

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

**OCTOBER 26, 2021**

*NOTE: The City is utilizing Governor Little's Stage 3 Rebound Idaho guidance for its public meeting. As such, we are abiding by the social distancing standard of 6' within the physical meeting room, and limiting seating to approximately 15 seats, seating will be first come first serve. 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. Additionally, you may provide written public comments to the city at shana@cdaid.org any time prior to 4:00 p.m. the day of the meeting.*

Join by Computer <https://cdaidorg.zoom.us/j/97048690470?pwd=OUl4TmZQRWpVZmY5dXFDMTRIZ1lwQT09>  
Join by Phone (Toll Free): 888-475-4499 or 877-853-5257  
Webinar ID: 970 4869 0470  
Password: 605796

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

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

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

**PLEDGE:**

**APPROVAL OF MINUTES:** \*\*\*ITEM BELOW IS CONSIDERED TO BE AN ACTION ITEM.  
September 14, 2021

**PUBLIC COMMENTS:**

**STAFF COMMENTS:**

**COMMISSION COMMENTS:**

**ENVISION CDA UPDATE:**

**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: Lakeshore Estates, LLC  
Location: Eastern terminus of Spruce Avenue, adjacent to I-90  
Request: A proposed 92-lot preliminary plat "The Foundry"  
QUASI-JUDICIAL, (S-4-21)

**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  
SEPTEMBER 14, 2021  
LOWER LEVEL – LIBRARY COMMUNITY ROOM  
702 E. FRONT AVENUE**

**COMMISSIONERS PRESENT:**

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

**STAFF MEMBERS PRESENT:**

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

**COMMISSIONERS ABSENT:**

Lewis Rumpler

**CALL TO ORDER:**

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

**APPROVAL OF MINUTES:**

Motion by Ingalls, seconded by Fleming, to approve the minutes of the Planning Commission meeting on August 10, 2021. Motion approved.

**COMMISSION COMMENTS:**

**STAFF COMMENTS:**

Hilary Anderson, Community Planning Director provided the following comments:

- She stated that we have two items scheduled for the October Planning Commission Meeting. The first one is an annexation request and the second item is a subdivision request.
- She explained that she spoke with Terry Pickle, Water Director about doing a presentation at a Planning Commission Meeting and after talking with other department heads, they were in agreement about doing a presentation every month especially the departments that are development related fields that would be educational for the commission.
- She commented that the Regional Housing and Growth Issues Partnership is continuing to meet monthly and with an upcoming discussion on local worker housing issues and hopefully, coming up with a “draft toolkit” providing a variety of options. She added that the formation of two subcommittees will be working on open space on the Prairie and working with the school districts for funding at state level.

## **ENVISION CDA COMMITTEE UPDATES:**

Ms. Anderson provided the following comments:

- She explained that we are making great process and continuing to work on the action items, of which there are 247, with staff and CDA 2030 to clean up the language, looking for any duplications or any action items that have been accomplished and identifying where some of the actions that are more city focused and others should be in only CDA 2030 plan and the ones we work on together.
- She added that there is still a lot of work to be done and may take a few months to schedule workshops to get a final version for the public to review.

## **ADMINISTRATIVE: \*\*\*ITEM BELOW IS CONSIDERED TO BE AN ACTION ITEM.**

1. Applicant: Government Way Coeur d'Alene Hotel, LLC  
Location: 2119 N. Government Way  
Request: Approval for a landscaping Plan (LS-1-21)

Tami Stroud, Associate Planner provided the following statements:

- Braintree Properties is requesting Planning Commission approval of the amount and spacing of landscaping for a parking lot with 390 spaces.

### ➤ **The Planning Commission must approve the following:**

1. **The amount of parking lot landscaping.**
2. **The spacing (maximum distance) between landscaped areas.**

Ms. Stroud concluded her presentation

## **Commission Comments:**

Commissioner Ingalls commented that this is the first time he has seen a landscape plan at a Planning Commission meeting and questioned if staff could explain the process. Ms. Stroud explained that it has been a while since we have brought a landscape plan forward and stated under the Environmental Design Section of the code it states that commercial projects with more than 300 parking stalls are required to be approved by the Commission. Below 300 spaces are reviewed by staff based on the Code and the Commercial Design Standards. She stated as examples, that the U.S. Bank Call Center and Lowes each had over the 300-parking stalls. Why this project has come forward is because it meets the threshold and needs Planning Commission approval. She added that the applicant has also been working on getting a secondary access with the Fire Department per their code requirement and why the applicant didn't want to bring this forward until they got approval for that access.

Commissioner Ingalls commented that after hearing the explanation supports this project and that the project exceeds the minimum requirements for landscaping.

Commissioner Fleming questioned if staff required 390 spaces and was the count based on the key count in the building, or are they over the requirement. Ms. Stroud explained that number is based on the number of rooms either one, two or three-bedroom units. She questioned on the landscaping plan if we can if the applicant will include xeriscape, clover, low demand water plantings and trees to make sure there is enough water so the landscaping doesn't die.

Jacob Rivard stated this request is straight forward and they have had multiple meetings with staff. He concurs with the comment from Commissioner Fleming and stated that most of our shrubbery used will be xeriscaped with low water usage. We do understand that we have exceeded the number of trees needed per the city requirement and if we need to reduce those trees, we can, but wanted to maintain a safe environment for the residents with the additional trees that provides shelter and a barrier from the freeway.

**Motion by Fleming, seconded by Ingalls, to approve Item LS-1-21. Motion approved.**

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

1. Applicant: John M. Stone Living Trust/Eat Ten, LLC  
Location: 1579 W. Riverstone  
Request: A proposed R-34 Density Increase special use permit in the C-17 zoning district.  
QUASI-JUDICIAL, (SP-5-21)

Mike Behary, Associate Planner provided the following statements:

- The applicant is requesting approval of a special use permit to allow a density increase to R-34 density that will allow a proposed mixed-use building in the C-17 Commercial Zoning District.
- The subject property is located within the Riverstone Development, next to the mixed-use Riverstone complex and across the street from the Red Robin restaurant.
- The property consists of 1.39 acres. The applicant is proposing a total of 15 residential units with commercial spaces located on the first floor.
- The mixed use building also includes a subterranean parking garage on the subject site. In addition, they are also proposing additional surface parking. The apartment units will be comprised of one and two-bedroom layouts.
- The proposed structure is four stories tall and will be allowed a maximum height of 63 feet in accordance with the proposed R-34 zoning height restrictions for multi-family structures.
- The applicant has submitted a building elevation of the proposed building indicating how it will look from the street.
- The applicant has also submitted an elevation of the proposed building in comparison to other buildings in the area.
- The current zoning allows for a total of 23 residential units on this size of a parcel. The applicant is only proposing 15 units. However, the applicant is proposing a taller structure than is currently allowed with the C-17 zoning and is primarily requesting the R-34 zone which allows for a maximum building height of 63 rather than the 45 feet that is currently allowed by right under the current zoning.
- The applicant is proposing a building at will be 48.5 feet and will be required to screen the roof top equipment that will possibly add and addition five feet to the structure, resulting in a building height of up to 54 feet.
- He noted that the City Comprehensive Plan Map designates this area as Spokane River District Transition:
- He stated the various city departments provided comments for the project that had no additional concerns.
- He commented that if approved there are 5 conditions for consideration.

