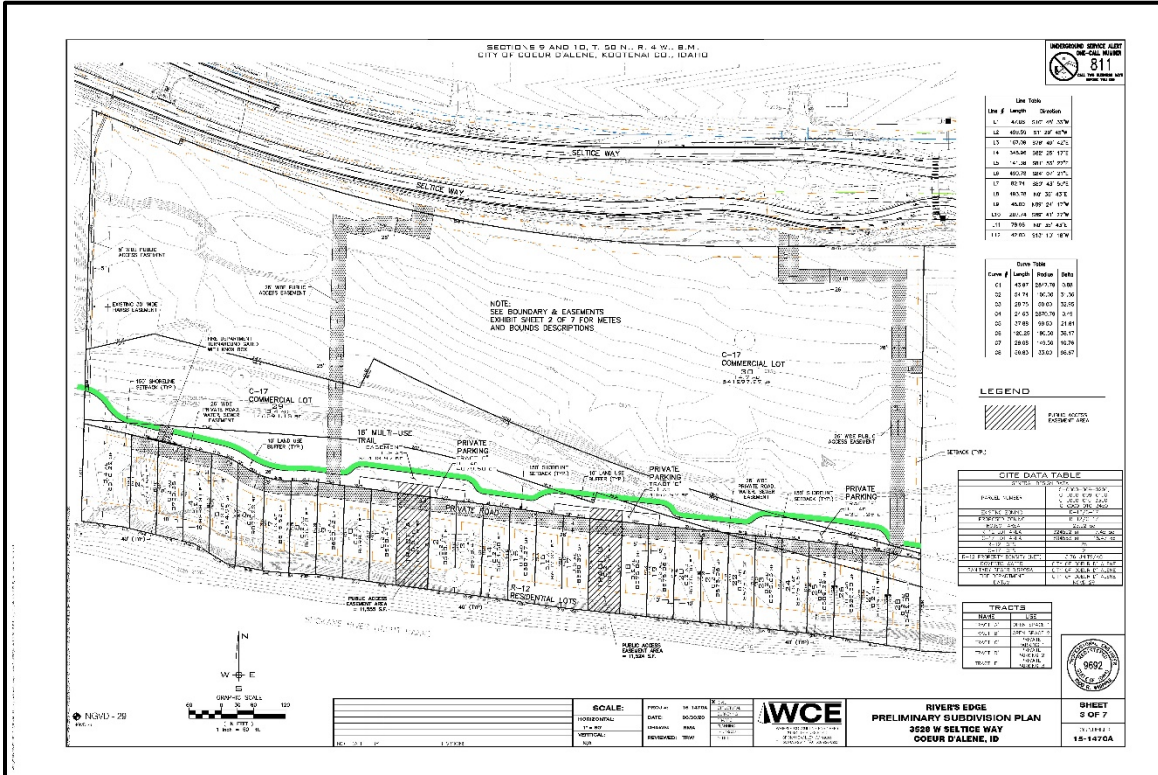
## REQUIRED FINDINGS (Subdivision):

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

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

-Submitted by Chris Bosley, City Engineer

## PRELIMINARY PLAT FOR "RIVER'S EDGE PUD":



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

**Finding #B7B:**

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

**STORMWATER:**

Stormwater issues are not a component of the proposed subdivision plat and planned unit development. Any 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.

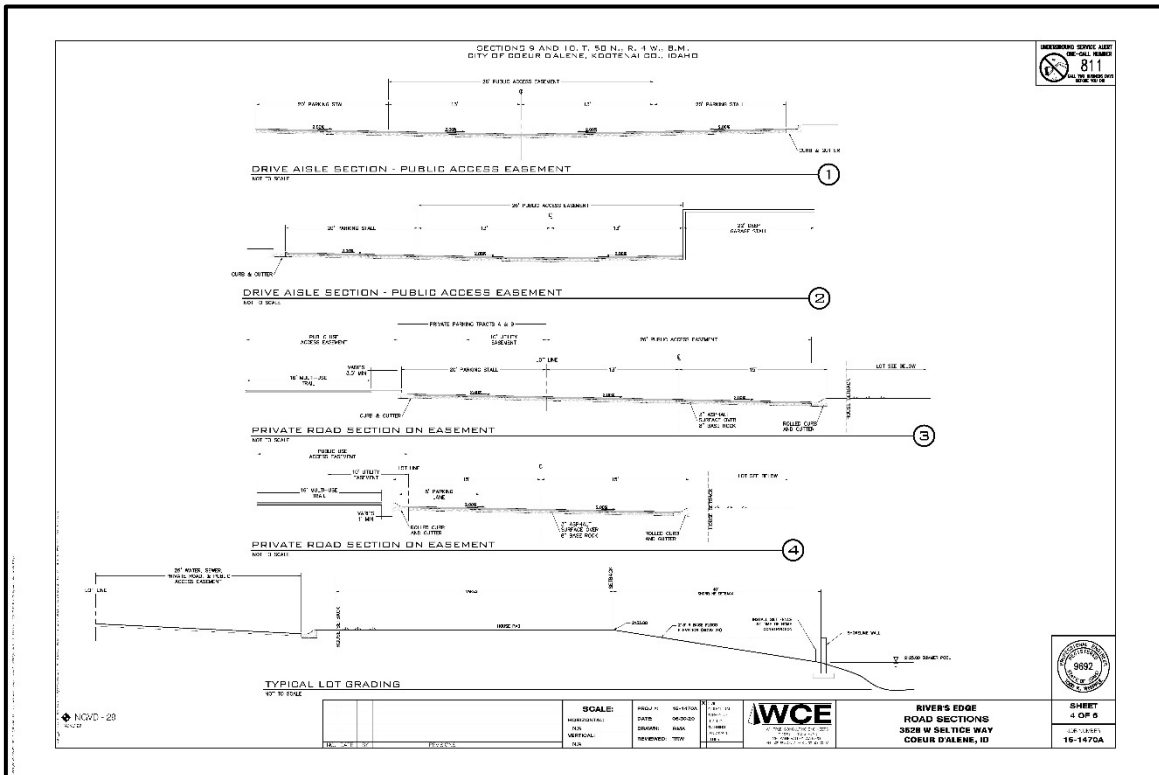
-Submitted by Chris Bosley, City Engineer

**STREETS:**

The subject property is bordered by Seltice Way (formerly Highway 10) to the north, which is a principal arterial connecting the cities of Coeur d'Alene and Post Falls. This existing roadway is a newly constructed street section and will not require street improvements. When Seltice Way was designed and constructed, development on the subject property was anticipated. The applicant's engineer provided trip generation data to the design team for the originally planned apartment complex to ensure that the roadway was designed to handle the development potential of the site and surrounding properties. The Streets and Engineering Department has no objection to the subdivision plat and planned unit development as proposed.

-Submitted by Chris Bosley, City Engineer

**Road and Trail cross section:**



**TRAFFIC:**

As noted above, the subject property is bordered by Seltice Way to the north, which is a principal arterial connecting the cities of Coeur d'Alene and Post Falls. When Seltice Way was redesigned, the applicant's engineer provided trip generation data to the design team for the originally planned apartment complex to ensure that the roadway was designed to handle the development potential of the site and surrounding properties. The proposed subdivision and planned unit development will greatly reduce anticipated traffic generation compared to the originally proposed development.

The anticipated traffic under this proposal is expected to be approximately one-third of the traffic volumes that could be expected from the apartment complex previously proposed. According to the May 30, 2019, traffic generation letter by Whipple Consulting Engineers, approximately 2,166 trips per day could be generated by the development at full build-out. This results in 142 AM and 176 PM peak hour trips. The Streets & Engineering Department has no objection to the subdivision plat and planned unit development as proposed. Any development will have to comply with City policies and ordinances under the conditions existing at the time of construction and, therefore, the Streets & Engineering Department will review the final plans at that time.

*-Submitted by Chris Bosley, City Engineer*

**WATER:**

There is adequate capacity in the public water system to support domestic, irrigation and fire flow for the proposed PUD and Subdivision. Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense. Any additional service will have cap fees due at building permits.

*-Submitted by Kyle Marine, Assistant Water Superintendent*

**WASTEWATER:**

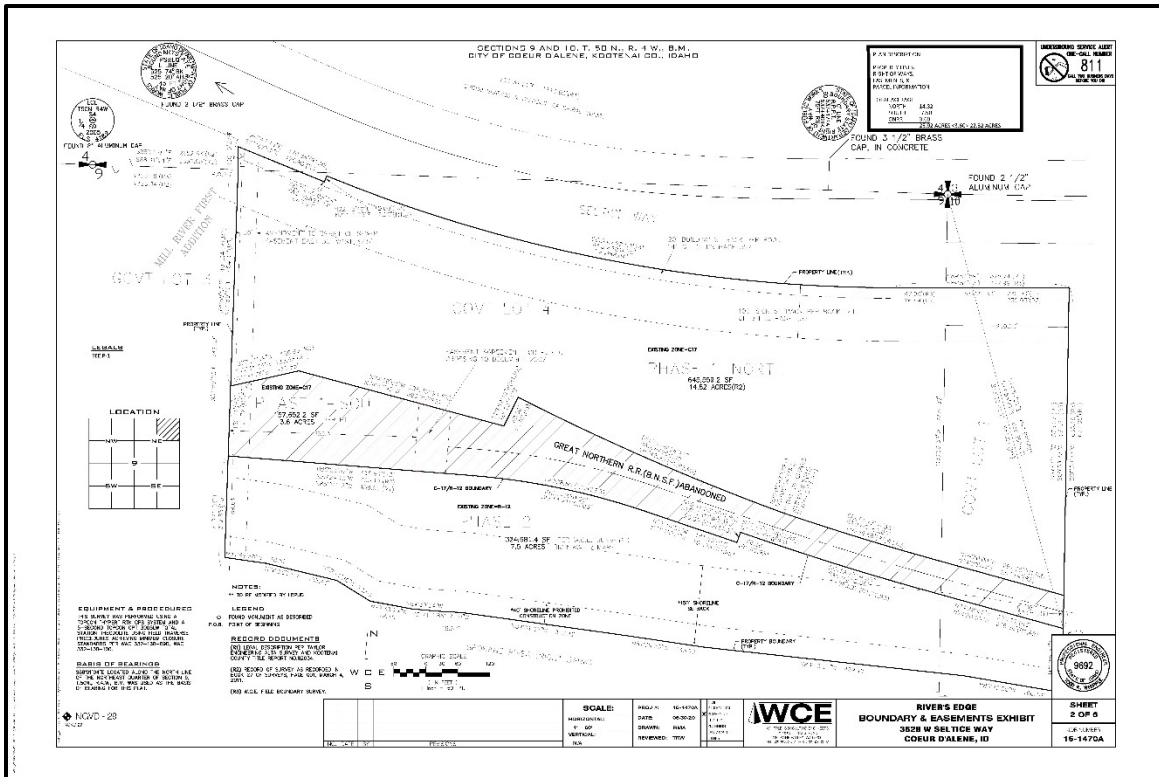
1. Based on the 2013 Sewer Master Plan (SMP) Appendix J, this subject property falls under the Mill River Sewer Lift Station Basin which was modeled for 17 units per acre. The SMP requires this property to connect to the public sewer at the east end of Shoreview Lane and extend said public sewer "to and through" the subject property to their easterly property line. Since sewer capacity falls under a "1st come 1st served basis", and while the City presently has the capacity to serve this Special Use's proposed density increase to R-34, depending on this Special Use's development and the adjacent Atlas Mill Project's Development schedule and sewer flows, the City will monitor sewer flows to evaluate available capacity in the public sewer and each development will be subject to paying for their respective proportionate and equitable share of increasing the capacity of the Sewer Collection System within Shoreview Lane to the Mill River Sewer Lift Station.
2. The 2013 Sewer Master Plan (SMP) requires this property to connect to the existing public sewer located at the east end of Shoreview Lane and extending the public sewer "to and through" the subject property. Since this PUD proposes to double the density, a 12" public sewer may be required.
3. Sewer Policy #719 requires a 20' wide utility easements (30' if shared with Public Water) or R/W dedicated to the City for all public sewers.
4. Sewer Policy #719 requires an "All-Weather" surface permitting O&M access to the public sewer.



5. City Resolution 14-025 requires all EDUs within the Mill River Lift Station Sewer Service Area to pay into the capacity system upgrades to the Mill River Lift Station.
6. Sewer Policy #716 requires all legally recognized parcels within the City to be assigned with a single (1) public sewer connection.
7. The Applicant shall be responsible for all O&M costs until such time as the HOA or equivalent can fully fund such O&M costs. This requires the Applicant to demonstrate to the City the method in which the HOA or equivalent will collect and pay for their O&M Costs. The City of CDA will not be financially obligated for any O&M costs associated with a private sewerage system.
8. Code §39-118 requires IDEQ or QLPE to review and approve public infrastructure plans for construction.

