

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

OCTOBER 11, 2022
(OPTIONAL: October 12, 2022 if hearing is continued)

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

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

3:00 P.M. CALL TO ORDER *[Please note the early start time]*

ROLL CALL: Messina, Fleming, Ingalls, Luttropp, Mandel, McCracken, Ward

PLEDGE:

APPROVAL OF MINUTES: *****ITEM IS CONSIDERED TO BE AN ACTION ITEM.**
September 13, 2022

PUBLIC COMMENTS:

STAFF COMMENTS:

COMMISSION COMMENTS:

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

(Public testimony shall be limited to 3 minutes per person. All persons wishing to testify will be required to sign up with their full name and address, and swear or affirm to tell the truth.)

1. Applicant: Kootenai County Land Company, LLC (Known as **Coeur Terre**)
 Location: North of I-90, south of W. Hanley Avenue, East of Huetter Rd.
 Request: A proposed +/- 442.64-acre annexation from Ag Sub to
 to R-8 &R-17, C17 and C-17L
 LEGISLATIVE, ([A-4-22](#))

5:00 – 5:30 P.M. Break

9:00 P.M. *Please note: The meeting is expected to adjourn promptly at 9:00 p.m. on the 11th if the public testimony hasn't concluded. In this event, the Commission will continue the public hearing to Wednesday, October 12 at 3:00 p.m. The Commission may make a final determination on the 11th after 9:00 P.M. if the public testimony has concluded. The hearing will take place in the Library Community Room. *Public testimony shall be strictly limited to 3 minutes per person. All persons wishing to testify will be required to sign up with their full name and address, and swear or affirm to tell the truth.*

ADJOURNMENT/CONTINUATION:

Motion by _____, seconded by _____,
to adjourn/continue meeting to _____, __, at __ p.m.;

Motion by _____, seconded by _____, to adjourn meeting

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

NOTES:

If the public hearing is continued to October 12, the members of the public who signed up on October 11 but were unable to speak need not sign in again. Other members of the public who did not previously sign up to testify will have an opportunity to sign up at the continued hearing. No member of the public may testify more than once on this matter. No discussion of the subject matter may take place outside of the public hearing with any member of the Planning Commission.

**Please note any final decision made by the Planning Commission is appealable within 15 days of the decision pursuant to sections [17.09.705](#) through [17.09.715](#) of Title 17, Zoning.*



MINUTES



**PLANNING COMMISSION
MINUTES
SEPTEMBER 13, 2022
LOWER LEVEL – LIBRARY COMMUNITY ROOM
702 E. FRONT AVENUE**

COMMISSIONERS PRESENT:

Tom Messina, Chairman
Jon Ingalls, Vice-Chair
Lynn Fleming
Phil Ward
Peter Luttrupp
Sarah McCracken
Brinnon Mandel

STAFF MEMBERS PRESENT:

Hilary Patterson, Community Planning Director
~~Tami Stroud, Associate Planner~~
~~Sean Holm, Senior Planner~~
Mike Behary, Associate Planner
Shana Stuhmiller, Public Hearing Assistant
Randy Adams, City Attorney

COMMISSIONERS ABSENT:

CALL TO ORDER:

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

APPROVAL OF MINUTES:

Motion by Luttrupp, seconded by Mandel, to approve the minutes of the Planning Commission meeting on August 9, 2022. Motion approved.

PUBLIC COMMENTS:

Mary Merrill, commented that she is here tonight to request preserving the current zoning at Oakcrest Mobile Home Park as a manufactured park to make a commitment to maintain the zoning now and into the future.

Kristine Mazini stated that she is a resident of Oakcrest Park and is concerned that the park that was purchased by a capital investment group last year have raised the rents for new residents to \$795.00 a month and she has heard that this group is known to shift zoning, so they can sell properties in order to have high density housing built. She is here to request that the Planning Commission protect the zoning of this mobile home park in the City of Coeur d'Alene.

Commissioner Luttrupp suggested to get in contact with Hilary Patterson, Community Planning Director who is part of a group working on affordable housing options in the City of Coeur d'Alene.

STAFF COMMENTS:

Hilary Patterson (formerly Hilary Anderson), Community Planning Director provided the following statements.