Mr. Behary concluded his presentation

### **Commission Comments:**

Commissioner Ingalls commented that the applicant is using the Special Use Permit process to R-34 creatively since we are used to seeing this used more for density. Mr. Behary replied that is correct and explained that most R-34 requests are for a density increase and explained that this request is to get additional height added to the building, so they can build commercial units with residential above.

Commissioner Ingalls commented density should be “off the table” in terms of debate because under C-17 the applicant could develop 23 units and if we denied this project the applicant could get a building permit tomorrow without our approval. He added the parking wouldn’t change, traffic, water usage etc. He added so our decision tonight is if we approve the additional height will give the applicant a better building. Mr. Behary commented that is correct.

Ms. Anderson clarified that is true, but the project needs to be approved with the conditions. if approved for an R-34 SUP, We don’t have a variance for just additional height and that they are asking for the whole R-34. The request includes self-imposed conditions that staff worked on with the applicant that are important because the square footage and height is limited. If they wanted to do the full R-34, that increases the need for additional parking, square footage etc.

Commissioner Fleming inquired about traffic and if the applicant can put in more units if they could find additional parking and questioned after we get done building out the most recent townhomes located on Beebe Drive if that traffic will end up on Riverstone. So, are we looking at any type of flag crossing or stop sign at that corner?

Chris Bosley, City Engineer explained received a grant for rectangular Rapid Flashing Beacons (RRFB) to help pedestrians cross at that corner but it won’t solve the vehicle problem, so we will have three of the RRFBs on Riverstone Drive in 2022, which was a state grant and that in the future this intersection will likely require a roundabout. He added that the applicant has already been approved for a site development permit for this project since they already have the C-17 zoning with a building permit in the process, so this has been moving forward because they have a right to build and only need an additional 3 ½ feet which won’t produce any more traffic. He pointed out people are worried about residential, condos, apartments etc. and that my comments in the staff report shows those residential units are adding very little in traffic and the activity is based on what activity will be on the commercial floor which we don’t know that use yet.

Commissioner Ingalls commented that the focus for this project is for a few feet of height and what the applicant could do without our approval, but the applicant has the right to develop this project with the same number of units of residential or any commercial business without our approval. He questioned if traffic is an issue.

Mr. Bosley explained that changing this to R-34 would be less of an impact on traffic than building to C-17 standards based on the residential nature of the project.

### **Public testimony open.**

Joey Toews applicant representative provided the following statements:

- He stated staff did a great job and that we don’t want to increase unit count, square footage or density.
- He commented that everything about this building complies with C-17 with the only thing we need is an additional 3.5 feet for height because part of the building exists over the driveway and they desire additional height for over height vehicles.
- He explained the benefits getting for the additional height will be beneficial for the users but the

public who will be occupying the plaza, shop etc. He added that this was a design decision that needed made to make the building more functional.

- He commented that we will stay within our limits of heights, density, parking etc.

The applicant concluded his presentation.

Clyde Carrol stated that he owns a house in the neighborhood and a week ago he came in with some questions which staff answered. He stated that he has a few items and understands that the architect is asking for an additional 3.5 feet and that isn't a problem. He noted on page three of the staff report the proposed condition would like the language changed to say the height is limited to 48.5 feet and yesterday after speaking with the architect, the question came up about the equipment screen and if that would require additional height needed for the screening and the architect explained the way the building is designed the equipment would be screened within that 48.5 feet and noted on the condition that the last line be stricken saying that the maximum feet would not exceed 63 feet. He noted on page 21 of the staff report states that a traffic study was done in 2018 and based on additional growth an updated traffic study should be done because traffic is terrible.

Mr. Bosley explained when the 2018 traffic study was done that the city worked with KMPO who looked at all the vacant areas around the property and plugged-in numbers for traffic generation including the Rivers Edge Apartments, and yes, the study is three years old, but when doing a traffic study it will predict what traffic will look like in the next 20 years.

Paul Heinevetter questioned if parking is needed for this building since parking was already approved for the 2151 (Main Street) building and doesn't believe parking is allowed next to the greenbelt.

Mr. Behary explained that parking will not be reduced since the applicant is proposing to do subterranean parking in addition to surface parking, so there will be no loss in parking for this project.

Wylie Clark stated parking is an issue and by taking away seven parking spaces and putting in underground parking for the units eliminating seven spaces for building 2151 and feels bad for the people who have businesses there.

Moe Brett commented the project is beautiful and inquired if the city obtained a grant to be used at the corner of Beebe and Riverstone Drive for the purchase of a flashing light or roundabout. She added that it's been a long time since the homes have been built in that area and would like to know what is happening with the grant. She stated that there is a lot of parking available behind Regal Theatres that is vacant most of the time and suggested working with Regal could be used for additional parking. She questioned if the grant will be done by November 2<sup>nd</sup>.

Mr. Bosley explained that the grant is for Pedestrian Safety obtained through the state which was received two years ago with a long "lead time" and just recently received the funding authority to proceed with the design after our new fiscal year starts in October to hire an engineering company to do the design that will include some sidewalk replacement around town. He added that nine(9) RRFB's were placed recently to address the areas with either fatalities or type A injuries between vehicles and pedestrians to improve our pedestrian safety in town but the grant will not cover a roundabout. He explained that a discussion about a roundabout came up two years ago when we looked at that intersection to see if a roundabout would fit and would need to be designed as a single lane roundabout because it has single lanes coming into it from each direction except from Beebe Boulevard southbound that has five lanes and paid for with development impact fees.

Chairman Messina inquired about placing two stop signs at the intersection and would it be possible to add additional stop signs until the roundabout is done. Mr. Bosley stated we haven't looked at that but would have to look at the Lakewood Riverstone intersection that would cause problems backing into but could look at that and make a recommendation.



## **Commission Comments:**

### **Rebuttal:**

Mr. Toews provided the following statements.

- Mr. Toews explained that the Riverstone campus is a shared parking lot that includes the parking garage and parking behind the condos, and that the parking lot is owned by the project site which was previously approved for a restaurant. He added we are proposing office space on the main level that will be low impact with not a lot of traffic with a parking garage.
- He stated that he wanted to address the height of the building and explained currently we don't have screens for the mechanical units on the roof which is a requirement for the C-17 zoning and a requirement for the Design Review. He described the way the building is designed is like a "V" and the mechanical equipment will be located in the center of the "V" and stated that you would have to be along way from the building to notice the mechanical equipment on top of the building without being screened, but will be willing to screen if staff says that is a requirement.
- He stated per code we are allowed to have a projection above maximum height of 10% of horizontal roof area and that we could screen this and be under the 10% allowed to go beyond the height of the building. He commented that he will do whatever is required but doesn't want to be limited to 48.5 feet if we are required to screen per Design Review Commission.

Mr. Toews finished his presentation.

Ms. Anderson explained that language is included as a condition in the staff report and clarified that the rooftop equipment screening can't be a fence, it has to be integrated into the architecture. The Commission can omit the sentence that states 63 feet which is already allowed by the Code for the R-34 special use permit.

Commissioner Ingalls concurs with Mr. Carroll's comment if we are looking at 48.5 feet why did we end up with 54 feet. He stated it wouldn't be the first time this commission has changed a condition during the hearing and add the wording, "The roof line itself be capped at 48.5 feet with an allowance for any necessary screening up to 54 feet if it is mandated by the Design Review Commission."