-Submitted by Larry Parsons, Utility Project Manager

**SHORELINE AND EASEMENT PLAN:**





It is also helpful to sterilize the surface under where the trail will go to prevent weeds from growing through and damaging the trail.

*-Submitted by Monte McCully, Trails Coordinator*

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

**Finding #B7C:** **That the proposed preliminary plat (does) (does not) comply with all of the subdivision design standards (contained in chapter 16.15) and all of the subdivision improvement standards (contained in chapter 16.40) requirements.**

Per engineering review, for the purposes of the preliminary plat, both subdivision design standards (Chapter 16.15) and improvement standards (Chapter 16.40) have been vetted for compliance. Because the proposed streets are private, adherence to the City standards for width are not required.

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

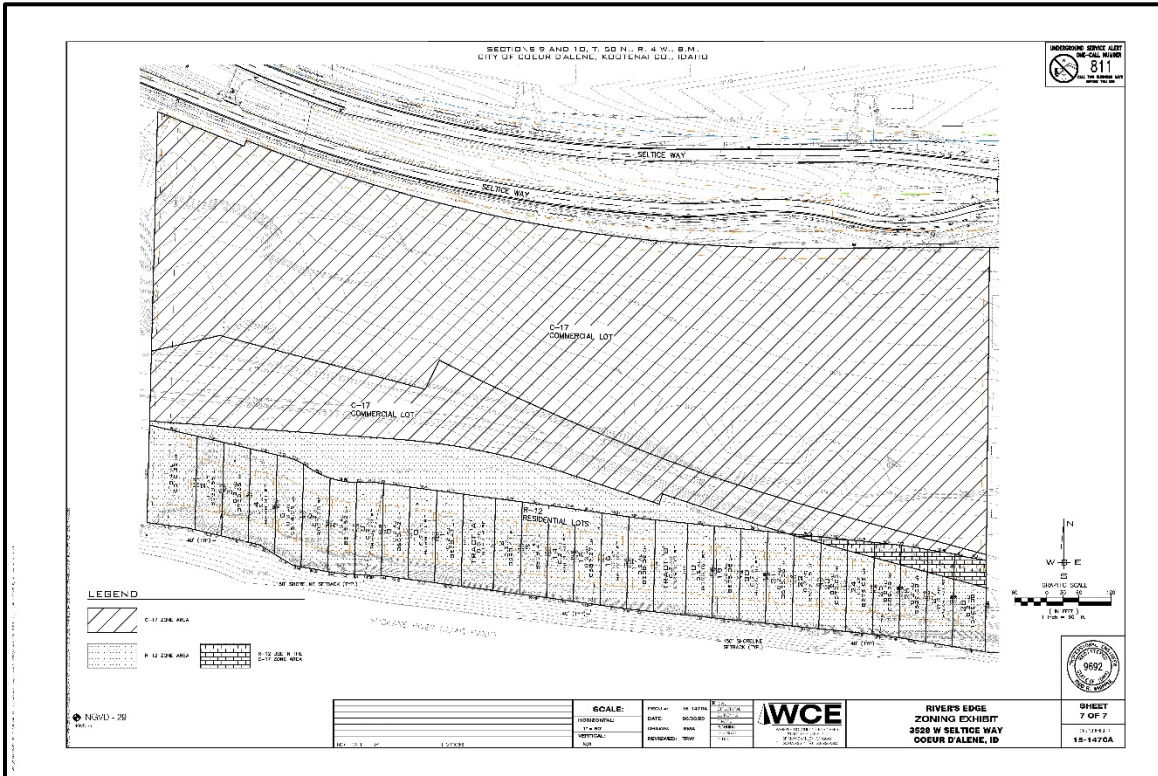
**Finding #B7D:** **The lots proposed in the preliminary plat (do) (do not) meet the requirements of the applicable zoning district.**

The proposed lots in the C-17 and R-12 District meet the minimum requirements for lot width and lot area for each zoning district. The applicant is not requesting a modification of any of the zoning requirements for either of the two zoning districts. The proposed preliminary plat meets the requirements of each of the applicable zoning districts.

The gross area of the R-12 property is 7.5 acres. The total number of single-family units requested is 28. The result is an overall density of 3.73 units per acre. The existing C-17 property allows a mix of housing types at a density of not greater than 17 units per acre. A multi-family facility in the C-17 District follows the R-17 Zoning district for setback and height requirements.

The applicant has submitted a zoning exhibit that illustrates the zoning and the proposed lot layout for this subdivision. The applicant has incited that there is a small section at the northeast corner of the R-12 residential lots that lies within the existing C-17 zone. The applicant is requesting to build R-12 lots within this portion of the C-17 zoning district. Typical single family residentially lots in the C-17 zoning district are tied to the R-8 zoning district standards. The R-8 and R-12 have the same requirements for lot width and lot area for single family dwellings. The proposed R-12 lots in the C-17 meet the minimum lot width and lot area requirements of the R-8 zoning district. *See applicant zoning exhibit below on page 55.*

**APPLICANT'S ZONING EXHIBIT:**



**C-17 ZONING DISTRICT:**

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

**17.05.500: PERMITTED USES; PRINCIPAL:**

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

- Administrative offices.
- Agricultural supplies and commodity sales.
- Automobile and accessory sales.
- Automobile parking when serving an adjacent business or apartment.
- Automobile renting.
- Automobile repair and cleaning.
- Automotive fleet storage.
- Automotive parking.
- Banks and financial institutions.
- Boarding house.
- Building maintenance service.
- Business supply retail sales.
- Business support service.
- Childcare facility.
- Commercial film production.
- Commercial kennel.
- Commercial recreation.
- Communication service.
- Community assembly.
- Community education.
- Community organization.
- Construction retail sales.
- Consumer repair service.
- Convenience sales.
- Convenience service.
- Department stores.



- Duplex housing (as specified by the R-12 district).
- Essential service.
- Farm equipment sales.
- Finished goods wholesale.
- Food and beverage stores
- Funeral service.
- General construction service.
- Group assembly.
- Group dwelling - detached housing.
- Handicapped or minimal care facility.
- Home furnishing retail sales.
- Home occupations.
- Hospitals/healthcare.
- Hotel/motel.
- Juvenile offenders facility.
- Laundry service.
- Ministorage facilities.
- Multiple-family housing (as specified by the R-17 district).
- Neighborhood recreation.
- Noncommercial kennel.
- Nursing/convalescent/rest homes for the aged.
- Personal service establishments.
- Pocket residential development (as specified by the R-17 district).
- Professional offices.
- Public recreation.
- Rehabilitative facility.
- Religious assembly.
- Retail gasoline sales.
- Single-family detached housing (as specified by the R-8 district).
- Specialty retail sales.
- Veterinary office

**17.05.510: PERMITTED USES; ACCESSORY:**

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

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

**17.05.520: PERMITTED USES; SPECIAL USE PERMIT:**

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

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

**17.05.320: SITE PERFORMANCE STANDARDS; MINIMUM YARD:**

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

1. Front: The front yard requirement shall be twenty feet (20').
2. Side, Interior: The interior side yard requirement shall be ten feet (10').
3. Side, Street: The street side yard requirement shall be twenty feet (20').
4. Rear: The rear yard requirement shall be twenty feet (20'). However, the rear yard will be reduced by one-half (1/2) when adjacent to public open space.

**17.44.030: OFF STREET PARKING - RESIDENTIAL USES:**

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

**R-12 RESIDENTIAL ZONING DISTRICT**

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

**17.05.180: PERMITTED USES; PRINCIPAL:**

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

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

**17.05.190: PERMITTED USES; ACCESSORY:**

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

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

**17.05.200: PERMITTED USES; SPECIAL USE PERMIT:**

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

- Boarding house
- Childcare facility
- Commercial film production
- Commercial recreation
- Community assembly
- Community education
- Community organization
- Convenience sales
- Essential service
- Group dwelling - detached housing
- Handicapped or minimal care facility

- Juvenile offenders facility
- Noncommercial kennel
- Religious assembly
- Restriction to single-family only
- Two (2) unit per gross acre density increase

**17.05.210: SITE PERFORMANCE STANDARDS; MAXIMUM HEIGHT:**

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

**MAXIMUM HEIGHT**

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

**17.05.230: SITE PERFORMANCE STANDARDS; MINIMUM LOT:**

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

- A. 1. Three thousand five hundred (3,500) square feet per unit except for single-family detached housing.
2. Five thousand five hundred (5,500) square feet per single-family detached lot.
- B. All buildable lots must have fifty feet (50') of frontage on a public street, unless an alternative is approved by the City through the normal subdivision procedure or unless a lot is nonconforming

**17.05.240: SITE PERFORMANCE STANDARDS; MINIMUM YARD:**

- A. Minimum yard requirements for residential activities in an R-12 District shall be as follows:
  1. Front: The front yard requirement shall be twenty feet (20').
  2. Side, Interior: The interior side yard requirement shall be five feet (5'). If there is no alley or other legal access behind a lot, each lot shall have at least one side yard of ten foot (10') minimum.
  3. Side, Street: The street side yard requirement shall be ten feet (10').

- 4. Rear: The rear yard requirement shall be twenty five feet (25'). However, the required rear yard will be reduced by one-half ( $1/2$ ) when adjacent to public open space
- B. There will be no permanent structures erected within the corner cutoff areas.
- C. Extensions into yards are permitted in accordance with section 17.06.495 of this title.

## **SHORELINE REGULATIONS:**

### **17.08.205: TITLE, PURPOSE AND APPLICABILITY:**

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

### **17.08.210: DISTRICT BOUNDARY DEFINED:**

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

### **17.08.215: OVERLAY DISTRICT ESTABLISHED:**

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

### **17.08.220: BUILDING HEIGHT DETERMINATION:**

- A. Building height shall be determined in accordance with the provisions of subsection 17.02.065C of this title except that in cases where site work, such as a retaining wall or an earth berm is utilized to create finished grades higher in elevation than preexisting grade, then preexisting grade shall be used in the determination of building or structure height.



- B. For the purposes of the shoreline regulations, "preexisting grade" is defined as the ground level elevation which existed prior to any site preparation related to, or to be incorporated into, the proposed new development or alteration.

**17.08.225: SIDE YARD DEFINITION:**

A yard measured into a lot perpendicularly from one or more of its side lot lines is known as a "side yard". For the purpose of the shoreline regulations, a required side yard shall extend between the front property line and the rear property and shall remain open, unobstructed and devoid of structures.

**17.08.230: HEIGHT LIMITS AND YARD REQUIREMENTS:**

- A. For shoreline properties located east of Seventh Street and more than one hundred fifty feet (150') west of First Street and then northeasterly to River Avenue, the following shall apply:
  - 1. New structures may be erected provided that the height is not greater than twenty feet (20').
  - 2. Minimum yards shall be provided as prescribed in the applicable zoning district.
  - 3. Notwithstanding the foregoing for shoreline properties located north of West Lakeshore Drive between Park Drive and Hubbard Avenue, new structures may be erected provided the height is not greater than that provided in the underlying zoning district.
- B. For shoreline properties located between one hundred fifty feet (150') west of First Street easterly to Seventh Street and shoreline properties located northerly from River Avenue, the following shall apply:
  - 1. New structures may be erected provided that the height is not greater than thirty feet (30').
  - 2. There shall be a minimum side yard equal to twenty percent (20%) of the average width of the lot.

**17.08.235: PROJECTIONS ABOVE MAXIMUM HEIGHT:**

Limitations on projections above maximum height are as follows:

- A. Projections above maximum height shall not be allowed, except that solar collector panels and dish antennas are allowed.
- B. Signs within the Shoreline District shall not be allowed to extend beyond the height of any building that is located on the same property as the sign. In no case shall signs exceed the height maximum as prescribed by the shoreline regulations. This provision shall apply to any sign, whether freestanding or attached to a building.

**17.08.240: NONCONFORMING FACILITIES:**

Structures, which are in existence on the effective date of the shoreline regulations and are not in conformance with said regulations, shall be subject to the provisions of chapter 17.06, article X, "Nonconforming Use Regulations", of this title.

**17.08.245: PROHIBITED CONSTRUCTION:**

Construction within forty feet (40') of the shoreline shall be prohibited except as provided for in section 17.08.250 of this chapter.

**17.08.250: ALLOWABLE CONSTRUCTION:**

The provision of section 17.08.245 of this chapter shall not apply as follows:

- A. In the underlying DC Zoning District.
- B. For construction which is necessary to replace or maintain existing essential public services such as streets, sidewalks, parking lots, streetlights, fire hydrants and underground utilities.
- C. For other public or private construction which is necessary to replace or maintain existing shoreline protective structures, fences, hedges and walls in their present location without extension toward the shoreline.
- D. Fences may be erected on Sanders Beach (south of East Lakeshore Drive between a line 117.5 feet east of the east line of Eleventh Street extended and the east line of Fifteenth Street extended) perpendicular and extending to the shoreline (2,128 WWP datum) wherever public and private property abut provided that the fences are no more than fifty percent (50%) sight obscuring and are otherwise in conformity with City Code requirements. Chainlink, cyclone or other similar industrial fencing is prohibited.
- E. Existing foundations built prior to 1982 may be enclosed and occupied in conformity with City Code requirements provided that the size of the foundation is not enlarged and the completed structure, at its highest point, is no more than four feet (4') above the preexisting grade measured at the wall closest to the public right-of-way.