- She stated that she has a new last name and is now known as Hilary Patterson. She wanted to make the announcement so that the public was aware, and also so that in the record it was clear why one month we referred to Ms. Anderson and were now referring to Ms. Patterson.
- She stated that Coeur Terre public hearing is scheduled for October 11th starting at 3:00 p.m. and adjourn at 9:00 p.m. and if public testimony hasn't concluded, will be continued to the next day on Wednesday, October 12th at 3:00 p.m. She added that the commission will take a break from 5-5:30 p.m. on both days and then resume the hearing at 5:30 p.m.
- She noted an update to the Short-Term Rental ordinance which has been in the paper staff is evaluating different options for looking at our code and explained recently we did two presentations to council members through the General Services/Public Works subcommittees to get their input. In the past, it was valuable to get council's input before we went "too far down the road". She added that we received feedback from some stakeholders. There will be additional stakeholder outreach to the neighborhood groups, short term rental owners and Realtors Association. Plus staff will be contacting some Short-Term Rental compliance companies to get information on their services, prices and options. Once we have that information, can schedule a Planning Commission/City Council joint workshop to have discussion including public comment. Following that workshop, we will bring forward a draft code and have a public hearing.

COMMISSION COMMENTS:

Commissioner Fleming announced an event happening this weekend called "Kids to Draw Architecture Downtown" hosted by The Coeur d'Alene Arts & Culture Alliance and the Tribe. She stated that there will be a lot of things available for kids 10 and over. The cost is \$10.00 which includes a backpack tee-shirt and drawing supplies/book. She noted if you want to attend the event, the sign up is available online at: artsandculturecda.org

Commissioner Ingalls commented about the speakers who previously shared their concerns on Oakcrest. He complimented them for getting involved and understands even though there has been no action regarding a possible rezone, it's great getting involved before any requested action to be the most effective. He explained we recently had a hearing where the neighborhood was organized that was very effective on the outcome of the hearing. He questioned staff if and when there may be an action if a notice be sent out to all residents of Oakcrest since they don't own the land, only their home. Mrs. Patterson explained notices will be sent out to all residents living within a 300-foot radius.

PUBLIC HEARINGS

1. Applicant: Jack Riggs
 Location: 801 S. 11th
 Request: The applicant is requesting a variance in fence height to allow a six-foot fence in the front yard setback area rather than a maximum fence height of four feet as allowed.
 QUASI-JUDICIAL, (V-1-22)

Mike Behary, Associate Planner made the following statements:

- The subject property's principal use is a single-family residence. The subject site has split zoning with the northern portion of the property zoned R-8 and the southern portion of the property zoned R-3. The fencing regulation are the same for both of these zoning districts.

- The property is over an acre in size, as compared to a 5,500 square foot standard City residential lot. The City's fencing regulations are the same for all single-family residences in all residential zoning districts throughout the City.
- The City does not require a building permit to be obtained in order to construct a fence on one's property; however, homeowners and their contractors are required to adhere to the Zoning Code in regards to fencing requirements, and it is their responsibility to learn and verify height and setback requirements for fences. Requirements such as fencing must be installed within one's private property (not to be installed in the public right-of-way), and are limited to a maximum fence height of four feet in the front yard setback area, and a maximum height of six feet in the side and rear yards.
- The applicant's contractor began construction of a six-foot fence behind the back of sidewalk along 11th Street, which is considered the front yard setback area. The zoning ordinance states that fences in the front yard are allowed a maximum height of four feet.
- The applicant was notified by staff that the six-foot fence was a violation of the Zoning Code regarding the maximum allowed fence height in the front yard and provided with all applicable sections of the code, the Fencing Handout, and staff's opinion on the fencing regulations relative to the subject property. Additionally, the applicant was provided with images of the subject property showing the approximate property line in relation to the aerial photo and advised to verify property lines to ensure that the fencing is outside of the City's Road right-of-way. When asked by staff if the fencing contractor had contacted the city to find out about the fencing standards and maximum height, the applicant indicated that he did not know but that the contractor indicated to him that the maximum fence height was six feet. Staff informed the applicant that he could follow up with the contractor on the error to see if they could share the cost burden of having the build the fence per City Code. Subsequently, the applicant requested information on the Variance and Administrative Appeal procedures, which was provided.
- Following notification of the violation and discussions with City staff, the applicant had the fence posts cut down to four feet along 11th Street, which would comply with the maximum fence height allowed per the Zoning Code in the front setback and had a survey conducted. The surveyor placed stakes along the property line behind the sidewalk on 11th Street, slightly behind where the fence posts were placed; however, the applicant proceeded to apply for a variance request to allow a six-foot fence in the front setback area and informed staff that there was a utility easement along the front property line that would require the fence to be moved further back from the front property line to avoid conflicts with the easement. It is unclear to staff as to why the applicant would have cut down the fence posts to four feet (in compliance with the code), but subsequently requested a variance to allow a six-foot tall fence in the front yard.
- He noted the three findings that the commission would need to consider when making a decision:
 - **Finding B8A:** There is an undue hardship because of the physical characteristics of the site.