### **Public testimony closed.**

### **Discussion:**

Commissioner Ingalls stated after hearing tonight's input that really the issue is only over a few feet of height and that previously stated in previous testimony that this will be a beautiful building when done. He commented that parking is always an issue, but overall, there is parking available. He explained that the applicant could apply for a building permit tomorrow with more units than what we are asking for and put in a restaurant that would generate more traffic. In this area, we are aware that the city is working on adding another entrance into Riverstone that will help alleviate some of the traffic problem. He stated tonight's decision is with height and confident that we craft the right condition saying that we are comfortable with a 48.5 foot roof line with some allowance for roof top mechanical screening.

Chairman Messina stated that he approves of the concept of the design and stated that this is one of the last pieces of property in Riverstone to be developed. He commented that if he was voting would approve this project.

Commissioner Ward stated that a comment was made by Commissioner Ingalls about the difference between 48.5 feet and eight additional feet. Commissioner Ingalls clarified that the discussion was for the building roof line height limited to 48.5 feet with allowance for additional height for screening of the mechanical equipment island. Commissioner Ward stated if nothing would change and would have to go back to 48.5 feet would still have an additional 10% above the 45 feet that was required.

**Motion by Fleming, seconded by Ingalls, to approve Item SP-5-21. Motion approved.**

ROLL CALL:

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


Motion to approve carried by a 6 to 0 vote.

**ADJOURNMENT:**


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

The meeting was adjourned at 6:30 p.m.

Prepared by Shana Stuhlmiller, Public Hearing Assistant



# **PUBLIC HEARING**



**PLANNING COMMISSION  
STAFF REPORT**

**FROM:** SEAN E. HOLM, SENIOR PLANNER  
**DATE:** OCTOBER 26, 2021  
**SUBJECT:** S-4-21 – 92 LOT PRELIMINARY PLAT SUBDIVISION REQUEST FOR “THE FOUNDRY”  
**LOCATION:** +/- 20.03 ACRES ZONED R-12 LOCATED WEST OF I-90, SOUTH OF NEIGHBORHOODS ASSOCIATED WITH E. WOOSLEY DR. AND E. SPRUCE AVE., EAST OF N. 9<sup>TH</sup> ST., AND ALONG E. HAZEL AVE.

**OWNER/APPLICANT:**  
Lakeshore Estates, LLC  
505 E. Front Ave.  
Coeur d’Alene, ID 83814

Lake City Engineering  
126 E. Poplar Ave.  
Coeur d’Alene, ID 83814

**DECISION POINT:**

Lakeshore Estates, LLC, represented by Lake City Engineering, is requesting approval of a ninety-two (92) lot preliminary plat “The Foundry”. If approved, this preliminary plat would allow for a mix of single-family and duplex parcels.

**Area Map:**



**Location Map:**



**GENERAL INFORMATION:**

The largest parcels of the subject property are currently used for storage of heavy equipment and historical items from the former pawn shop. The other parcels are vacant.

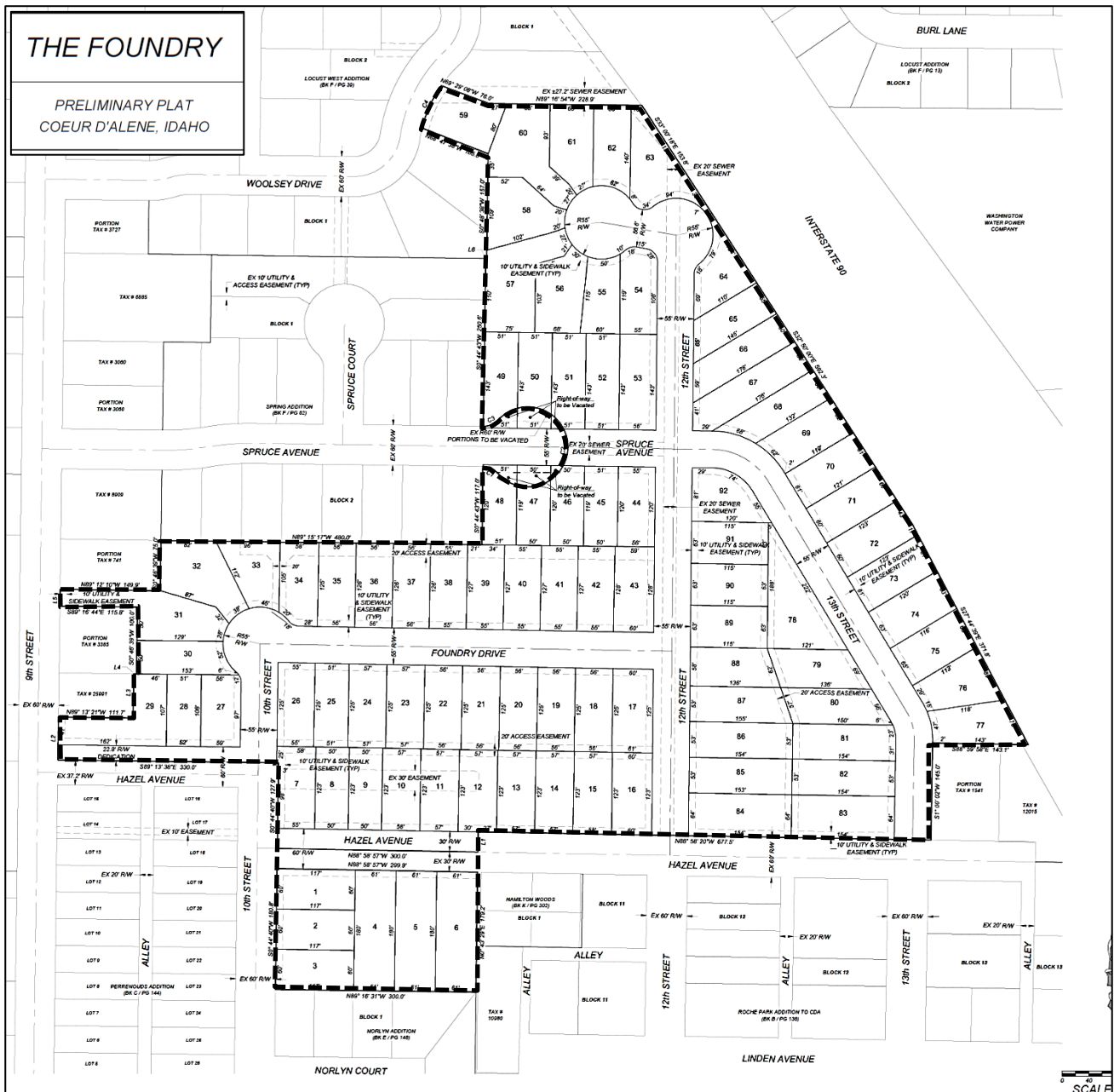
Based on the site inspection, historical aerial photographs, and interviews with the owner and persons familiar with past uses, the subject property was first used for residences along 9<sup>th</sup> Street. Jack Forest's father bought the lot at 1524 N. 9<sup>th</sup> Street in 1938 and built a house. The house burned down in the 1970s. Over the next 20-30 years he bought several other lots and operated a small wrecking business. In 1959, Jack Forest bought the parcel at 1606 N. 9<sup>th</sup> Street and constructed the house that still stands. The house at 1603 N. 9<sup>th</sup> Street was owned by Jack Forest's grandmother back as far as circa 1915.