**17.08.255: VARIANCES:**

A variance may be granted from any provision of the shoreline regulations, pursuant to chapter 17.09, article VII of this title, and provided that the variance conforms to the stated purpose of the shoreline regulations, except for projections above maximum height.

The applicant's engineer has indicated that the shoreline is in poor condition and shoreline stabilization will need to take place prior to building constructions.

**Applicant's Response (Narrative):**

*Historical heavy industrial activities along the shoreline associated with the mill operations has left much of the property within the shoreline overlay in poor condition. Shoreline erosion due to boat caused wave action is problematic, and needs to be remedied. To that end, the owner is proposing to engage in grading operations along the shoreline so as to reshape and stabilize the area adjacent to the river. Again, as noted, it should be anticipated that this project will improve or remove and replace the existing breakwater/seawall along the shoreline above the Summer Pool Level. This breakwater/seawall may be constructed of rocks, similar to the City's wall on the Atlas project or some other acceptable wall material such as concrete. The result will be building envelopes located above base flood elevation and gentle slopes from the building envelopes to the river's edge. The slopes and shoreline will be stabilized, and later landscaped as homes are built.*

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

**APPLICABLE CODES AND POLICIES:**

Utilities:

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

Streets:

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

Stormwater:

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

Fire Protection:

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

General:

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

**PROPOSED CONDITIONS FOR PUD-2-19m and S-2-19m:**

**Previously approved conditions**

- 1) The first phase of the project must include the installation of the Public Open Spaces Tracts along the river and the sixteen-foot-wide trail.
- 2) A Lighting Plan must be submitted as part of the building permit for the self-storage facility and apartment complex indicating full cut off lighting.

- 3) An Open Space and Public Access easement with the City of Coeur d'Alene must be recorded prior to construction.
- 4) If docks are to be constructed, the Fire Department will require access to the docks including a standpipe system.
- 5) Any additional water main extensions and/or fire hydrants and services will be the responsibility of the developer at its expense.
- 6) Any additional water service will require cap fees due at time of building permitting.
- 7) An unobstructed City approved "all-weather" access shall be required over all public sewers.
- 8) Payment of the Mill River Lift Station Surcharge Fee shall be required on all building permits.
- 9) This PUD shall be required to comply with the City's One Lot-One Lateral Rule.
- 10) All public sewer plans require IDEQ or QLPE Approval prior to construction
- 11) Use 'Driveway Mix' asphalt in the construction of the trail.
- 12) Sterilize the ground with herbicide before laying down gravel and asphalt.

**Additional proposed conditions**

- 13) The PUD and Subdivision modifications requested in PUD-2-19m and S-2-19m are only valid if the Special Use Permit (SP-5-20) is approved and the land exchange is approved by City Council.
- 14) Dead-end fire apparatus access roads over 150 feet in length requires FD approved turn-around. Turning radiuses for FD is 25' interior and 50' exterior.
- 15) Resolve Fire Department hammerhead crossing the trail at the west end of property by installing collapsible bollards.
- 16) Signage "NO PARKING – FIRE LANE" to be installed in the hammerhead to keep it clear at all times in case of FD use
- 17) Temporary Street signs and Address's shall be installed until permanent signs/address are installed.
- 18) FD access streets designed to hold an imposed load of 75,000 lbs. Minimum FD access width is 20' and 26' with a hydrant.
- 19) Lot #1, Tract "A", Tract "B", and Lot #28 are acceptable for FD access to the Spokane River. Surface to these lots shall be constructed as to not hinder FD access to the Spokane River.
- 20) Wastewater will require this PUD Development to pay for their proportionate and equitable share of upsizing of the sewer main in Shoreview Lane if needed.
- 21) An extension of a City approved public sanitary sewer "to and through" the subject property and conforming to City Standards and Policies shall be required prior to building permits.
- 22) A utility easement or R/W for the public sewer shall be dedicated to the City prior to building permits.



- 23) All sewerage lines beyond and upstream of the public sewer connection shall be privately owned and maintained by the PUD's Owner at no cost to the City.
- 24) Trees are prohibited to be planted over HARSB sewer outfall pipe line easement.

**ORDINANCES & STANDARDS USED FOR EVALUATION:**

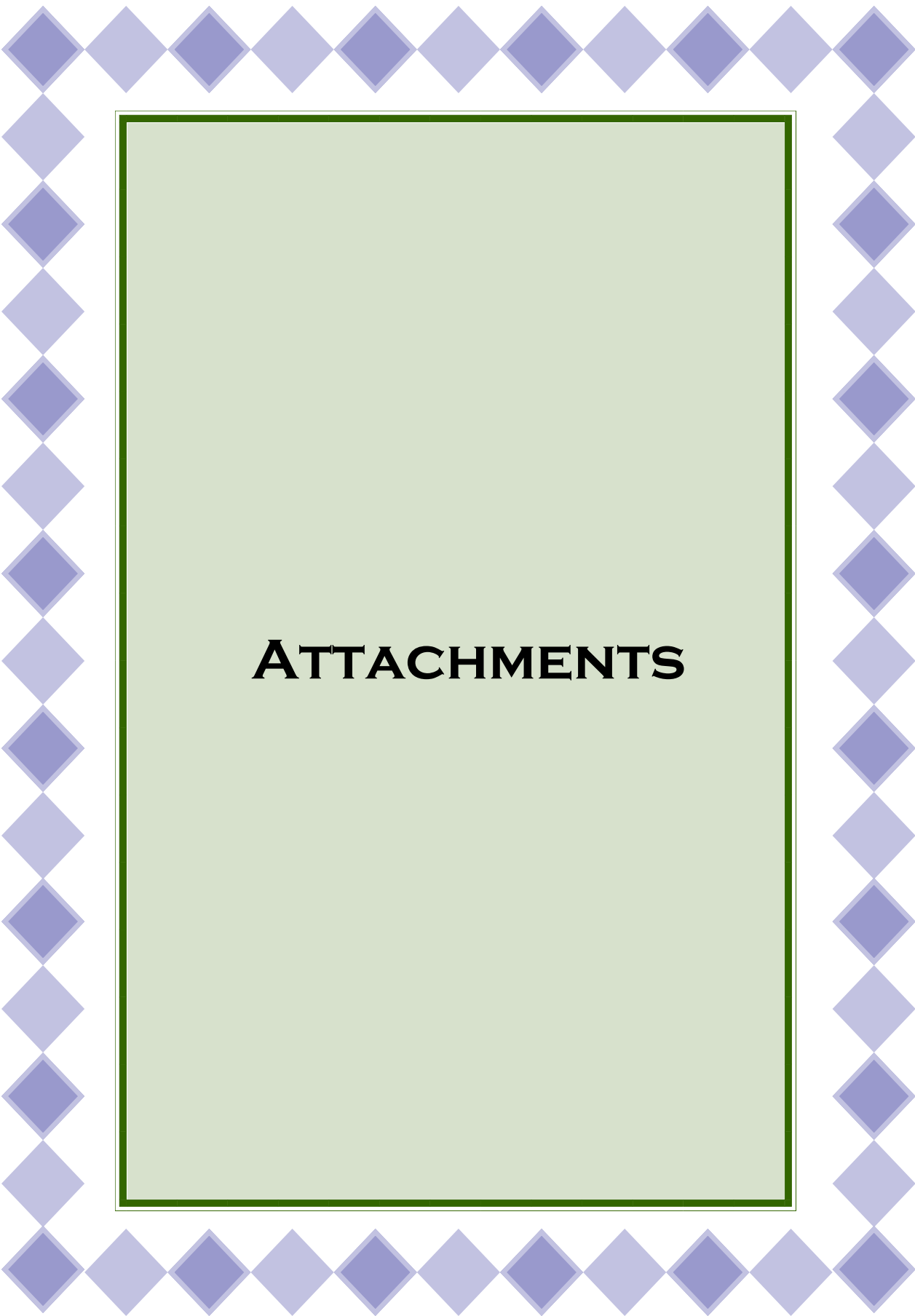
2007 Comprehensive Plan  
Transportation Plan  
Municipal Code  
Idaho Code  
Wastewater Treatment Facility Plan  
Water and Sewer Service Policies  
Urban Forestry Standards  
Transportation and Traffic Engineering Handbook, I.T.E.  
Manual on Uniform Traffic Control Devices  
2017 Coeur d'Alene Trails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

**ACTION ALTERNATIVES:**

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

**Attachments:**

Attachment 1 – City of Coeur d'Alene Narrative – Special Use Permit: SP-5-20  
Attachment 2 – Applicant's Cover Letter - dated July 1, 2020  
Attachment 3 – Applicant's Narrative – dated July 1<sup>st</sup>, 2020  
Attachment 4 – Applicant's Narrative Addendum – dated July 30<sup>th</sup>, 2020  
Attachment 5 – Trip Generation and Distribution Letter – date July 1, 2020



**ATTACHMENTS**

# Narrative

City of Coeur d'Alene

SP-5-20

The City is the owner of the subject site and is the applicant of this special use request for a density increase to R-34. The subject site bisects the property involving Rivers Edge's Planned Unit Development (PUD) project. Previously, Rivers Edge and the City have entered into a Memorandum of Understanding MOU (attached) and tentatively agreed to a land exchange involving the City owned former BNSF Railway right of way (subject site) and the Rivers Edge owned former Stimson Office site on Seltice Way.

The land exchange would result in the City acquiring Rivers Edge's Stimson Office site that adjoins the City's Atlas Waterfront property, which would be incorporated into the Atlas Waterfront project, and River's Edge would acquire the former railroad right of way through their property along with the additional residential units if this SUP is approved. The exchange would also require a 26-foot-wide permanent easement approximately 1,600 feet long for a 16-foot wide public trail and adjacent greenspace that would accommodate the sewer connection to the west that would serve the Atlas Waterfront project. Rivers Edge would acquire the City owned subject site that bisects Rivers Edge's property. The City and Rivers Edge properties are approximately the same size.

The proposed density increase equates to the density that is currently allowed on the Rivers Edge triangle property known as the Stimson Office site. If approved, the applicant intends to amend his Rivers Edge PUD to incorporate the subject site that will allow for the additional units equating to his existing entitlements and a 16-foot public trail connection through the development allowing for continuous trail access through the subject site allowing for connections to the east and west for the planned unit development.



Whipple Consulting Engineers, Inc.

July 1, 2020

W.O. No. 2015-1470A

City of Coeur d' Alene  
710 E. Mullan Ave  
Coeur d' Alene, ID 83814

Re: **River's Edge Planned Unit Development (PUD) and Subdivision**  
**3528 W. Seltice Way**  
**Letter of Transmittal – Supplemental Discussion**

To Whom It May Concern.

Enclosed is an updated submittal associated with the Rivers Edge Project. This new request and associated information are being provided as part of a potential land swap between the River's Edge developer and the City of Coeur d' Alene, ID. The land swap as noted, would generally be for the Stimson Office parcel along Seltice Way, adjacent to the City's Atlas Mill project and the existing railroad property that currently bisects the Rivers Edge holdings.

To accompany this submittal and for ease of review, we have included copies of the originally approved submittal, these are attached as 11x17 for reference only, as they are not to scale.

Generally, by swapping the property associated with the previously approved R-34 Stimson Office site we are asking to move those 134 units to the City's railroad property and increase the number of apartment units on this site from the originally approved 250 apartment units to a new proposal for 384 apartment units. The R-12 ground remains the same with 28 residential lots and two lots for public use while the remainder of the C-17 property will continue to be developed as a mini storage site which will increase from 391 units to 431 units.

We hope that this reminder related the previously approved project, approved prior to the land swap will allow City Council Members to understand that generally the density and uses on the overall project remain unchanged and consistent with the prior approval.

We thank you for your time and consideration on this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Todd R. Whipple", is written over the word "Sincerely,".

Todd R. Whipple, PE  
President

Enclosures as noted

Cc: Owner / File





Whipple Consulting Engineers, Inc.

July 1, 2020

W.O. No. 2015-1470A

(1470A PUD and Subdivision Submittal and Narrative 6-30-20 rma.docx)

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

**RE: River's Edge Apartments, LLC; 3528 W. Seltice Way  
Parcels C-0000-009-0200, C-0000-009-0150, C-0000-010-3300 & C-0000-010-3450  
Planned Unit Development (PUD) and Subdivision  
Associated Applications, Narrative and Discussions**

Dear Planning Staff and Planning Commission:

The purpose of this document is to not only be a narrative, but also function as a Letter of Transmittal for the following applications.