The property does not have any physical characteristics or topographic issues that would prohibit the applicant from building a four-foot fence in the front yard of his property. Staff does not believe the topographical change on the rear of the subject property is a physical hardship warranting a variance, which is further supported by the fact that staff believes there are two viable options for the fence height: 1) construct with a four-foot fence within the front setback area to tie into the existing four-foot wall and increase the fence height to six feet within the allowable side and rear yards, or 2) moving the fence line back to the front yard setback and install a six-foot fence that meets all Code requirements. Staff has concluded that there is not an undue hardship because of the physical characteristics of the site.

*In staff's opinion, this condition has **not** been satisfied. The applicant will need to demonstrate to the Planning Commission how this condition is satisfied.*

- **Finding B8B:** The variance is not in conflict with the public interest.

The intent/reasoning for the requirement for allowing a maximum fence height of four feet is threefold. First is public safety, for pedestrians traveling along the sidewalk and vehicles traveling along 11th Street. The danger of having a car backing out of the driveway into pedestrians and oncoming traffic is in conflict with the public's interest.

Second is aesthetics and compatibility with the other residential properties in the area, and residential neighborhoods throughout the City. The proposed variance to allow a six-foot fence in the Front Yard setback area is in conflict with the public's interest because all other fencing along 11th Street conforms with the zoning ordinance and is aesthetically uniform along 11th Street and throughout the community.

Third and final is the integrity of the zoning ordinance in that this proposed variance would undermine that ordinance. This presents a major conflict with the public interest. Requiring all similarly situated properties to be subject to the same rules is in the best interest of the public. To allow one homeowner to have a fence in excess of the height limitation, but require everyone else who lives in the City (and particularly those who have significantly smaller lots) to follow the laws and regulations is not in the public's interest. The proposed variance would undermine the zoning ordinance and staff's ability to enforce the Code. The proposed variance is in conflict with the public interest.

*In staff's opinion, this condition has **not** been satisfied. The applicant will need to demonstrate to the Planning Commission how this condition is satisfied.*

- Finding B8C: The granting of said variance will be in conformance with the Comprehensive Plan.

Per staff's analysis, the proposed variance is not in conformance with the Comprehensive Plan. There is no support within the Comprehensive Plan to allow for this special treatment for one property owner in a single-family residential area, when other property owners are held to the City Code standards. *In staff's opinion, this condition has **not** been satisfied. The applicant will need to demonstrate to the Planning Commission how this condition is satisfied.*

- He noted that it is staff's recommendation would be the Planning Commission to deny the Variance request based on the facts stated in the staff report that the required findings can't be met.

Mr. Behary concluded his presentation

Commission Comments:

None.

Public testimony open.

Jack Riggs, Applicant provided the following statements:

- He is here for the commission to make a decision contrary to the staff report. He thanked the commission for having this hearing that includes a Variance process available.
- He is a resident of Coeur d'Alene and has lived at this address for over 36 years and has always supported the Coeur d'Alene the law, rules and regulations.
- He questioned what do you do when the current definitions don't describe an existing property and the reason why I'm asking for a variance because of the uniqueness and oddness of the property, and aware that staff doesn't support this request since variance requests are uncommon, but is a tool available to all citizens.
- He noted a section in the staff report where it states by approving this request "a floodgate would open" and our entire community would be "at risk" which he disagrees with that statement.
- He explained that 6-foot solid fences are allowed in the city placed next to sidewalks and streets with no property line setbacks for side yards on corner lots.
- He explained that this request is about the definition of a front yard as opposed to a side yard. He added that they are requesting to allow a 6-foot non site obstructing rod iron fence on the side yard in the same way that is allowed on corner lots around town.
- He commented as Planning Commissioners you have the authority and responsibility to look at unusual circumstances and make decisions for unique situations. He explained that they are requesting that their side yard be considered a front yard.
- He provided photos showing various 6-foot fences on corner lots next to the side yards next to the sidewalk in his neighborhood.
- He questioned a front yard vs side yard and that the current definitions are a little bit "rigid" with the definition in the dictionary defined that "The front yard is the yard in the front of the house "where that definition describes the majority of houses in the city.
- He noted a photo of his house sitting on an angle that slopes down to the 11th Street Marina and in his opinion, there is a front yard, but by definition the side of the house is to the right of the property and that would make the area by the basketball court the side yard which is not according to the definition as it exists, but from looking at the property there is a front yard and side yard.
- He provided various photos showing the front of the house and the garages and noted another photo with the view from the porch perpendicular parallel to the front of the house towards Tubb's Hill.
- He showed a photo of the basketball court that would be if defined in the front yard setback and questioned in my front yard setback to see the back of the house.
- He noted on another photo a line drawn where the 20-foot setback being proposed in the staff report from the street and explained that if a fence was placed there it would be allowed but wouldn't make sense because you would eliminate 20 feet and that there isn't a house behind the line. where the fence would be located back 20 feet which doesn't make sense.
- He commented in this neighborhood we have many rod iron fences within the Sander's Beach neighborhood where some fences are between 4-5 feet with posts over 6' feet with many non-conforming fences that don't meet the requirements.
- He referenced various photos showing a problem with deer eating everything and how his wife has tried many things to deter the deer eating everything and why we are requesting a fence to protect the property from deer.
- He noted that staff did forward citizen comments where there was eight in favor with six adjacent to our property, two that are a block away, and one around the corner that was opposed.
- He summarized to please recognize that this property doesn't fit the standard definition and to please consider this a corner lot noted by the various photos that allows a 6-foot fence on the