In 1945, the first part of the pawn shop building was constructed and served as the office and parts storage for a small wrecking yard that stored wrecked vehicles on the 2-acre parcel at the southeast corner of Hazel Avenue and 10<sup>th</sup> Street. The building

expanded over the next 30 years and operated as a parts storage building, tractor dealer, and finally a pawn shop (1969-1986). In the 1960s and 1970s the wrecking yard used a large portion of the parcel adjoining I-90 where vehicles hulks were stored. Evidence of large-scale storage of vehicles ended by 1975 (aerial photographs). Since approximately 1986, the property has not been used for a commercial purpose, serving as storage and residential use for the two houses on 9th Street.

**REQUIRED SUBDIVISION FINDINGS (A-D):**

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

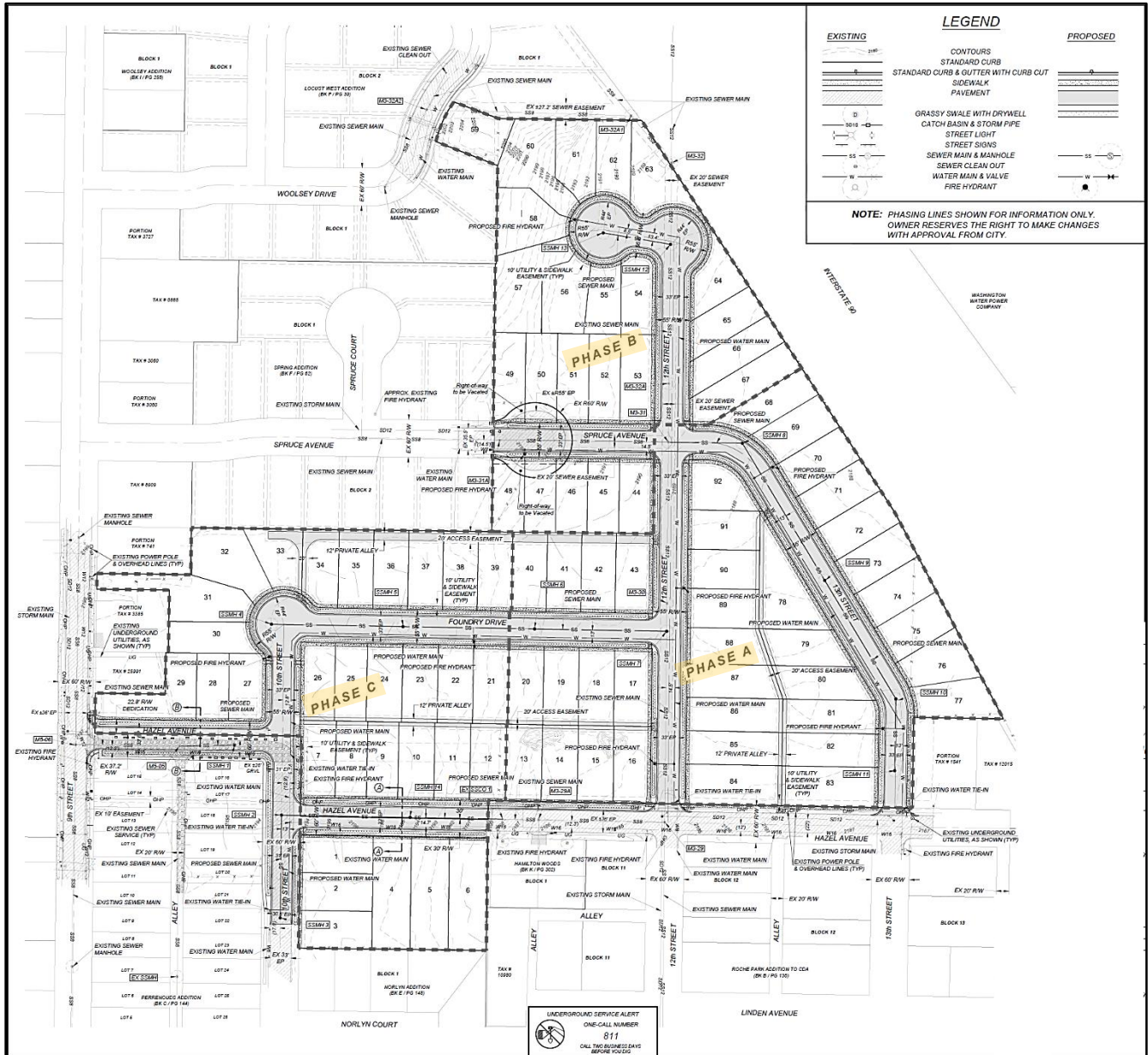


As attested by Chris Bosley, City Engineer, The Foundry preliminary plat submitted for consideration contains all of the general preliminary plat elements required by the Municipal Code.

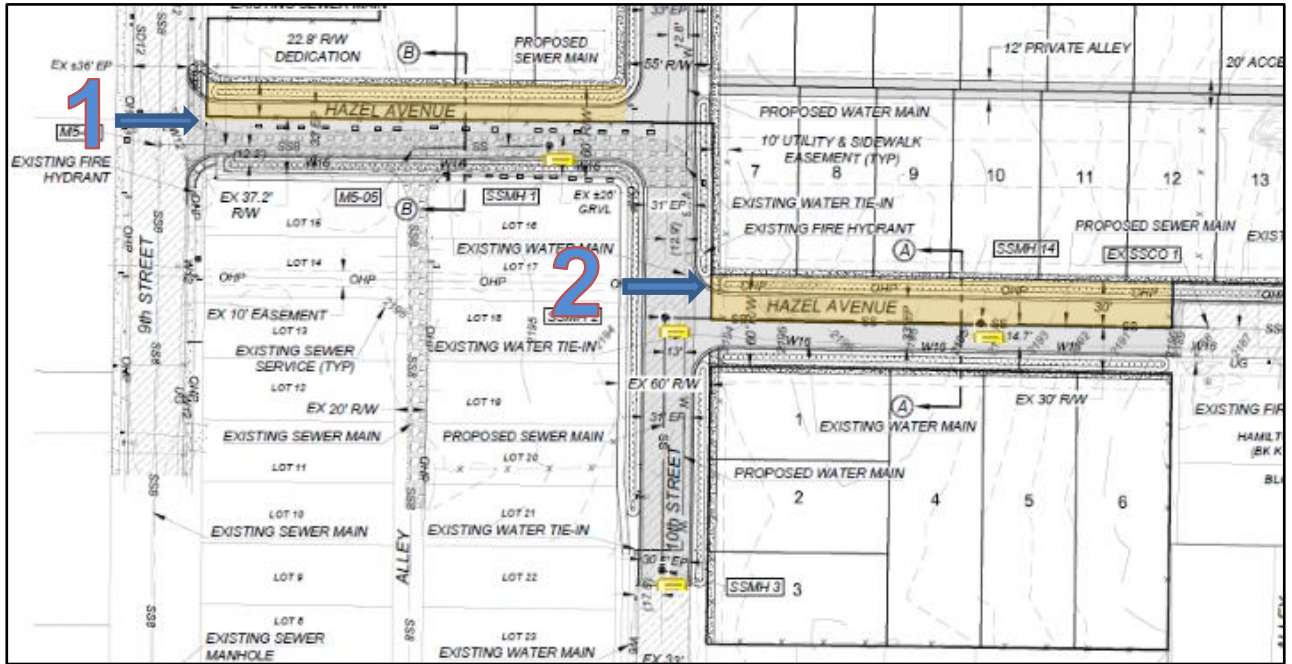
**Evaluation:** *The Planning Commission must determine, based on the information before them, whether or not all of the general preliminary plat requirements have been met as attested to by the City Engineer.*