- City of Coeur d' Alene (CDA) – Subdivision Application
- City of CDA –Planned Unit Development Application
- Appropriate exhibits for the applications noted

It is intended that this Narrative will provide clarifications for the above noted applications as well as additional information that the Applicant wishes the City to consider as this project moves through the City's process to an approval.

### **Location and Zoning Discussion**

The area encompassed by the proposed Subdivision and PUD lies on the South side of Seltice Way and occupies the westerly portion of the previously abandoned and demolished Atlas Mill site. The site is bisected by the City of CDA – Abandoned Great Northern (BNSF) R.R. Property, which is a part of this application.

The northerly parcels, C-0000-009-0200 & C-0000-010-3300 are zoned C-17 and includes the Seltice Way frontage and accesses to the property. They comprise 14.82 acres.

The BNSF R.R. parcels, C-0000-009-0150 & C-0000-010-3450 are zoned C-17 and bisects the property. They comprise 3.6 acres.

The southerly parcels, C-0000-009-0200 & C-0000-010-3300 are zoned R-12 and include the CDA river frontage. They comprise 7.5 acres.

The parcels are located immediately east of the Mill River Subdivision and are bounded on the south by the Spokane River. To the east is the City of CDA's Atlas Mill site and the proposed City of CDA mixed use project site. The site lies adjacent to and south of Seltice Way, and adjacent to and north of the Coeur d' Alene River.

North of the site, across Seltice Way, are commercial properties with various uses consistent with KOOTENAI County commercial zoning. Bisecting the property from east to west is the vacated BNSF rail corridor currently owned by City and zoned C-17 as previously noted.

Specifically, the purpose of the application is to provide for infill redevelopment of a blighted industrial area within the City, thus fulfilling the obligations agreed to in the annexation agreement.

See sheet P-1 & P-3 for the Legal Description and parcel dimensions.

#### **PUD Information:**

As required by the annexation agreement, the owner is submitting a Planned Unit Development Application (PUD).

The intent of the PUD is to facilitate the re-development of this 25.92-acre vacant and previous industrial lumber resource (mill) site into a 384-unit multi-family site along with a 65,525-sf mini-storage facility on the C-17 parcel and 30 single family lots on the R-12 parcel. A discussion of each zone follows.

#### C-17 Parcel – Apartments

As required this site will have at a minimum 10-percent open space comprised of both private and public open space. This open space will primarily be provided with the apartments to provide additional open space amenities. See open space discussion following the R-12 discussion.

The apartment portion of the C-17 parcel will be comprised of 12 four-story, walk up Garden Style apartments. The floor plans and proposed elevations are included in the drawing section of this submittal. A 3,900 to 4,500 sf single story clubhouse with pool, meeting spaces, barbeques, outside gathering areas and other amenities will also be provided for the occupants of the Rivers Edge Apartment project. This facility will not be made available to the 30-river front lots in the R-12 zone. As described in the Annexation Agreement and as a part of the PUD process, we recognize that the Apartment project will need to go through Design Review. Appropriate landscape and screening and open space requirements of City code will be met as required.

Additionally, the site will be provided with 770 parking spaces for the apartment portion, this number includes 25 ADA parking stalls, essentially two ADA stalls for each

building, 387 surface parking spaces, some with car-ports and 358 proposed single car garages. Water and sewer will be provided by the City of CDA, all buildings will be fire sprinkled and hydrants as required for appropriate fire flow will also be included as part of a looped water system. The site will be served by a mail kiosk, located at or near the club house and will also be serviced by up to 5 dual screened dumpster stations for refuse and possibly recycling. The site will be ADA compliant as to onsite pedestrian travel and accesses to the public rights of way, Seltice Way, as an ADA route of travel and on-site amenities. All sidewalks will be at least 5 feet wide and where parking is adjacent, they will be 6 feet wide to maintain ADA widths.

Access will be provided by two accesses from Seltice Way, an easterly existing access and a more centrally located, relocated access which will form the primary access for the entire site both C-17 and R-12. It should be noted, that the centrally located access was originally sited in coordination with the City of CDA and their Public Works staff when an earlier project proposal was under consideration and it was specifically placed for that use. Since, this proposal has a different configuration, it will be necessary to relocate this driveway to the west and close the current driveway. The central driveway will be the primary access for the site providing access to the apartments, as well as the primary access point for the R-12 property. All access will be via easements, especially for the two access being provided through the C-17 property for the R-12 property along the river.

Appropriate provisions for utilities will be made as a part of this project including but not limited to water and sewer, electricity, natural gas, telephone, cable and other utilities that may be available to the project site.

At this time, we believe that the apartment proposal as a part of the PUD plan is consistent or can be made consistent with the CDA City Code, specifically 17.09.405 to 17.09.490 and no special considerations are being requested with this submittal.

At this time, we believe that this proposal meets the intent of the C-17 zone as noted in Article IX. C-17 Commercial, City Code 17.05.490 to 17.05.565 or can be made consistent with this code as no special considerations are being requested with this submittal.

At this time, we believe that this proposal meets the intent of the R-17 zone as noted in Article VI. R-17 Commercial, City Code 17.05.250 to 17.05.325 or can be made consistent with this code as no special considerations are being requested with this submittal.

#### C-17 Parcel – Mini-Storage

As required this site will have at a minimum 10-percent open space comprised of both private and public open space. This open space will primarily be provided with the

apartments to provide additional open space amenities. However, for the C-17 parcels open space requirements will be met. See open space discussion following the R-12 discussion.

The mini-storage (Secure It Self Storage – Seltice Way) portion of the C-17 parcel will be comprised of 5 each two-story buildings for general storage both available for both inside and outside access, one single story building for RV storage, two single story buildings for general storage, and 46 each outside RV and Boat storage parking along the west side of the property, a small rental office and 7 office parking spaces. The site as proposed contains approximately 431 storage units of varying sizes.

The mini-storage site will be fenced for security purposes as well as illuminated at night, both amenities will be as allowed by City of CDA code. Access will be from the westerly located driveway on the C-17 parcel.

Appropriate landscape and screening and open space requirements per City code will be met as required.

Appropriate provisions for utilities will be made as a part of this project including but not limited to water and sewer, electricity, natural gas, telephone, cable and other utilities that may be available to the project site.

At this time, we believe that the mini-storage proposal as a part of the PUD plan is consistent or can be made consistent with the CDA City Code, specifically 17.09.405 to 17.09.490 and no special considerations are being requested with this submittal.

Additionally, we believe that this proposal meets the intent of the C-17 zone as noted in Article IX. C-17 Commercial, City Code 17.05.490 to 17.05.565 or can be made consistent with this code as no special considerations are being requested with this submittal.

### R-12 Single-Family Subdivision

As required this site will have at a minimum 10-percent open space comprised of both private and public open space. This open space will primarily be provided with the apartments to provide additional open space amenities. However, for the 7.5-acre R-12 parcel open space requirements will be met. The site will have two 60-ft wide lots for open space and public access to the river, which will be provided through a public access easement over the entire lot. See the following open space discussion. See sheet 3 of 6 of the Subdivision plans for more information.

The subdivision plat as a part of the PUD will include the following:

- 28 single family detached lots located on the river
- 2 lots to accommodate the public access easements. This will be provided



through a public access easement over these lots.

- The 30 lots fall within the City's 150-ft shoreline area
- Heights and bulk standards will be as allowed in the R-12 code and as modified by the City's Shoreline code.
- The access to the R-12 subdivision is via easements through the C-17 parcel
- Utilities will be extended east west from the Mill River extensions through to the City of CDA's Atlas Mill site. These utilities will be shared to the C-17 parcel.
- Includes the 16-foot wide trail separated from the private road by some landscaping. The trail will be placed in a Public Use Easement (PUE), as shown on the preliminary Subdivision plan.
- The lots will be served by a private road easement on the individual lots.
- Shoreline items as noted in the Shoreline code will be adhered to as required. Two Public Open Space Lots 12 and 19, 60 feet in width and approximately 11,500-sf each in size. See plans for proposed planting and uses.
- Proposed minimum lot size is 8,575.06-sf and the maximum lot size is 16,010.22-sf as currently proposed.
- All yards shall be as noted in Article V. R-12 Residential

At this time, we believe that the residential proposal as a part of the PUD plan is consistent or can be made consistent with the CDA City Code, specifically 17.09.405 to 490 and no special considerations are being requested with this submittal.

At this time, we believe that this proposal meets the intent of the R-12 zone as noted in Article V. R-12 Residential, City Code 17.05.170 to 17.05.245 or can be made consistent with this code as no special considerations are being requested with this submittal.

There is a small section at the northeast corner of the R-12 residential lots that lies within the existing C-17 zone. We are requesting to build R-12 lots within this portion of C-17 zoning. See sheet 6 of 6 of the PUD & Subdivision plans for more information.

Lastly, we believe that this proposal is in substantial conformance or can be made to conform to the City Code for Shorelines as found in City Code section Article IIA. Shoreline Regulations, City Code 17.08.205 to 17.08.255. No variance to this portion of the code are being requested with this submittal.

### **Subdivision Information:**

As a part of this application the Annexation Agreement requires submittal of a PUD under the rules at the time of submission and under Section VII. Miscellaneous, 7.1 Subdivision: in order to develop the R-12 portion of this property in to parcels for sale a Subdivision application, pursuant to the code in effect at the time is required. Hence this submittal with the PUD as it is our intent to subdivide the R-12 into 30 single family attached lots for sale along the river. These lots as note earlier are within 150 feet of the Coeur d' Alene river and are subject to the City's Shoreline code related to water setback and building height. As no building permits for

structures on these proposed lots are being requested at this time, we would expect to codify many of the shoreline code requirements as restrictions on this plat and as note to conditions of approval in the findings of fact and decision. It should be anticipated that this project will improve or remove and replace the existing breakwater/seawall along the shoreline above the Summer Pool Level. This breakwater/seawall may be constructed of rocks, similar to the City's wall on the Atlas project or some other acceptable wall material such as concrete.

The result of this application will be a development of the property in a manner consistent with the surrounding neighborhood. The C-17 parcel north of the railroad ROW, as well as the railroad ROW will be developed as one large parcel, consistent with the C-17 zoning and in a manner similar to the development to the west in Mill River and the Seltice Way corridor. Similarly, the parcel south of the railroad ROW will be developed as single-family waterfront lots consistent with the R-12 zoning and the shoreline overlay.

*Access:*

Vehicular access to the development will be provided from Seltice Way via public access easements through the C-17 parcel on the west and east sides of said parcel. This easement will connect into the private road that runs along the residential lakeside lots. This private road will be a privately maintained street with a dedicated public access easement granted across it so as to provide the public with open access to the two public river access corridors.

Pedestrian access and connectivity are important components of this development. The 16' wide multi-use trail, which will run adjacent to the private road just north of the waterfront lots, will act as the Centennial Trail connection. This trail will connect Mill River to the west to the Riverstone Development to the east. As required by the annexation agreement, we have provided for the 16' wide pathway across the subject property. Connections to the east and west are provided, as well as to the north through the C-17 parcel. The pedestrian walkway through the C-17 parcel connects the 10' wide pathway along Seltice Way to the 16' wide Centennial Trail.

*Special Areas: Shorelines*

This subdivision makes public access to the river and lake shorelines a priority. In order to accomplish that goal, the subdivision ordinance requires that a 60' wide public access be provided every 600 feet along the shoreline. To that end, we have provided two access points from the private road, sixty feet in width at intervals across the property. Pedestrian connectivity to the access points is provided via the 16' wide Centennial Trail. These open space areas will be graded, landscaped, and open for the public's enjoyment of the riverfront. Additionally, they will provide view corridors as required in the annexation agreement.

*Infrastructure Availability:*

**Sewer:** An existing 10" diameter gravity sewer line of adequate depth and capacity is located in

Shoreview Lane to the west of the property. The sewer for this project would connect to this main. As part of the annexation agreement, the development of this property will trigger a special sewer impact fee aimed at adding capacity to the existing Mill River lift station.

**Water:** An existing City water main is located in Shoreview Lane. This main is of adequate size and pressure to serve the proposed development. Development as proposed will provide for an extension of a new main from the existing main across the site to provide adequate fire and domestic flows.

*Shoreline/Flood Hazard Ordinance:*

The property south of the C-17 parcel lies within the Shoreline Overlay and within a flood hazard area. Historical heavy industrial activities along the shoreline associated with the mill operations has left much of the property within the shoreline overlay in poor condition. Shoreline erosion due to boat caused wave action is problematic, and needs to be remedied. To that end, the owner is proposing to engage in grading operations along the shoreline so as to reshape and stabilize the area adjacent to the river. Again, as noted, it should be anticipated that this project will improve or remove and replace the existing breakwater/seawall along the shoreline above the Summer Pool Level. This breakwater/seawall may be constructed of rocks, similar to the City's wall on the Atlas project or some other acceptable wall material such as concrete. The result will be building envelopes located above base flood elevation and gentle slopes from the building envelopes to the river's edge. The slopes and shoreline will be stabilized, and later landscaped as homes are built.