side and back yard specially a side yard on the corner. He added because the house sits at an angle functionally it's like a corner, but doesn't meet the definition of a corner lot and would say this property is unique and odd with hardships on part of it.

The applicant concluded his presentation.

Commission Comments:

Commissioner Ingalls referenced a photo in the staff report showing the basketball court with a masonry wall next to the court and inquired the height of that wall. Mr. Riggs stated that the wall is 4 feet. Commissioner Ingalls inquired if that wall is to be considered part of the proposal to raise the height to 6 feet. Mr. Riggs commented that the fence would abut next to the wall and explained when we started the project staff questioned why we cut the posts and the reason was because Avista has a gas line in that location and they asked us to move the posts with part of the plan is to move the posts back behind the property flags 18 inches.

Commissioner Luttrupp commented for him the question is the definition of a side yard vs. front yard and that we may have a disagreement on that definition. Mr. Riggs concurred that the definition fits 99% of properties in town, but because of the uniqueness of this property doesn't fit since the front of the house is turned similar as a corner lot with the flat area located on the side of the house but under the strict interpretation of the definition the front yard setback has to be met even though it is on the side 120 feet from the house.

Commissioner Ingalls explained that the staff report takes the position that there is no hardship. Mr. Riggs answered that the hardship would be the uniqueness of the property and noted that the house was built in 1950 and if a new owner was building a house on this site would have to meet current setbacks. He commented that staff did say it doesn't matter where the house is located would not be considered a hardship. He explained that this home was constructed many years ago before these requirements were adopted and now, we are left with "what is the definition of a front yard. He added that the house is 20 feet from the street and when pulling out of his driveway with a 6 foot fence it wouldn't be unsafe and not an obstruction.

Chairman Messina inquired by code how is a front yard determined. Mr. Adams stated that information is located on page 11 in the staff report that states "its is determined by the lot line" not by the orientation of the house, so the front lot line is located along the street and the side lot line is the side of the lot not within the front or rear yards.

Commissioner Mandel inquired at the end of the lot closest to the water going down on the grade is a hedge with a retaining wall next to the steps and questioned if that hedge is higher than 6 feet. Mr. Riggs explained that is an original hedge and not sure how tall. Commissioner Mandel commented that she recognized some of the properties in the photos showing high blocking fences that face 11th Street. Mr. Riggs explained that many of the photos of fences were taken on 11th Street and if you have a corner lot it's acceptable to put a 6-foot site obscuring fence on the property line with most people putting the fence on the sidewalk. He explained this is the reason because the side lots are corner lots and why we are asking that the flat part of the property to be considered a side yard since it's the side of the house.

Commissioner McCracken noted on photos one and two there is a picture of a brick wall with hedges and if the posts in the ground were cut to 4 feet makes the brick wall 4 feet. Mr. Riggs explained that brick wall is around the basketball court.

Commissioner Luttrupp stated that you took pictures of various fences in the neighborhood that in the front yard an excess of 4 feet. He questioned would you agree to limit your fence to the height of the tallest fence among the neighbors. Mr. Riggs answered yes, he would agree to that. Commissioner Luttrupp questioned if there are fences on the front lots that are higher than what is permitted and inquired how does staff deal with those situations. He added we had a variance request to allow the applicant 10' inches added to his roof and that request was denied by the commission.