**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.

The Foundry Improvements, Water, and Sewer Utility Connections (Phases A, B, & C):



**Future ROW Dedications for Hazel Ave:**

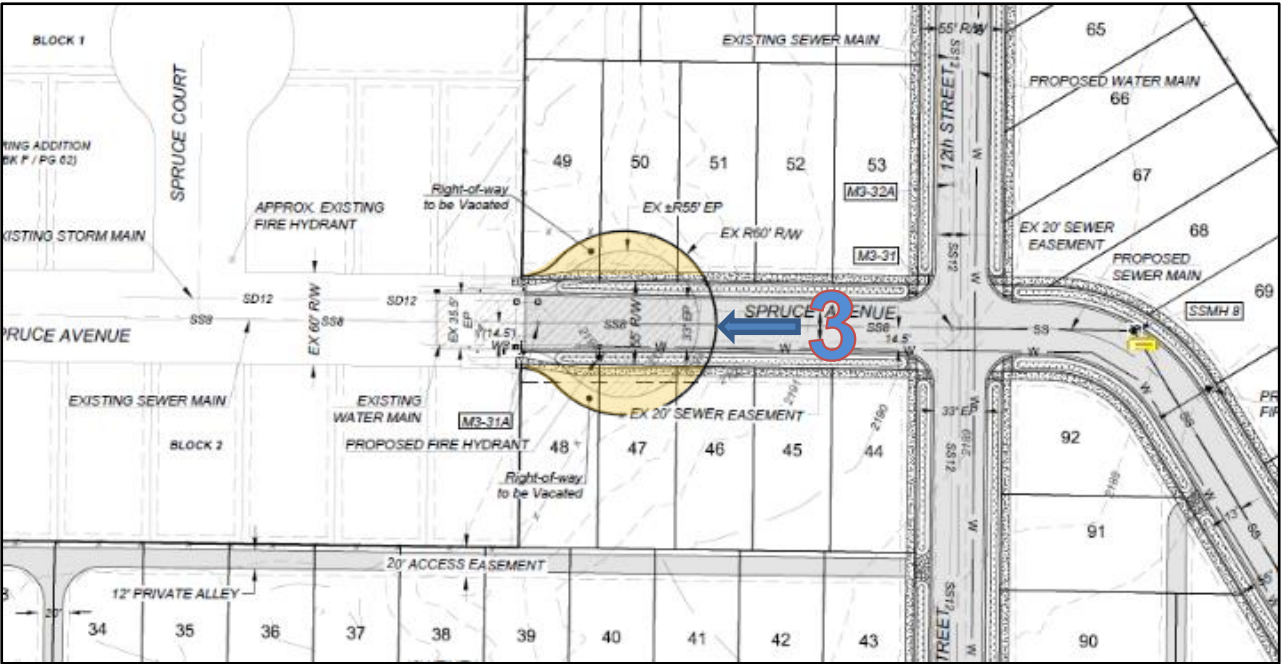


**Hazel Avenue looking east from 9th Street:**





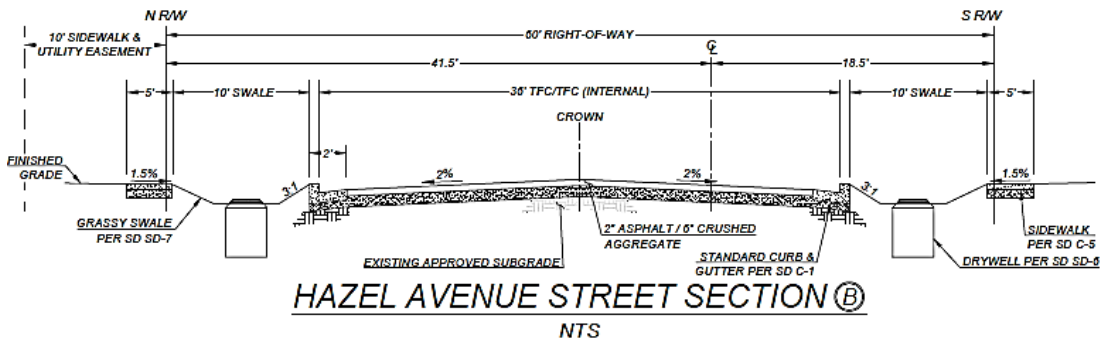
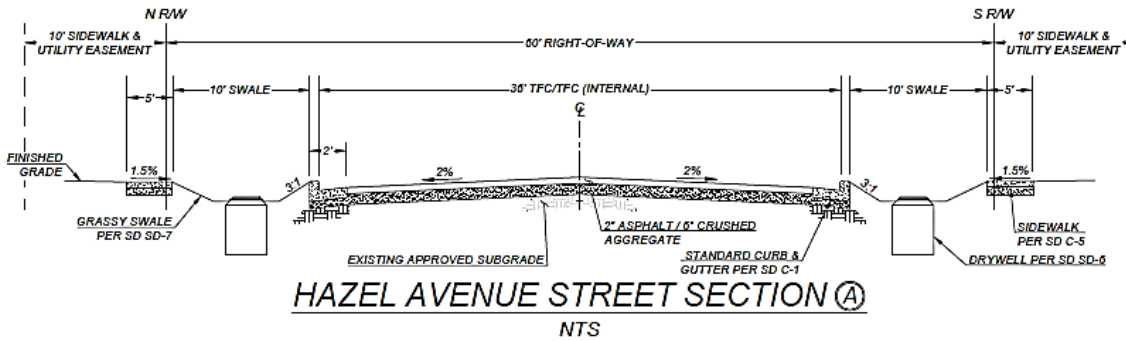
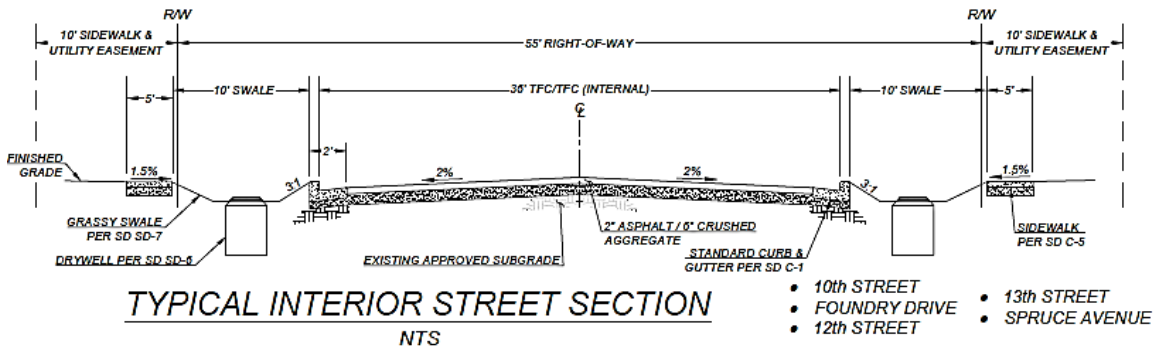
**Future Vacation Request for Spruce Ave. Cul-de-sac (City Council to determine):**



**Spruce Avenue Cul-de-sac Looking West:**



Typical Street Sections:



**STORMWATER:**

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. The current proposal depicts streetside swales.