All other aspects of the subdivision are as noted in the PUD discussion, and related below in duplicate.

As required this site will have at a minimum 10-percent open space comprised of both private and public open space. This open space will primarily be provided with the apartments to provide additional open space amenities. However, for the 7.5-acre R-12 parcel open space requirements will be met. The site will have two 60-ft wide lots for open space and public access to the river, which will be provided through a public access easement over the entire lot. See the following open space discussion. See sheet 3 of 6 of the Subdivision plans for more information.

The subdivision plat as a part of the PUD will include the following:

- 28 single family detached lots located on the river
- 2 lots to accommodate the public access easements. This will be provided through a public access easement over these lots.
- The 30 lots fall within the City's 150-ft shoreline area
- Heights and bulk standards will be as allowed in the R-12 code and as modified by the City's Shoreline code.
- The access to the R-12 subdivision is via easements through the C-17 parcel
- Utilities will be extended east west from the Mill River extensions through to the

- City of CDA's Atlas Mill site. These utilities will be shared to the C-17 parcel.
- Includes the 16-foot wide trail separated from the private road by some landscaping. The trail will be placed in a Public Use Easement (PUE), as shown on the preliminary Subdivision plan.
  - The lots will be served by a private road easement on the individual lots.
  - Shoreline items as noted in the Shoreline code will be adhered to as required. Two Public Open Space Lots 12 and 19, 60 feet in width and approximately 11,500-sf each in size. See plans for proposed planting and uses.
  - Proposed minimum lot size is 8,575.06-sf and the maximum lot size is 16,010.22-sf as currently proposed.
  - All yards shall be as noted in Article V. R-12 Residential

At this time, we believe that this proposal meets the intent of the R-12 zone as noted in Article V. R-12 Residential, City Code 17.05.170 to 17.05.245 or can be made consistent with this code as no special considerations are being requested with this submittal.

There is a small section at the northeast corner of the R-12 residential lots that lies within the existing C-17 zone. We are requesting to build R-12 lots within this portion of C-17 zoning. See sheet 6 of 6 of the PUD & Subdivision plans for more information.

Lastly, we believe that this proposal is in substantial conformance or can be made to conform to the City Code for Shorelines as found in City Code section Article IIA. Shoreline Regulations, City Code 17.08.205 to 17.08.255. No variance to this portion of the code are being requested with this submittal.

### **Open Space Discussion:**

As a part of this application the Annexation Agreement requires submittal of a PUD. As required under the City's PUD ordinance 10% open space is required. Below is a general discussion of the proposed open space. We believe that this project provides at least the minimum open space of 10% and if the City determines that additional open space may be required due to a change in calculations rules or for some other reason, this proposal can be made to meet the minimum standard required.

River's Edge's PUD requirement of 10% min open space is met on this project. The site is made of 2 parcels zoned C-17 with 18.42 acres which runs along Seltice Way made up of the apartment complex and the Mini Storage site and R-12 with 7.5 acres which is adjacent to the Spokane River designed for single-family homes.

The proposal includes 12 apartment buildings, a rec. building and garages with building heights of 20' to 45' tall. The common/private open space (not public) is used for the enjoyment of the residents of this community for a total of 18.42 acres with 2.57 acres (14%) of private/common open space. The open space requirement by incorporating one



passive and active recreation areas shown with a play structure, pool & recreational building along with additional pockets of open space throughout the site.

The Mini Storage also in the same parcel of the Apartments is required to have no open space as the open space for the C-17 parcel are met by private and public open space in the apartment portion of the parcel and the R-12 lot.

The proposal includes 12 apartment buildings and a single clubhouse building. The building envelopes are as depicted on the Site plan, and vary in height from 20' for the garages to a maximum of 45' for the multifamily buildings. Setbacks, off street parking and loading areas, driveways, street requirements, pedestrian requirements, and the landscaping requirements of the code will conform to the existing zoning and design requirements of the C-17 zone.

There are two types of open space provided with this development private and public open space. The common/private open space consists of approximately 2.57 acres of beautifully landscaped slopes with a number of amenities for the apartment dwellers. A 4,290-sf recreation building which houses a lounge and workout room opens to a fenced in pool with pergola covered BBQ pads and a large lounge area for all residence in the complex.

The Single-Family lots parcel is 7.5 acres with 0.97 acres (13%) of open space. This parcel is zoned R-12, adjacent to the River and has the Centennial Trail public use easement at 0.80 acres, running through the property and 2 open space areas at 0.53 acres for the public to access the River. These areas serve a diverse population by providing a variety of spaces for recreation accessible by people of different ages and abilities.

#### **ANNEXATION AGREEMENT REQUIRMENTS:**

The purpose of this section is to provide documentation showing that the requirements of the annexation agreement for the subject property continue to be met with this submittal. Below is a point by point response to all of the applicable requirements of the annexation agreement.

- 3.1: Water and Sewer: The Owner agrees to use the City's domestic water and sanitary sewer services for the Property after development. Owner agrees to comply with the City's Water and Wastewater plans and policies in designing and constructing water and sewer systems to service any development of the Property.

*The proposed PUD and Subdivision provides for use and extension of City water and sewer in accordance with the City's Water and Wastewater plans.*

- 3.2: Maintenance of Private Sanitary Sewer and Water Lines: The City shall not be responsible for maintenance of any private sanitary sewer lines or water lines including appurtenances, within the Owner's developments on the Property.

*All public sewer and water mains will either be located within rights of way or within public utility easements in accordance with City policy. The City will not be responsible for maintenance of private water or sewer lines.*

- 3.3: Water Rights: Prior to the issuance of any building permit for construction on the Property, recordation of any plat on the Property or any other transfer of an ownership interest in the Property, the Owner will grant to the City, by warranty deed in a format acceptable to the City, all water rights associated with the Property including, but not limited to right #95-4597. The parties expressly agree that the Owner is conveying the water rights to the City so that the City will have adequate water rights to ensure that the City can provide domestic water service to the Property.

*All water rights were transferred prior to the applicant purchasing the property.*

#### **SECTION V: PLANNING AND DESIGN OF PROPERTY**

- 5.1: Planning and Design of the Property: Owner desires to further develop the Property and agrees to complete a master plan of the Property prior to any further development of the Property. In developing the master plan, the Owner agrees to accommodate and incorporate the following elements:

- a. Permanent Trail Routes: Develop a permanent route for pedestrian/bicycle trail, not less than sixteen feet (16') wide, across the southerly 7.5-acre parcel in a location that the City determines will allow for extension of the trail to the east and west. Alternatively, the Owner can locate the trail route on the adjacent abandoned railroad right of way if the Owner can obtain the necessary legal rights to do so and if the location on the abandoned railroad right of way allows for extension of the trail to the east and west.

*Response: The current proposal is to mimic the trail design in Mill River and separate it from the R-12 lots with landscaping and screening. See the PUD and Subdivision plans for more information.*

- b. Public Access to Spokane River: Design and provide open space and/or other public access to the Spokane River.

*Response: As required as a part of the PUD and Annexation agreement two lots in the R-12 zone have been provide as public access. These will be landscaped and treated as shown on the enclosed PUD and Subdivision plans.*

- c. Signalized Intersection at Atlas Road and Seltice Way: Design and construct, including any real property acquisition, a signalized intersection at Atlas Road and Seltice Way to serve as the main entrance into the Property.

*The City has abandoned the concept of a signalized intersection at this location and has gone forward with the design and construction of a two-lane roundabout instead. In order to serve this property, the City has previously constructed three access points along the frontage, all of which will be right in/right out. Additionally, an access as shown on the City's Atlas Mill site redevelopment plan will provide access through the City property to the Roundabout at Atlas and Seltice.*

- d. Connection to the River: The site design objectives shall include an emphasis on connection to the water. This shall include open views toward the river from public rights of way.

*The site design emphasizes access and connection to the water from the private road or along the public pedestrian multi-use trail system running east west between Mill River and the City's Atlas Mill site. Views and vistas from Seltice Way of the water are generally impractical due to topography, but views from the riverside open space areas will be available.*

- e. Compatibility with Surrounding Uses: Design the site to be compatible with surrounding existing uses in the City.

*The site is designed such that it mimics existing adjacent uses within the City. With Mill River residential adjacent to the R-12 and the US Bank building adjacent to the proposed Multi-Family and Mini-Storage units. The Atlas Mill site has yet to be developed, however, the plan provided accommodates the City's proposal with like and kind uses.*

- f. Street Trees: Placement and planting of street trees in accordance with City policies and standards.

*The proposed development includes planting of street trees in accordance with City policies and standards. See enclosed plans.*

- g. Seltice Way Frontage Improvements: Design and construct street frontage improvements along the Property's Seltice Way frontage including but not limited to curbing, paving, drainage facilities, sidewalks and lighting.

*The City is under contract to complete these improvements.*

- 5.2: Planned Unit Development: The Owner agree to submit the master plan required by this Section to the City for approval as a Planned Unit Development ("PUD") no later than two (2) years after the publication of the annexation ordinance for the Property. The Owner will also submit at that time any other necessary land use applications, such as zone changes or preliminary Subdivision plats necessary to implement the master plan.

The owner has submitted three different PUD plans within the two-year mark and City staff has refused to process them after they were accepted.

*Per the agreement and City staff direction, the owner is submitting a PUD application and associated Subdivision application in accordance with current City code.*

- 5.3: No Construction until Approval: The Owner agrees that they will not further develop the Property or seek any development approval for the Property until the PUD has been approved by the City. The Owner further waives any and all claims against the City for not processing any applications for development of the Property submitted to the City in violation of this Agreement.

*Response: This condition no longer applies as the City has reconstructed this intersection as a roundabout.*

**Conclusion:**

We appreciate the opportunity to make this request for a PUD and Subdivision on the subject properties. We believe that all aspects of the proposal meet the specific code sections of the code or can be modified to meet these sections and no special considerations are being requested. We would ask that staff review these applications and make appropriate provisions for a hearing with the Planning Commission at which time we will request and expect approval of this proposal as presented. Should you have any questions or require any supplemental information, please feel free to contact us at (509) 893-2617.

Sincerely,  
Whipple Consulting Engineers, Inc.



A circular professional engineer seal for Todd R. Whipple, State of Idaho, No. 8892. The seal is stamped in blue ink. Overlaid on the seal is a handwritten signature in blue ink. To the right of the seal, the date "7/1/2020" is handwritten in blue ink.

Todd R. Whipple, P.E.  
President

Enclosures: as Noted  
Cc: Owner, Lance Douglass  
File



February 28, 2014

DOUGLASS APARTMENTS

THAT PORTION OF THE S.E. 1/4 OF SECTION 4, GOVERNMENT LOT 4 IN SECTION 9, AND GOVERNMENT LOT 1 IN SECTION 10 ALL IN T.50N., R.4W., B.M., CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, DESCRIBED AS FOLLOWS:

**NORTH**

BEGINNING AT THE NORTHWEST CORNER OF GOVERNMENT LOT 4 OF SAID SECTION 9; THENCE N.00°16'21 "E., ALONG THE WEST LINE OF THE S.E. 1/4 OF THE S.E. 1/4 OF SAID SECTION 4, 42.90 FEET TO THE SOUTH RIGHT OF WAY LINE OF SELTICE WAY; THENCE S.67°47'18"E., ALONG SAID RIGHT OF WAY LINE, 170.88 FEET TO THE BEGINNING OF A CURVE TO THE LEFT THE RADIUS OF WHICH BEARS N.21°46'14"E. A DISTANCE OF 2864.79 FEET; THENCE ALONG SAID RIGHT OF WAY LINE AND CURVE TO LEFT, THROUGH A CENTRAL ANGLE OF 00°03'36", AN ARC DISTANCE OF 3.00 FEET (CHORD S.68°15'34"E., 3.00 FEET); THENCE N.22°11'25"E., ALONG SAID RIGHT OF WAY LINE, 12.00 FEET TO A POINT ON A CURVE TO THE LEFT THE RADIUS OF WHICH BEARS N.22°11'25"E. A DISTANCE OF 2814.79 FEET; THENCE ALONG SAID RIGHT OF WAY LINE AND CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 22°06'24", AN ARC DISTANCE OF 1086.04 FEET TO A POINT OF TANGENCY (CHORD S.78°51'47"E., 1079.32 FEET); THENCE S.89°54'59"E., ALONG SAID RIGHT OF WAY LINE, 328.74 FEET TO THE EAST LINE OF THE WEST 230.00 FEET OF GOVERNMENT LOT 1 OF SAID SECTION 10; THENCE S.00°44'17"W., ALONG SAID EAST LINE, 575.07 FEET TO THE NORTH RIGHT OF WAY LINE OF THE BURLINGTON NORTHERN RAILROAD; THENCE N.74°30'00"W., ALONG SAID RIGHT OF WAY LINE, 261.05 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT THE RADIUS OF WHICH BEARS N.15°30'00"E., A DISTANCE OF 5055.00 FEET; THENCE ALONG SAID RIGHT OF WAY LINE AND CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 03°14'53", AN ARC DISTANCE OF 286.56 FEET (CHORD N.72°52'34"W., 286.53 FEET) TO A POINT ON A CURVE TO THE RIGHT THE RADIUS OF WHICH BEARS N.20°05'43"E., A DISTANCE OF 4500.00 FEET; THENCE ALONG SAID RIGHT OF WAY LINE AND CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 06°54'47", AN ARC DISTANCE OF 542.95 FEET (CHORD N.66°26'54"W., 542.62 FEET); THENCE S.26°22'19"W., ALONG SAID RIGHT OF WAY LINE, 60.00 FEET; THENCE N.74°58'01"W., ALONG SAID RIGHT OF WAY LINE, 396.70 FEET; THENCE S.77°31'19"W., ALONG SAID RIGHT OF WAY LINE, 130.53 FEET TO THE WEST LINE OF GOVERNMENT LOT 4 OF SAID SECTION 9; THENCE N.01°58'56"E., ALONG SAID WEST LINE, 404.04 FEET TO THE POINT OF BEGINNING.