Chairman Messina questioned if a 4-foot fence is allowed by code on the property line. Ms. Patterson explained that there is an easement that the fence would need to be placed outside of the easement but they can put a 4-foot fence on the property line. She added that Mr. Adams clarified that when looking at the code there is a provision for a Special Use Permit for a sport court that allow a 6-foot fence around the basketball court.

Commissioner Fleming commented that she sees this fence as a sport court and that the R-8 portion of the property should be allowed to have a 6-foot fence going back to the garage. She added that she doesn't like having a fence in front of the stairs going to the house that is surrounded by nice hedges. She explained that she would like to isolate the fence bring it around the back in order to keep the deer out. Mr. Riggs commented that they have discussed not having the fence there and placing it up higher across the front yard. Commissioner Fleming concurs that a fence placed along the property line would look like a barricade and concurs that the lot configuration is a challenge.

Commissioner Ward appreciates the detail in the staff report regarding the recommendation and that this request is for a side yard legally by definition and not sure the definition is correct for this property. He explained this lot has a strange configuration which makes this lot all side yard property. He added the site is controlled by the "flat" so you can't change the lot lines with a situation. He added that he disagrees that there is a precedence with the approval of this request because due to the unique character of the site and would agree to the variance.

Commissioner Luttrupp questioned if the hardship considered to be the orientation of the house. Commissioner Ward concurred.

Commissioner Luttrupp explained that the definition of a front yard follows the street so the applicant is requesting to change the definition and questioned if its our authority to change that definition. He stated that he sympathizes with the applicant, but has a hard time going against staff's recommendation and support their decision for denial.

Commissioner Mandel explained that she grew up in south west Portland that had many hills, crazy shaped property and terrain with the orientation and agrees that every property not the same for every lot and explained that the typical shape of lots downtown is more traditional with a designated side yard and front yard which this lot is unique. She added that this request is because of the location/orientation of the lot and understands the staff report, but this lot is unique.

Mr. Riggs stated that he's not asking to change the code but try to point out that the definition applies to 99% and makes sense for those properties, but for this property trying to decide what is the front yard/side yard the current definition doesn't apply. He added that he wasn't aware about getting a special use permit for the sport court and if the approach was to allow a 6-foot fence on the north lawn because of the sport court that would be acceptable based on Commissioner Flemings comments we would be agreeable to not do the fence along the driveway on the southside and be acceptable to move it up where no one would see it that would be an agreeable solution.

Chairman Messina inquired if what was said could be a condition. Ms. Patterson explained with a variance you can't place a condition. That's not an option, and if a special use permit is required for the sport court, that can't be considered part of the variance request. Chairman Messina inquired do we approve/deny this request as is since we can't change the original request. Mr. Adams stated you have to make the findings and the commission isn't bound by anything in terms of making those findings and as an example, you have to make a finding that part of this property line is a side yard line and part is a front yard line, but would have to have a justification by reasoning for supporting the finding. He added if the commission finds this is an unusual hardship would have to support with facts and can grant a variance in part and deny in part if you make the findings what is the front lot line/side lot line an unusual hardship so it's up to the commission and provide some guidance but not bound by the request as written especially if the applicant wants to change the request.

Mr. Riggs commented on the application under justification noted paragraph A he split his comment into an "A" and "B," with "A" referencing the area north of the driveway and the "B" request was south of the driveway.

Public testimony closed.

Discussion:

Commissioner Ingalls commented a few years back, a request for a 10-inch variance which was a struggle with the people who built a house on the southside of Sherman that was 10 inches too high and at that hearing the neighbors said they were fine with the request but the commission tried to define what was the hardship was, and there wasn't one. For the integrity of process, it was denied. He commented that Idaho has a "high bar" code for the definition of hardship. He noted Commissioner Ward's comments that this is a unique site which doesn't look like a typical lot diagram but struggles with the hardship justification.

Commissioner Fleming explained that the side yard on the northside is on the side of the home which would be the side yard and this much real-estate should have the right to be fenced because they have the sport court, and because this is an unusual lot that constitutes their side yard which could be considered a two piece element where you have this grand home that is twisted on the lot and move the fence back and agree to part A on the northside would make sense and B should move back up the hill 20-foot setback which meets the requirement.