-Submitted by Chris Bosley, City Engineer

**STREETS:**

The subject property is bordered by I-90 to the north and east, 9<sup>th</sup> Street to the west, and Hazel Ave to the south. All City streets within and bordering the proposed development must meet City standards. Any sidewalk deficiencies and approach replacements will be addressed at the time of construction. The Streets and Engineering Department has no objection to the subdivision as proposed.

-Submitted by Chris Bosley, City Engineer

**TRAFFIC:**

Using the ITE Trip Generation Manual, traffic from this proposed 92 lot development is estimated at 70 AM and 93 PM peak hour trips, with a total of 875 trips per day. No recent traffic counts have been performed on 9th Street or any of the other surrounding local streets. However, recent traffic counts indicate that over 6000 vehicles per day use Harrison Avenue and over 2000 vehicles per day use 7th Street.

Theoretically, each of these two-lane streets can handle 2400-2800 trips per hour or more, but stop controlled and signalized intersections will be the constriction point for traffic flow. It is expected that substantial increases in traffic congestion and delay within the area will occur due to this development, especially at the intersections with Best Ave and Harrison Ave.

The Streets & Engineering Department requests that a traffic impact study be completed by the applicant to define the impacts to the surrounding streets and intersections, including Harrison Ave and Best Ave.

*-Submitted by Chris Bosley, City Engineer*

**WATER:**

There is adequate capacity in the public water system to support domestic, irrigation & fire flows for the proposed Subdivision. There is an existing 16" water main in East Hazel Avenue and an 8" water main in East Spruce Avenue.

*-Submitted by Kyle Marine, Deputy Water Superintendent*

**WASTEWATER:**

The City's Wastewater Utility presently has the wastewater system capacity and willingness to serve this subdivision as proposed, with nearest public sanitary sewer located within the project boundary of this subdivision.

All public sewer lines will require a minimum 20' wide easement or tract (30' wide when combined with public water lines) be dedicated to the city. Wastewater will require replacement or rehabilitation of five (5) Existing manholes within the boundary of this subdivision and the elimination of one (1) manhole.

*-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 final plat recordation and/or building permit approval, utilizing the currently adopted International Fire Code (IFC) for compliance.

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

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

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

Per Engineering and Planning review, for the purposes of The Foundry preliminary plat, both subdivision design standards (chapter 16.15) and improvement standards (chapter 16.40) have been vetted for compliance.

**16.15.010: GENERALLY:**

Developers seeking preliminary plat approval must design their subdivisions in conformity with the design standards contained in this chapter and the currently adopted fire code.

- 16.15.020: STREETS AND PATHS TO CONFORM WITH PLAN**
- 16.15.030: CONTINUITY OF STREET AND PATH NETWORK**
- 16.15.040: STREET ACCESS TO BODIES OF WATER**
- 16.15.050: LOCAL STREET DESIGN**
- 16.15.060: DEAD END STREET AND CUL-DE-SAC DESIGN**
- 16.15.070: ACCESS RIGHTS ON LIMITED ACCESS STREETS**
- 16.15.080: STREET ALIGNMENT**
- 16.15.090: INTERSECTION DESIGN**
- 16.15.100: STREET GRADES**
- 16.15.110: RIGHT OF WAY WIDTHS**
- 16.15.120: PRIVATE INFRASTRUCTURE EASEMENTS**
- 16.15.130: WATERCOURSE EASEMENTS**
- 16.15.140: BLOCK LENGTH**
- 16.15.150: MIDBLOCK WALKWAYS**
- 16.15.160: LOT FRONTAGE AND ACCESS**
- 16.15.170: LOT SIZE**
- 16.15.180: DOUBLE FRONTAGE LOTS**

**16.40.010: GENERALLY:**

Developers seeking final plat approval must first design and install the subdivision improvements required by this chapter and titles 15 and 17 of this code or secure the completion of the required improvements as allowed by [chapter 16.45](#) of this title. Improvement design must be completed by an engineer licensed by the state of Idaho and submitted to the city engineer for approval prior to construction and final plat approval. All improvements must be constructed under the supervision of the design engineer in a manner that complies with the city's construction standards. (Ord. 3485, 2014)

**16.40.020: CAPACITY AND DIMENSIONS OF UTILITIES TO PROVIDE FOR FUTURE DEVELOPMENT**  
**16.40.030: STREET WIDTHS**

Class Of Street		Width Of Street
Arterial		64 feet minimum
Collector		40 feet minimum
Local streets:		
	Primary frontage	32 feet minimum
	Secondary frontage, parking 1 side	28 feet minimum
	Secondary frontage, no parking	24 feet minimum
Cul-de-sac		50 foot radius
Rural minor access		24 feet minimum

- 16.40.040: CURBS**
- 16.40.050: SIDEWALKS**
- 16.40.060: GUTTERS AND STORM SEWERS**
- 16.40.070: SEWER CONNECTIONS**
- 16.40.080: WATER MAINS AND FIRE HYDRANTS**
- 16.40.090: STREET NAME SIGNS**
- 16.40.100: TRAFFIC CONTROL SIGNS AND DEVICES**
- 16.40.110: UNDERGROUND CONDUIT**
- 16.40.120: MONUMENTS**
- 16.40.130: RECORD DRAWINGS**
- 16.40.140: COMPLETION REQUIRED FOR BUILDING PERMIT ISSUANCE**

**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 applicant has proposed a total of 92-lots on the subject property, which is zoned R-12. At the subdivision level, minimum site performance standards must be met.

**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.

**17.06.120: MINIMUM STREET FRONTAGE AND EXCEPTIONS:**

Every lot shall have a minimum street frontage as prescribed in the applicable zoning district, except:

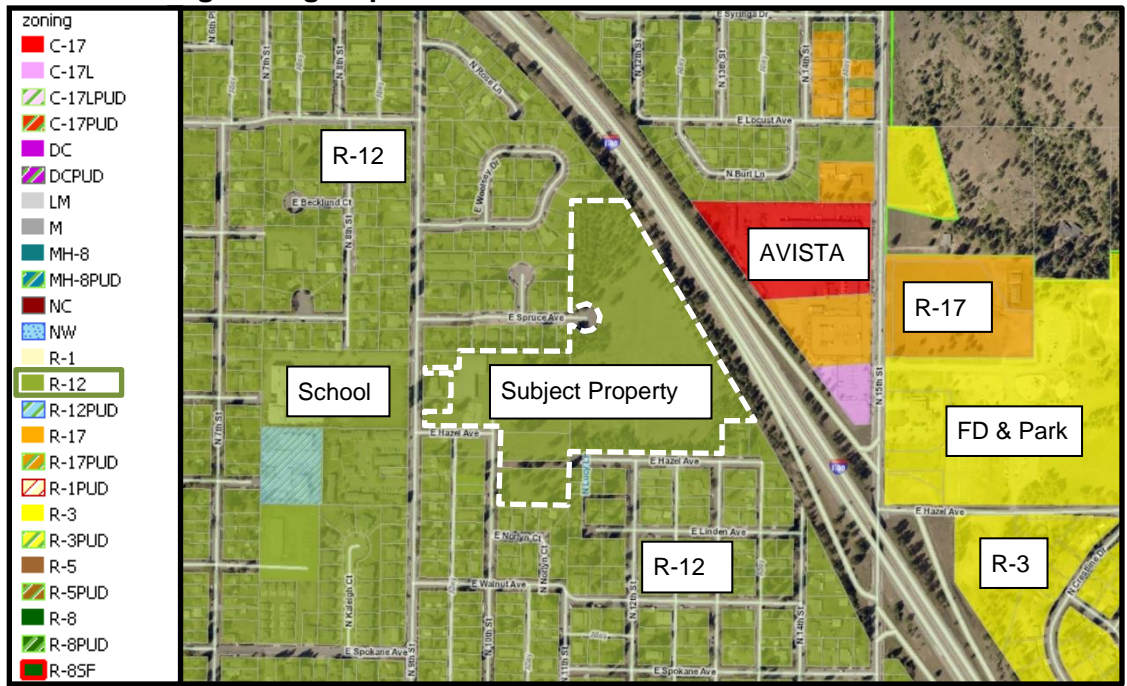
- B. Cul-De-Sac And Knuckle Lots: The minimum street frontage requirement for cul-de-sac and knuckle lots shall be twenty-six feet (26') measured at the curb line. Provided however, that in no event will the lot be narrower than forty feet (40') at the front setback line for the lot.
- C. Approved Pursuant To The Normal Subdivision Procedure: Lots approved pursuant to the normal subdivision procedure with less than the required street frontage dimension are authorized as legal lots. (Ord. 3248 §1, 2006: Ord. 1691 §1(part), 1982)

Because this request is not a Planned Use Development (PUD), there is no opportunity to alter the subdivision standards, no requirement for open space, and no private streets or vehicular gates allowed. As such, density calculations are made differently.

The total size of the site measures 20.03 acres. Approximately 3.88 acres will be dedicated as public city streets (ROW), leaving 16.15 acres for development into 92-lots as requested. All proposed lots must have a minimum 50' of frontage, except for cul-de-sac lots as defined in 17.06.120(B) above, and each lot must be at least 5,500 square feet. Of these lots, 78 are large enough for a duplex with a minimum of 7,000 square feet.

These lots may or may not be built as duplexes, and the owner(s) could instead build a single-family home with or without an accessory dwelling unit (ADU). Fourteen (14) lots are proposed as single-family only. The smallest proposed lot measures 5,536 SF and the largest 11,890 SF. The average lot size is 7,648 SF. This is a proposed maximum density of approximately 10.52 units per acre or 170 total units (not including ADUs) using existing R-12 code standards.

**Existing Zoning Map:**



**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 or alleys shall be dedicated and constructed to City of Coeur d'Alene standards.
6. Street or alley improvement plans conforming to City guidelines shall be submitted and approved by the City Engineer prior to construction.
7. All required street or alley 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. Hydrant placement shown on the exhibit are acceptable for FD.
11. Minimum Street width is 26 feet.
12. Turning radiuses are: 25' interior, 50' exterior.
13. Fire Code requires the minimum dimension for a dead-end cul-de-sac is 96'.

General:

14. The final plat shall conform to the requirements of the City.
15. 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:**

**Engineering:**

1. A Traffic Impact Study must be completed by the applicant to define the impacts to the surrounding streets and intersections, including Harrison Avenue and Best Avenue. If the mitigation measures identified in the Traffic Impact Study have not been identified in the City's Development Impact Fee Report, the applicant will be responsible for the cost of the mitigation measures. If the mitigation measures have been identified in the report, the applicant will be responsible for their proportionate share of the cost. The Traffic Impact Study and all required mitigation measures shall be completed before acceptance of the final plat.
2. Hazel Avenue, between 9th Street and 10th Street, must be reconstructed to full width, meeting City standards.

**Planning:**

3. Lots shown with access easements are not dedicated alleys. Side yard setbacks shall be 5' and 10'.
4. Lot 31 (double frontage) will require a 10' easement along 9<sup>th</sup> Street prohibiting vehicle access.

**Water:**

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

**Fire:**

7. Any dead-end access during the construction phasing over 150 feet in length requires a temporary FD turnaround approved by the Fire Department. The surface of the turn-around shall be all weather and able to support 75,000 lbs.

**ORDINANCES & STANDARDS USED FOR EVALUATION:**

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

**ACTION ALTERNATIVES:**

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



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

**APPLICANT'S  
NARRATIVE**

# **The Foundry**

## **Preliminary Subdivision**

*Project Narrative*

*City of Coeur d'Alene, Idaho*

*September, 2021*



*126 E. Poplar Avenue  
Coeur d'Alene, Idaho 83814  
Phone: 208-676-0230*

## **PROJECT SUMMARY**

The Foundry Subdivision is a proposal for 92 residential lots located in Coeur d'Alene at the eastern terminus of Spruce Avenue, adjacent to I-90. The subject property lies within the southeast quarter of Section 12, Township 50 North, Range 4 West, Boise Meridian, Kootenai County, Idaho.

## **SUBJECT PROPERTY**

The parcel to be subdivided is as following:

Parcel Nos: C-9560-00S-999-D, C-9560-00R-999-J, C-7345-000-003-A and C-5805-001-018-0  
AINs: 148108, 134364, 108665 and 129920  
Area: 20.03 acres



*Figure 1: Vicinity Map*

## **LAND USE**

The subject property is currently zoned R-12 and is within the limits of the City of Coeur d'Alene. The City of Coeur d'Alene 2007–2027 Comprehensive Plan designates the subject property as Residential and part of the NE Prairie, which provides a range of housing choices, recreation areas and small pocket parks. It is bounded on the North, West and South by stable, established residential areas consisting of several small subdivisions, and on the East side by the I-90 freeway.

The proposed uses for the subject property are consistent with the underlying residential zoning classification and the surrounding land uses, and are in conformance with the City of Coeur d’Alene Municipal Code and Comprehensive Plan. Additional open space is not required as a part of this project, and Park Impact fees will be collected with each residential building permit. A brief summary of the proposed project is provided below.

<i>Existing Zoning:</i>	<i>Residential R-12</i>
<i>Comprehensive Plan Designation:</i>	<i>Residential</i>
<i>Project Area:</i>	<i>20.03 acres</i>
<i>Residential Lots:</i>	<i>92 lots</i>
<i>Residential Density:</i>	<i>4.6 lots/acre</i>
<i>Average Lot Size:</i>	<i>+/- 7,648 sf</i>

<b><u>R-12 Setback or Provision</u></b>	<b><u>Proposed / Required</u></b>
<i>Minimum Lot Width</i>	<i>50'</i>
<i>Front Setback</i>	<i>20'</i>
<i>Side Setback (interior)</i>	<i>5' / 10'</i>
<i>Side Setback (alley)</i>	<i>5'</i>
<i>Flanking Setback</i>	<i>10'</i>
<i>Rear Setback</i>	<i>25'</i>
<i>Garage Setback</i>	<i>20'</i>
<i>Max Building Height</i>	<i>32'</i>

***PRE-DEVELOPMENT CHARACTERISTICS***

The subject property is presently vacant except for a large existing warehouse structure near the western edge. The general slope of the land is relatively flat, and the property is covered by native grasses and vegetation in the middle and native pine trees along most of the edges. See Figure 1 above.