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**SOUTH**

TOGETHER WITH THAT PORTION OF GOVERNMENT LOT 4 IN SECTION 9, AND THE WEST 230.00 FEET OF GOVERNMENT LOT 1 IN SECTION 10 ALL IN T.50N., R.4W., B.M., CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, LYING SOUTH OF THE SOUTH LINE OF THE BURLINGTON NORTHERN RAILROAD RIGHT OF WAY, SAID RIGHT OF WAY LINE DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 10; THENCE S.15°08'01"E. 841.01 FEET TO THE INTERSECTION OF THE EAST LINE OF THE WEST 230.00 FEET OF GOVERNMENT LOT 1 IN SECTION 10 AND THE SOUTH RIGHT OF WAY LINE OF THE BURLINGTON NORTHERN RAILROAD THE POINT OF BEGINNING OF THIS LINE DESCRIPTION; THENCE N.74°30'00"W., ALONG SAID RIGHT OF WAY LINE, 276.86 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT THE RADIUS OF WHICH BEARS N.15°30'00"E., A DISTANCE OF 5115.00 FEET; THENCE ALONG SAID RIGHT OF WAY LINE AND CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 03°14'53", AN ARC DISTANCE OF 289.97 FEET TO A POINT OF TANGENCY (CHORD N.72°52'34"W. 289.93 FEET); THENCE N.71°15'07"W. ALONG SAID RIGHT OF WAY LINE, 66.36 FEET; THENCE S.18°44'53"W. ALONG SAID RIGHT OF WAY LINE, 20.00 FEET; THENCE N.71°15'07"W. ALONG SAID RIGHT OF WAY LINE, 181.93 FEET TO THE BEGINNING OF A CURVE TO THE LEFT THE RADIUS OF WHICH BEARS S.18°44'53"W., A DISTANCE OF 1330.00 FEET; THENCE ALONG SAID RIGHT OF WAY LINE AND CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 14°09'06", AN ARC DISTANCE OF 328.50 FEET TO A POINT OF TANGENCY (CHORD N.78°19'40"W., 327.67 FEET); THENCE N.85°24'13"W., ALONG SAID RIGHT OF WAY LINE, 458.92 FEET TO THE WEST LINE OF GOVERNMENT LOT 4 OF SAID SECTION 9; THE TERMINUS OF THIS LINE DESCRIPTION.

**RAILROAD RIGHT OF WAY**

THAT PORTION OF THE BURLINGTON NORTHERN RAILROAD RIGHT OF WAY IN GOVERNMENT LOT 4 OF SECTION 9, AND THE WEST 230.00 FEET OF GOVERNMENT LOT 1 IN SECTION 10 ALL IN T.50N., R4W., B.M., CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, SAID RIGHT OF WAY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 10; THENCE S.15°08'01"E., 841.01 FEET TO THE INTERSECTION OF THE EAST LINE OF THE WEST 230.00 FEET OF GOVERNMENT LOT 1 IN SECTION 10 AND THE SOUTH RIGHT OF WAY LINE OF THE BURLINGTON NORTHERN RAILROAD THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE N.74°30'00"W., ALONG SAID RIGHT OF WAY LINE, 276.86 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT THE RADIUS OF WHICH BEARS N.15°30'00"E., A DISTANCE OF 5115.00 FEET; THENCE ALONG SAID RIGHT OF WAY LINE AND CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 03°14'53", AN ARC DISTANCE OF 289.97 FEET TO A POINT OF TANGENCY (CHORD N.72°52'34"W., 289.93 FEET); THENCE N.71°15'07"W., ALONG SAID RIGHT OF WAY LINE, 66.36 FEET; THENCE S.18°44'53"W. ALONG SAID RIGHT OF WAY LINE, 20.00

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FEET; THENCE N.71°15'07"W., ALONG SAID RIGHT OF WAY LINE, 181.93 FEET TO THE BEGINNING OF A CURVE TO THE LEFT THE RADIUS OF WHICH BEARS S.18°44'53"W., A DISTANCE OF 1330.00 FEET; THENCE ALONG SAID RIGHT OF WAY LINE AND CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 14°09'06", AN ARC DISTANCE OF 328.50 FEET TO A POINT OF TANGENCY (CHORD N.78°19'40"W., 327.67 FEET); THENCE N.85°24'13"W., ALONG SAID RIGHT OF WAY LINE, 458.92 FEET TO THE WEST LINE OF GOVERNMENT LOT 4 OF SAID SECTION 9; THENCE N.01°58'56"E. ALONG SAID WEST LINE, 130.72 FEET TO THE NORTH RIGHT OF WAY LINE OF THE BURLINGTON NORTHERN RAILROAD; THENCE N.77°31'19"E. ALONG SAID RIGHT OF WAY LINE, 130.53 FEET; THENCE S.74°58'01"E. ALONG SAID RIGHT OF WAY LINE, 396.70 FEET; THENCE N.26°22'19"E. ALONG SAID RIGHT OF WAY LINE, 60.00 FEET TO A POINT ON A CURVE TO THE LEFT THE RADIUS OF WHICH BEARS N.27°00'30"E., A DISTANCE OF 4500.00 FEET; THENCE ALONG SAID RIGHT OF WAY LINE AND CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 06°54'47", AN ARC DISTANCE OF 542.95 FEET (CHORD S.66°26'54"E., 542.62 FEET) TO A POINT ON A CURVE TO THE LEFT THE RADIUS OF WHICH BEARS N.18°44'53"E., A DISTANCE OF 5055.00 FEET; THENCE ALONG SAID RIGHT OF WAY LINE AND CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 03°14'53", AN ARC DISTANCE OF 286.56 FEET TO A POINT OF TANGENCY (CHORD S.72°52'34"E., 286.53 FEET); THENCE S.74°30'00"E., ALONG SAID RIGHT OF WAY LINE, 261.05 FEET TO THE EAST LINE OF THE WEST 230.00 FEET OF GOVERNMENT LOT 1 IN SAID SECTION 10; THENCE S.00°44'17"W. ALONG SAID EAST LINE, 62.05 FEET TO THE POINT OF BEGINNING.

3 of 3

  
9-14-18



Whipple Consulting Engineers, Inc.

July 30, 2020

W.O. No. 2015-1470A

(1470A PUD and Subdivision Addendum 7-30-20 rma.docx)

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

RE: **River's Edge Apartments, LLC; 3528 W. Seltice Way  
Parcels C-0000-009-0200, C-0000-009-0150, C-0000-010-3300 & C-0000-010-3450  
Planned Unit Development (PUD) and Subdivision  
Plan Update Narrative Addendum**

Dear Planning Staff and Planning Commission:

The purpose of this plan update addendum is to document the revisions made to the PUD & Subdivision Plans for the following applications per the comments made by Mike Behary & Hilary Anderson of the City of Coeur d'Alene:

- City of Coeur d'Alene (CDA) – Subdivision Application
- City of CDA –Planned Unit Development Application
- Appropriate exhibits for the applications

Below are the comments we received from Staff at the City, dated July 29, 2020, and have revised the plans as follows. For clarity, Staff comments are listed below with our response in **Bold**.

1. Need a separate plan with the proposed final lot layout of the lots and tracts, labeled and numbered.

**This plan sheet has been added to the Subdivision Plans as sheet 4 of 7.**

2. 28 lots along River and the two Open space areas placed in Tracts. – The two open spaces areas along the waterfront will need to be in tracts. Please call out the public access easement on them too.

**This has been revised to show the 2 open space areas to be Tracts A & B. See plan sheet 3 of 7 of the Subdivision Plans and sheet 3 of 6 of the PUD Plans.**

3. Label/number the Commercial Lot(s).

**This is shown on plan sheet 3 of 7 of the Subdivision Plans.**



4. Call out all the tracts on plan (Ex. Tract A: Open Space 1, Tract B: Private Parking Tract "B", Tract C: Public Ped/Bike Trail, Tract D: ...) – As discussed, we don't need everything in tracts – easements are fine too, but we need the plans to clearly call out how they will be designated.

**So noted. This is clearly shown on plan sheet 3 of 7 of the Subdivision Plans.**

5. Need Public Ped/Bike Trail ROW in separate tract. – An easement is fine as long as it is 16' wide.

**The Public Ped/Bike Trail is shown within an easement as shown on plan sheet 3 of 7 of the Subdivision Plans.**

6. 10' foot Landscaping Buffer along trail shown in an easement. – The landscape buffer can be outside of the easement, but will need to be clearly noted on the plans.

**This is noted and shown on plan sheet 3 of 7 of the Subdivision Plans and sheet 3 of 6 of the PUD Plans.**

7. Display all the Tracts in the Legend.

**This Legend has been added to plan sheet 3 of 7 of the Subdivision Plans.**

8. Show Ped/Bike Trail at west end of property without a 90-degree turn. – The prior approval had the condition to soften the curve.

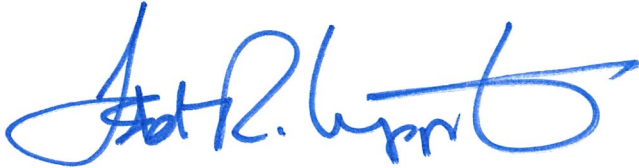
**So noted. This trail has been revised to show an S-curve with each curve being no less than 60 feet long as required by Staff per the previously approved project staff report.**

9. The turnaround on the trail, if not able to move, will have conditions about installing bollards to protect trail users when fire trucks need to use the turnaround and restricting snow storage.

**This fire truck turnaround will have a gate installed in front of it with a knox box, in order for pedestrians to be able to freely walk across the trail unless the fire department needs to make a turnaround with a fire truck.**

2015-1470A River's Edge  
PUD and Subdivision Addendum  
7/30/2020  
Page 3

Sincerely,  
Whipple Consulting Engineers, Inc.

A handwritten signature in blue ink, appearing to read "Todd R. Whipple". The signature is stylized with a large initial 'T' and a long horizontal stroke at the end.

Todd R. Whipple, P.E.  
President

Enclosures: as Noted  
Cc: Owner, Lance Douglass  
File



Whipple Consulting Engineers, Inc.

July 1, 2020

W.O. No. 2015-1470A

City of Coeur d' Alene  
710 E. Mullan Ave  
Coeur d' Alene, ID 83814

Re: **River's Edge Planned Unit Development (PUD) and Subdivision**  
**3528 W. Seltice Way**  
**Trip Generation & Distribution Letter**

To Whom It May Concern;

This Trip Generation and Distribution Letter (TGDL) is for the proposed River's Edge PUD. This letter will establish the anticipated trip generation and distribution for the development as shown on Figure 2, Preliminary Site Plan. This report will follow the standards for traffic letters as required by City of Coeur d' Alene.

### **PROJECT DESCRIPTION**

The project proposes to develop 25.80 Acres +/- into a 384-unit multifamily residential facility, a 431-unit ministorage facility and 30 single family residential lots along the river. The project proposes to access Seltice Way via three (3) driveways that extend south into the property. The westerly access will be used as a gated vehicle driveway for the ministorage land use. The center driveway and easterly driveway will serve the residential land uses. The multi-family development proposes a main east/west drive aisle, along the Seltice Way frontage. The main drive aisle connects to four (4) parking lots and eight (8) minor drive aisles, two of which cross over the centennial trail and provide access to/from the 30 single family lots along the Spokane river frontage. Please see Figure 2 Preliminary Site Plan. It should be noted, two (2) of the single family lots will have Public Use Easements over the lot area and at this time will not be constructed as S.F.D.U. In the event this were to change an updated TGDL would be provided.