Commissioner McCracken inquired in an R-3 zone what is the side setback requirement. Ms. Patterson explained if there is an alley then is "5/5" (five-foot on each side) setback, and if no alley it is a "5/10" (five-foot on one side and 10-foot on the other) setback. Commissioner McCracken noted on page 8 there is a parcel line that goes along the garage and if we would consider that R-3 zoned lot that met all the requirements for fencing within that parcel then the adjoining R-8 parcel from the garage to the front is 20 feet back, then the R-8 parcel would be considered a sport court but the R-3 parcel would still meet all fencing requirements by moving on the south and maintaining a 20-foot setback on the front yard.

Commissioner Luttrupp inquired if the front yard be the R-3 and the side yard would be the R-8. Commissioner McCracken commented that the R-3 side yard could meet the setbacks with the changes with the parcels being separated and that the R-3 wouldn't need a variance and if allowed the R-8 parcel would obtain a special use permit for a sport court, and that would be separate.

Chairman Messina for clarification that we aren't approving a special use permit only a variance request.

Commissioner Luttrupp commented that Mr. Adams said that he would be able to guide us to make findings and the question is if the property along 11th an R-3/R-8 is the front yard or side yard. He inquired if staff could help us determine where the property line should be. Mr. Adams explained he can't help with that request and that there are two parcels with discussion calling the R-8 parcel a side yard and to make that parcel into a parcel without a front lot line or a principal use, and he wouldn't know how to do that. Mr. Adams explained when he said he would help it was regarding telling the commission what findings are necessary. A motion needs to be made first and then you work through the findings.

Commissioner Ingalls inquired if a 6-foot fence could be constructed from the masonry wall down to the driveway, and if there was a proposal for another fence south of the steps that go up to the house. Commissioner Fleming explained that no fence should be allowed south of the steps. He added so the variance allows the fence height from the masonry fence to the driveway back to the garage.

Commissioner McCracken appreciates staff's comments and is hesitant we might have more of the requests similar to the applicants and not a position that can be met with the current ordinance.

Motion by Fleming, seconded by Messina , to approve Item V-1-22. Motion approved.

ROLL CALL:

Commissioner Fleming	Voted	Aye
Commissioner Ingalls	Voted	Aye
Commissioner Mandel	Voted	Aye
Commissioner McCracken	Voted	No
Commissioner Luttrupp	Votes	No
Commissioner Ward	Voted	Aye
Chairman Messina	Voted	Aye


Motion to approve carried by a 5 to 2 vote.

ADJOURNMENT/CONTINUATION:


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

The meeting was adjourned at 7:06 p.m.

Prepared by Shana Stuhlmiller, Public Hearing Assistant



PUBLIC HEARING



**PLANNING COMMISSION
STAFF REPORT**

FROM: SEAN E. HOLM, SENIOR PLANNER
DATE: OCTOBER 11, 2022 (MAY BE CONTINUED TO OCTOBER 12)
SUBJECT: A-4-22 – ZONING PRIOR TO ANNEXATION OF +/- 440 ACRES FROM COUNTY AG SUBURBAN TO CITY R-8, R-17, C-17L, AND C-17 (COMMONLY KNOWN AS COEUR TERRE)
LOCATION: PROPERTY NORTH OF INTERSTATE-90 AND WOODSIDE AVENUE, SOUTH OF WEST HANLEY AVENUE, EAST OF HUETTER ROAD, AND WEST OF ATLAS ROAD

APPLICANT(S):