***POST-DEVELOPMENT CHARACTERISTICS***

The proposed development will be built in accordance with City of Coeur d’Alene Zoning Standards and common accepted construction practices. All utilities are existing and located adjacent to, or near to, the subject property boundaries and will be used to serve this project. There are no topographical limitations to overcome during the development of this property.

***Transportation and Roads***

The primary accesses to the proposed subdivision will be from Spruce Avenue on the West and from Hazel Avenue on the South. In addition, a singular lot in the northwest corner of the subdivision will only be accessible via Woolsey Drive. Spruce Avenue will continue as a 55’ public right-of-way with a paved street section of 36’ curb-to-curb. Hazel Avenue intersects 10<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup> Streets on the South as a 60’ public right-of-way, and 10<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup>

Streets will all be extended North into the project as 55' public rights-of-way with a paved street section of 36' including standard curb and gutter, roadside grassy swales, and 10' utility easements.

The internal local residential roads that will run throughout the subdivision will consist of paved street sections of 36' including curb and gutter, roadside grassy swales and 5' concrete sidewalks, together with 10' utility easements in a 55' public right-of-way.

### ***Fire Protection***

The subject property is within the Coeur d'Alene Fire District boundaries. Fire Station #3, at 1500 N. 15<sup>th</sup> Street, is located within 1 mile of the project development. Fire hydrants will be installed along Hazel Avenue, as well as at internal locations as designated by the City of Coeur d'Alene Fire District throughout the proposed development. Emergency access is not anticipated to be a problem.

### ***Stormwater***

Stormwater will be handled via permanent grassy swale systems that will collect and mitigate stormwater runoff generated from the subdivision. Excess runoff will be direct injected into the ground through the use of drywells. A stormwater management plan shall use best management practices (BMP) during and after construction in accordance with accepted standard construction practices. According to the Natural Resources Conservation Service (NRCS), the area's soils contain McGuire-Marble Association on the western half of the property, and Rathdrum Silt Loam on the eastern half. These soils are typical of this area of Coeur d'Alene and are suitable for this type of stormwater management system that is commonly practiced throughout the City of Coeur d'Alene. Maintenance of the storm system will be the responsibility of the City of Coeur d'Alene.

### ***Water***

Domestic and irrigation water will be provided by the City of Coeur d'Alene. There is an existing 16" C-900 water main located in Hazel Avenue to the South and southwest of the property, as well as an existing 8" C-900 water main in Spruce Avenue, which provides access into the property on the West. There is also an existing 8" water main in Woolsey Drive, which serves the singular lot in the northwest corner of the project. An 8" water main will be installed and internally looped throughout the project. Part of the infrastructure improvements will also include extending the existing water main in 10<sup>th</sup> Street to connect it with the existing water main in Hazel Avenue, as required by the Coeur d'Alene Water Department.

### ***Sewer***

Sanitary Sewer service will be provided by the City of Coeur d'Alene. There are currently 8" gravity sewer mains located in Spruce Avenue and Hazel Avenue, as well as along the northern edge of the subject property. In addition, a 12" gravity sewer main runs through the middle of the subject property. Infrastructure will be required to be extended through the subject property in accordance with City of Coeur d'Alene standards. There is adequate capacity

within the City of Coeur d'Alene Sewer System. Sanitary sewer generated from this site will be treated at the Coeur d'Alene Wastewater Treatment Plant, which currently has capacity to serve this project.

***Other Utilities***

All dry utilities are currently available to serve the proposed project and are located in Spruce Avenue, Hazel Avenue and Woolsey Drive. Dry utilities will be extended from and through the proposed project as required. Avista Utilities will provide power and natural gas. Zply Fiber and Spectrum will provide communications and internet. All dry utility companies will be notified at the appropriate time. Agreements to provide service will be finalized between the Developer and the respective utility.

***DEVELOPMENT SCHEDULE***

Construction on this project is anticipated to begin in Spring 2022 and be completed in 3 phases.

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

**A. INTRODUCTION**

This matter having come before the Planning Commission on October 26 , 2021 and there being present a person requesting approval of ITEM:S-4-21 a request for a 92-lot preliminary plat "The Foundry" .

APPLICANT: LAKESHORE ESTATES, LLC

LOCATION: +/- 20.03 ACRES ZONED R-12 LOCATED WEST OF I-90, SOUTH OF NEIGHBORHOODS ASSOCIATED WITH E. WOOSLEY DR. AND E. SPRUCE AVE., EAST OF N. 9<sup>TH</sup> ST., AND ALONG E. HAZEL AVE.

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

**The Planning Commission (adopts) (does not adopt) Items B1 to B6.**

- B1. That the existing land uses are commercial and residential.
- B2. That the zoning is R-12
- B3. That the notice of public hearing was published on October 3, 2021 , which fulfills the proper legal requirement.
- B4. That the notice was not required to be posted on the property.
- B5. That notices of public hearing were mailed to all property owners of record within three-hundred feet of the subject property.
- B6. That public testimony was heard on October 26, 2021 .

B7. Pursuant to Section 16.10.030A.1, Preliminary Plats: In order to approve a preliminary plat, the Planning Commission must make the following findings:

B7A. That all of the general preliminary plat requirements **(have) (have not)** been met as determined by the City Engineer or his designee. This is based on

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

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

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

**Criteria to consider for B7D:**

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

**C. ORDER: CONCLUSION AND DECISION**

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



Special conditions applied to the motion are:

**Engineering:**

1. A Traffic Impact Study must be completed by the applicant to define the impacts to the surrounding streets and intersections, including Harrison Avenue and Best Avenue. If the mitigation measures identified in the Traffic Impact Study have not been identified in the City's Development Impact Fee Report, the applicant will be responsible for the cost of the mitigation measures. If the mitigation measures have been identified in the report, the applicant will be responsible for their proportionate share of the cost. The Traffic Impact Study and all required mitigation measures shall be completed before acceptance of the final plat.
2. Hazel Avenue, between 9th Street and 10th Street, must be reconstructed to full width, meeting City standards.

**Planning:**

3. Lots shown with access easements are not dedicated alleys. Side yard setbacks shall be 5' and 10'.
4. Lot 31 (double frontage) will require a 10' easement along 9<sup>th</sup> Street prohibiting vehicle access.

**Water:**

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

**Fire:**

7. Any dead-end access during the construction phasing over 150 feet in length requires a temporary FD turnaround approved by the Fire Department. The surface of the turnaround shall be all weather and able to support 75,000 lbs.

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

ROLL CALL:

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

Chairman Messina Voted \_\_\_\_\_ (tie breaker)

Commissioners \_\_\_\_\_ were absent.

Motion to \_\_\_\_\_ carried by a \_\_\_\_ to \_\_\_\_ vote.

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CHAIRMAN TOM MESSINA