### **VICINITY / SITE PLAN**

The Site is currently zoned as C-17. The subject property is located in a portion of the NE ¼ of Section 9, T 50 N., R 4 W., B.M. The parcel numbers for the subject property are C-0000-009-0200 and C-0000-010-3300. The surrounding area has generally commercial/retail developed land uses mixed in amongst undeveloped tracks of land and single-family housing uses with multifamily facilities.

## **TRIP GENERATION AND DISTRIBUTION**

### **Trip Types**

The proposed use is a PUD with residential and commercial land uses; ITE has developed data regarding various trip types that all developments experience. These are found in several places, however, for this analysis the *Trip Generation Manual 10<sup>th</sup> Edition* as well as the *Trip Generation Handbook* were used to develop the criteria for this analysis.

Generally, all existing and proposed developments will be made up of one or more of the following four trip types: new (destination) trips, pass-by trips, diverted trips, and shared (internal trips). In order to better understand the trip types available for land access a description of each specific trip type follows.

**New (Destination) Trips** - These types of trips occur only to access a specific land use such as a new retail development or a new residential subdivision. These types of trips will travel to and from the new site and a single other destination such as home or work. This is the only trip type that will result in a net increase in the total amount of traffic within the study area. The reason primarily is that these trips represent planned trips to a specific destination that never took trips to that part of the City prior to the development being constructed and occupied. This project will develop new trips.

**Pass-by Trips** - These trips represent vehicles which currently use adjacent roadways providing primary access to new land uses or projects and are trips of convenience. These trips, however, have an ultimate destination other than the project in question. They should be viewed as customers who stop in on their way home from work. An example would be on payday, where an individual generally drives by their bank every day without stopping, except on payday. On that day, this driver would drive into the bank, perform the prerequisite banking and then continue on home. In this example, the trip started from work with a destination of home, however on the way, the driver stopped at the grocery store/latte stand and/or bank directly adjacent to their path. Pass-by trips are most always associated with commercial/retail types of development along major roadways. While self-storage is commercial its trips are rarely considered pass-by. Therefore, for this project pass-by trips will not be considered.

**Diverted (Linked) Trips** - These trips occur when a vehicle takes a different route than normal to access a specific facility. Diverted trips are similar to pass-by trips, but diverted trips occur from roadways which do not provide direct access to the site. Instead, one or more streets must be utilized to get to and from the site. For this project, no diverted trips are anticipated.

**Shared Trips** - These are trips which occur on the site where a vehicle/consumer will stop at more than one place on the site. For example, someone destined for a certain shop at a commercial site may stop at a bank just before or after they visit the shop that they went to the site to visit. This trip type reduces the number of new trips generated on the public road system and is most commonly used for commercial developments. Since the project has no cross-access driveways with other land uses, no shared trips were considered.



**Trip Generation Characteristics for the Proposed Project**

As noted earlier, trip generation rates for the AM and PM peak hours are determined by the use of the *Trip Generation Manual, 10<sup>th</sup> Edition* published by the Institute of Transportation Engineers (ITE). The purpose of the *Trip Generation Manual* is to compile and quantify empirical data into trip generation rates for specific land uses within the US, UK and Canada.

Proposed Land Use

For the proposed 384-unit multifamily residential facility, Land Use Code (LUC) 221 Multifamily Housing (Mid-Rise) was used to establish the number of potential trips generated by the proposed land use. The trip generation rates and the anticipated number of AM & PM peak hour trips for the proposed land use are shown on Table 1.

**Table 1-Trip Generation Rates for LUC # 221 – Multifamily Housing (Mid-Rise)**

Dwelling Units	AM Peak Hour Trips			PM Peak Hour Trips		
	Vol. @ 0.36 trips per Unit	Directional Distribution		Vol. @ 0.44 trips per Unit	Directional Distribution	
		26% In	74% Out		61% In	39% Out
384	139	36	103	169	103	66
<b>Average Daily Trip Ends (ADT)</b>						
<b>Units</b>	<b>Rate</b>	<b>ADT</b>				
384	5.44	2,089				

For the proposed 431-unit ministorage facility, Land Use Code (LUC) 151 Mini-Warehouse was used to establish the number of potential trips generated by the proposed land use. The trip generation rates and the anticipated number of AM & PM peak hour trips for the proposed land use are shown on Table 2.

**Table 2-Trip Generation Rates for LUC # 151 – Mini-Warehouse**

Units (100's)	AM Peak Hour Trips			PM Peak Hour Trips		
	Vol. @ 1.39 trips per Unit	Directional Distribution		Vol. @ 1.95 trips per Unit	Directional Distribution	
		51% In	49% Out		50% In	50% Out
4.31	6	3	3	9	5	4
<b>Average Daily Trip Ends (ADT)</b>						
<b>Units</b>	<b>Rate</b>	<b>ADT</b>				
4.31	17.96	78				

For the proposed 28 Single Family Residential lots Land Use Code (LUC) 210 Single Family Detached Housing was used to establish the number of potential trips generated by the allowed land use. The trip generation rates and the anticipated number of AM & PM peak hour trips for the allowed land use are shown on Table 3.

**Table 3-Trip Generation Rates for LUC # 210 – Single Family Detached Housing**

Dwelling Units	AM Peak Hour Trips			PM Peak Hour Trips		
	Vol. @ 0.74 Trips/ Unit	Directional Distribution		Vol. @ 0.99 Trips/ Unit	Directional Distribution	
		25% In	75% Out		63% In	37% Out
28	21	5	16	28	18	10
<b>Average Daily Trip Ends (ADT)</b>						
<b>Units</b>	<b>Rate</b>	<b>ADT</b>				
28	9.44	265				

For the proposed uses evaluation, a development total is provided on Table 4.

**Table 4-Trip Generation Summary**

Land Use Code (LUC)	AM Peak Hour Trips			PM Peak Hour Trips		
	Vol. / LUC	Directional Distribution		Vol. / LUC	Directional Distribution	
		In	Out		In	Out
LUC #221 Multifamily Housing (Mid-Rise)	139	36	103	169	103	66
LUC #151 Mini Warehouse	6	3	3	9	5	4
LUC #210 Single Family Detached Housing	21	5	16	28	18	10
<b>Total</b>	<b>166</b>	<b>44</b>	<b>122</b>	<b>206</b>	<b>126</b>	<b>80</b>
<b>Average Daily Trip Ends (ADT)</b>						
<b>Land Use Code (LUC)</b>	<b>Rate</b>	<b>ADT</b>				
LUC #220 Multifamily Housing (Low-Rise)	-	2,089				
LUC #151 Mini Warehouse	-	78				
LUC #210 Single Family Detached Housing	-	265				
<b>Total</b>	<b>-</b>	<b>2,432</b>				

As shown in Table 4 the proposed land uses are anticipated to generate 166 trips in the AM peak hour with 44 trips entering the site and 122 trips exiting the site. In the PM, peak hour the proposed land uses are anticipated to generate 206 trips with 126 trips entering the site and 80 trips exiting the site. The proposed land uses are anticipated to generate 2,432 average daily trips to/from the project site.

## **TRIP DISTRIBUTION**

As shown on the preliminary site plan, the site will be accessed by three (3) Right-in Right-out driveways on the eastbound lane of Seltice Way.

**W. Seltice Way** within the study area is generally an east-west, two-way, 2-lane median separated principal arterial with a landscaped median between the east and westbound lanes. Seltice Way extends from the City of Post Falls as a principal arterial through Highway 41 and then enters the City of Coeur d'Alene, and continues as a principal arterial until the intersection of Riverstone Dr. where Seltice Way transitions to a principal arterial with no median separation. Seltice Way continues east till the intersection of Northwest Blvd. where Seltice Way transitions into Ironwood Dr. Seltice Way serves generally a mix of commercial and residential land uses. The speed limit within the study area is posted at 35 MPH.

Considering many factors such as the surrounding transportation facilities, typical commuting patterns, and existing development in the area, traffic for the proposed development is anticipated as follows. 60% of the trips are anticipated to go to/from the East via Seltice Way  
40% of trips are anticipated to go to/from the west via Seltice way.

The configuration of Seltice Way requires all exiting vehicles to turn right toward the east and all entering vehicles to come from the west and turn right into the project. The roundabout at Seltice Way & Atlas Road will facilitate this change of direction. For the eastbound to westbound movement and the westbound U-turn lane across from the self-storage driveway will facilitate the westbound to eastbound movements. Please see Figure 3 for a graphical representation of these movements.

## CONCLUSIONS AND RECOMMENDATIONS

It is anticipated that the proposed project will generate 166 AM peak hour trips and 206 PM peak hour trips. Based upon the number of anticipated trips, and the distribution of those trips, upon a principle arterial we believe that the proposed project will have a minimal impact on the transportation system at the proposed roadway and access driveways. Therefore, we recommend that the project complete the frontage improvements on Seltice Way and be allowed to move forward without further traffic analysis.

Should you have any questions related to this document please do not hesitate to call at (509) 893-2617.

Sincerely,  
WHIPPLE CONSULTING ENGINEERS, INC.



Todd R Whipple, P.E.

TRW/hjh

encl. Appendix (Vicinity Map, Preliminary Site Plan, Trip Dist. %,)