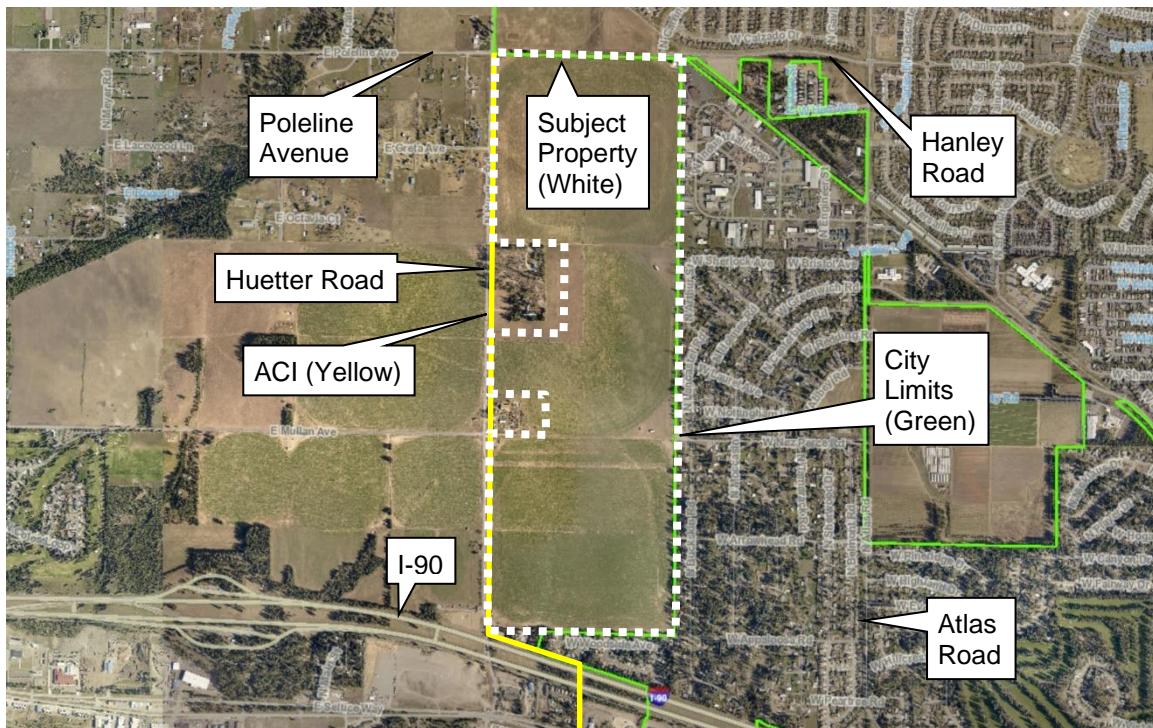
Owner:
Kootenai County Land Company, LLC
1859 N. Lakewood Dr. #200
Coeur d’Alene, ID 83814

Consultant:
Connie Krueger, AICP
1859 N. Lakewood Dr. #102
Coeur d’Alene, ID 83814

DECISION POINT:

Kootenai County Land Company, LLC, through their representative Connie Krueger, is requesting consideration of annexation for a +/-440-acre parcel in Kootenai County, currently zoned AG-Suburban, to be incorporated into city limits with a mix of zoning designations described within this staff report including: R-8, R-17, C-17L, and C-17.

VICINITY MAP:



BIRD'S EYE VIEW (LOOKING NORTH):



BIRD'S EYE VIEW (LOOKING SOUTH):



GENERAL INFORMATION:

The subject property is located on the west side of the city, north of I-90 and W. Woodside Ave., south of the future W. Hanley Ave. extension, east of N. Huetter Rd., and west of N. Buckskin Rd., Lancaster Rd., N. Arthur St., and W. Industrial Lp. The subject property is vacant except for a large water tower owned by the City on a leased parcel in the northeast corner. There are two homesites east of N. Huetter Rd. that are not included in the request (see annexation map and aerial photo for reference).

Planning Commission makes a recommendation to City Council whether or not an annexation request complies with the evaluation criteria and what zoning designation(s) Council should consider. As a part of the recommendation, Planning Commission may suggest items to be included in an annexation/development agreement to Council for consideration.

HISTORY OF ACQUISITION AND PLANNING (PER APPLICANT NARRATIVE):

2012:

- Initial project concept initiated with applicant approaching Mr. Armstrong requesting permission to develop a plan for his landholding.

2013-2017:

- Applicant hires SWA Group, a landscape architecture, planning, and urban design firm, with offices worldwide, to develop a master plan.
- The master plan is provided to Mr. Armstrong.
- Years of checking in periodically with Mr. Armstrong and discussion ensue.

2018-2019:

- Mr. Armstrong sells property. SWA Group is commissioned to update the Master Plan. Applicant hires John Burns Real Estate Consulting, a national real estate research analytics firm, to develop regional (CDA and Spokane) real estate and housing analysis. Applicant pairs John Burns and SWA to update the Master Plan. Applicant commissions aerial and ground surveys for topographic mapping of land for infrastructure planning.

2019-2020:

- Applicant begins meetings with: Kootenai Metropolitan Planning Organization (KMPO); Ross Point Water District; School Districts #271 and #273; and Cities of Post Falls and Coeur d'Alene to discuss future boundaries, school sitings, specialized studies infrastructure needs, and the like.
- Applicant requests, and Coeur d'Alene City Council approves, inclusion of extraterritorial planning area in the City's Comprehensive Plan update process.