cc: Sponsor  
File



# **APPENDIX**

1. Vicinity Map

2. Site Plan

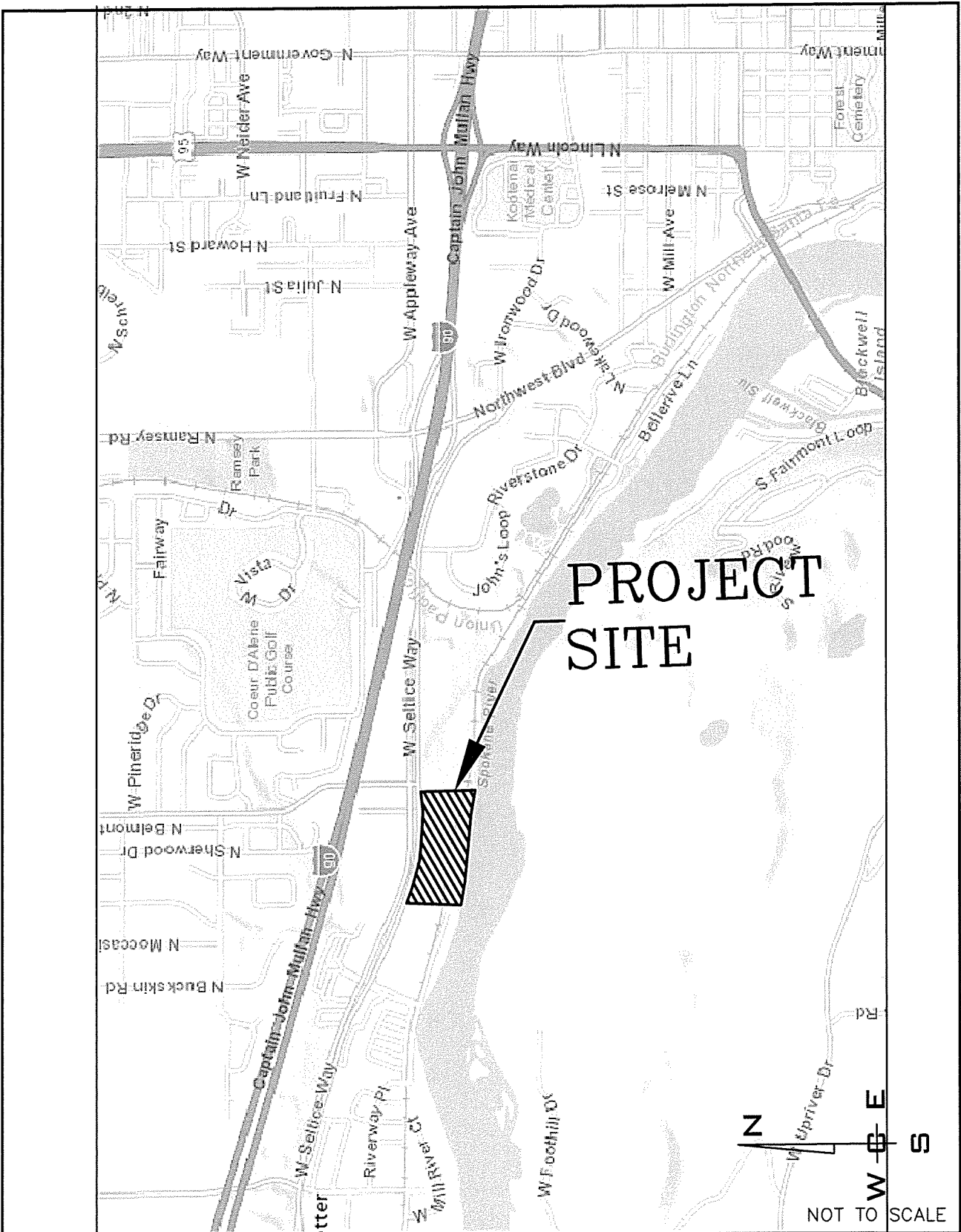
3. Trip Distribution by Percentage

# **APPENDIX**

1. Vicinity Map

2. Site Plan

3. Trip Distribution by Percentage



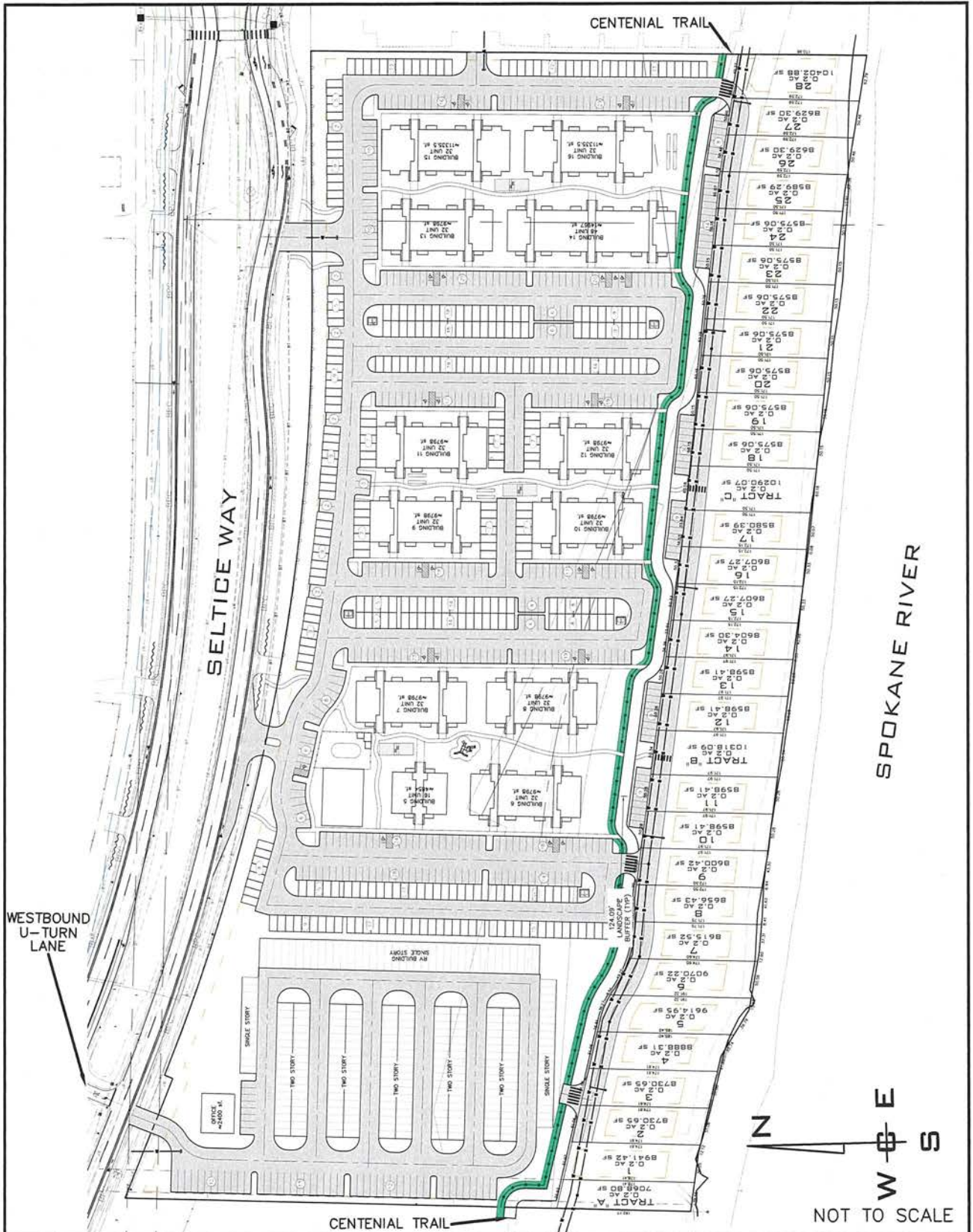
PROJ #: 15-1470A  
 DATE: 06/24/2020  
 DRAWN: TAE  
 APPROVED: TRW

**FIGURE 1**

**TRIP GENERATION AND DISTRIBUTION**  
**RIVER'S EDGE PUD**  
**SELTICE ROAD & ATLAS ROAD**  
**COEUR D'ALENE, ID**

**VICINITY MAP**

**WCE**  
 WHIPPLE CONSULTING ENGINEERS  
 CIVIL AND TRANSPORTATION ENGINEERING  
 21 SOUTH PINES ROAD  
 SPOKANE VALLEY, WASHINGTON 99206  
 PH: 509-893-2617 FAX: 509-926-0227



PROJ #: 15-1470A  
 DATE: 06/24/20  
 DRAWN: TAE  
 APPROVED: TRW

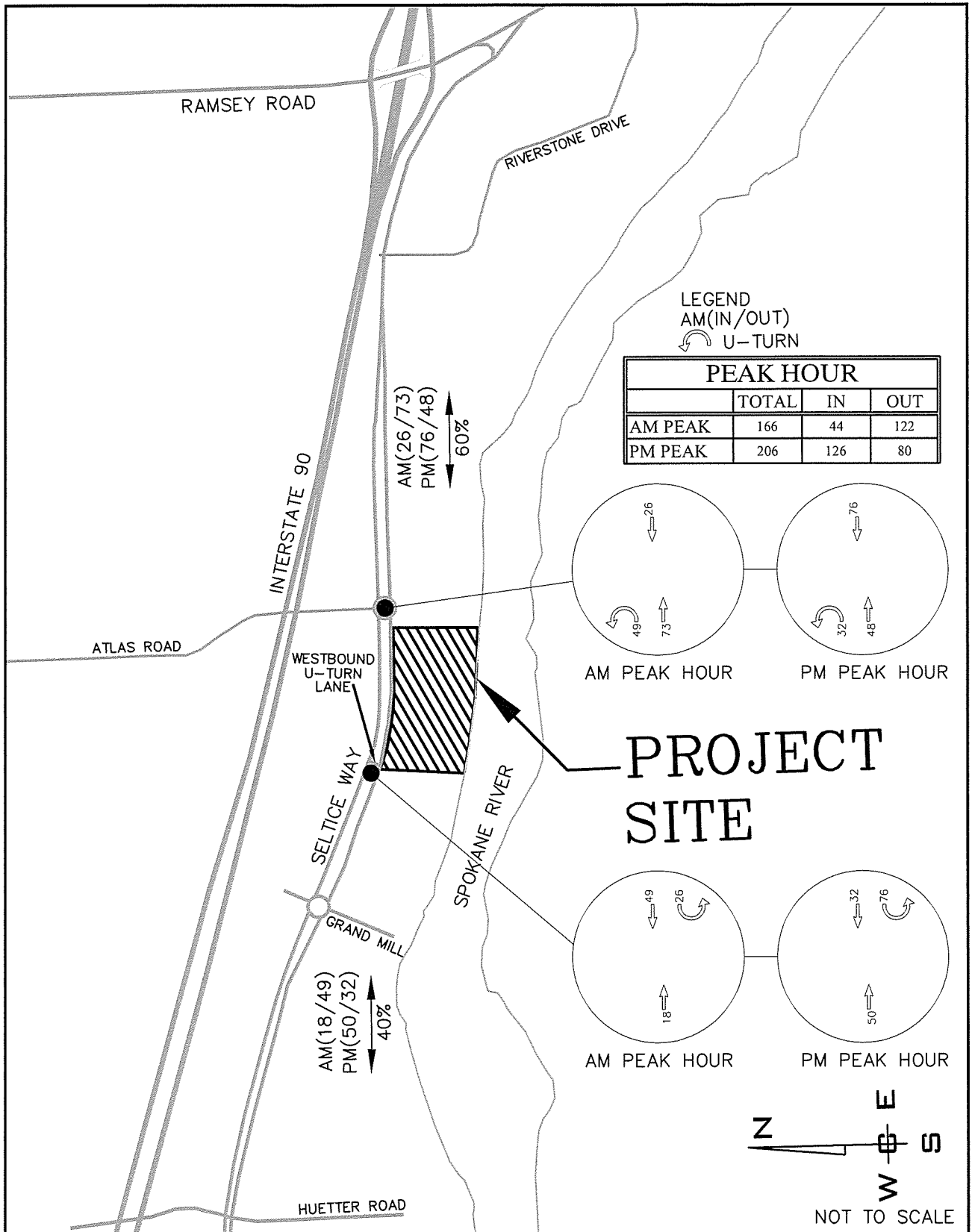
**TRIP GENERATION AND DISTRIBUTION**  
**RIVER'S EDGE PUD**  
**SELTICE ROAD & ATLAS ROAD**  
**COUER D ALENE, ID**

**FIGURE 2**

**PRELIMINARY SITE PLAN**

**WCE**  
 WHIPPLE CONSULTING ENGINEERS  
 CIVIL AND TRANSPORTATION ENGINEERING  
 21 SOUTH PINES ROAD  
 SPOKANE VALLEY, WASHINGTON 99206  
 PH: 509-893-2617 FAX: 509-926-0227





PROJ #: 15-1470A  
 DATE: 06/24/20  
 DRAWN: TAE  
 APPROVED: TRW

**TRIP GENERATION AND DISTRIBUTION  
 RIVER'S EDGE PUD  
 SELTICE ROAD & ATLAS ROAD  
 COUER D ALENE, ID**

**WCE**  
 WHIPPLE CONSULTING ENGINEERS  
 CIVIL AND TRANSPORTATION ENGINEERING  
 21 SOUTH PINES ROAD  
 SPOKANE VALLEY, WASHINGTON 99206  
 PH: 509-893-2617 FAX: 509-926-0227

**FIGURE 3**

**TRIP DISTRIBUTION**



# **PUBLIC COMMENTS**



**From:** Ken Windram  
**To:** [STUHMILLER, SHANA](#)  
**Cc:** [Steph Oliver](#)  
**Subject:** RE: City of Coeur d'Alene, Planning Commission River's Edge Trees Over HARSB Sewer Outfall pipeline  
**Date:** Wednesday, August 05, 2020 9:29:07 AM  
**Attachments:** [River edge project trees over outfall pipe.pdf](#)

---

Hi Shana,

This email is a follow up to our telephone conversation about the proposed trees on the West side of the River's Edge project.

Attached is a drawing showing 5 trees proposed to be planted over HARSB sewer outfall pipe line easement. Trees like to force their roots into the sewer pipes resulting in blocking the sewer line. With the water flowing over 1 million gallons per day, having that pipeline plugged is a concern.

Is it possible to change the tree plan to not plant the 5 trees on the West side of the River's Edge project?

Please call me if you have any questions.

Thanks,

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

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

**From:** pbredeson@bredesonlaw.com  
**To:** [STUHMILLER, SHANA](#)  
**Subject:** SP-5-82m (Altar Church)  
**Date:** Tuesday, August 04, 2020 2:33:49 PM

---

With respect to the above entitled matter, the request should clearly be denied. City Code Section 17.09.220.B states that one of the criteria for granting a special use permit is that “[t]he design and planning of the site is compatible with the location, setting and existing uses on adjacent properties.” Even now, it is clearly obvious that the subject facility, along with its immense amount of foot and vehicular traffic, is not compatible with the surrounding residential neighborhood. Approving the modification will only exacerbate the problem by increasing the impact this facility has on nearby residences. Also, City Code Section 17.09.220.C states that another criteria for granting a special use permit is that “[t]he location, design, and size of the proposal are such that the development will be adequately served by existing streets, public facilities and services.” The current state of the subject sections of 9<sup>th</sup> and 10<sup>th</sup> Streets already clearly cannot accommodate a facility of this size. Again, this will only get worse if the modification is approved.

It is also worth noting that one of the lots that are proposed to be utilized for parking has already been paved, while the other has already been acquired and leveled by the applicant. Therefore, it appears that applying for this modification is merely an afterthought by the applicant. Also, if the modification is approved, it will appear that the Commission has approved a modification to a special use permit after the fact, which carries with it several legal ramifications.

Again, this request should clearly be denied. The subject facility has clearly outgrown itself. The logical course of action would be for the applicant to find another larger location just like several other similar facilities in the area have been forced to do.

Pete B. Bredeson  
Attorney at Law  
**BREDESON LAW GROUP**  
1677 East Miles Avenue, Ste. 202  
Hayden Lake, Idaho 83835  
Phone: 208-762-9900  
Fax: 1-866-719-7958  
[pbredeson@bredesonlaw.com](mailto:pbredeson@bredesonlaw.com)

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