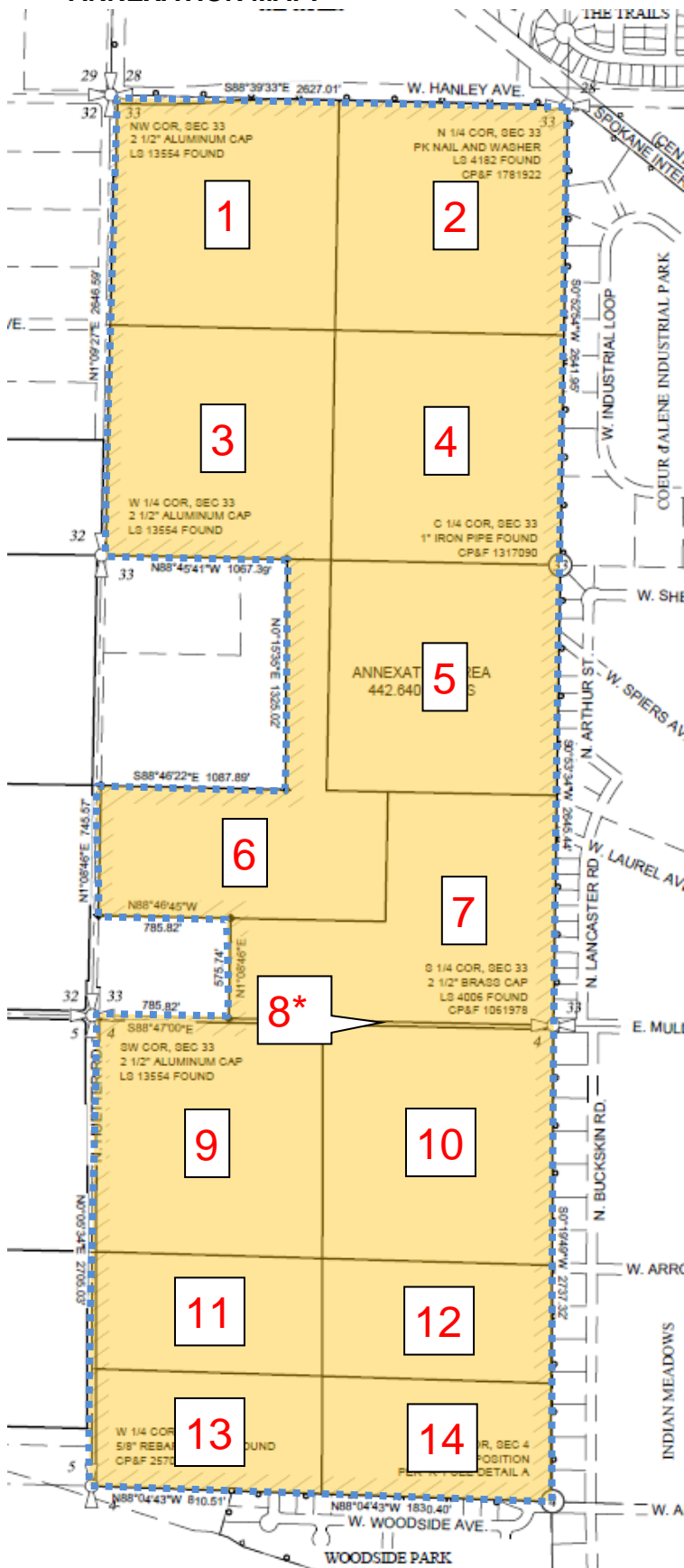
2021:

- Applicant continues with agency meetings; develops an MOU with the CDA School District related to two school sites; works closely with City's Comprehensive Planning consultant to develop planning area concepts; commissions sewer master plan study with JUB Engineers and transportation master plan study with CivTech; commissions public outreach with Langdon Group; begins update to master plan with BSB Design, an architecture, design, and engineering company; updates real estate and housing analysis by John Burns Real Estate Consulting and pairs BSB and John Burns for the master plan update.

2022:

- Applicant begins detailed work for annexation application submission; meets with City departments in group and individual settings; commissions economic analysis; finalizes infrastructure studies with approval of various City Departments; meets with housing and economic development advocates; meets with emergency service providers; holds public open house; updates final master plan.

ANNEXATION MAP:



Properties to be annexed:

AIN	OWNER
185900	LREH IV
343012	LREV 27
343011	LREV 28
143623	LREV 29
343013	LREV 30
128956	LREV 31
128181	LREV 33*
343779	LREV 34
142685	LREV 35
343780	LREV 36
343781	LREV 37
103743	LREV 38
106733	LREV 39

*Also included in the property is a 1.4922 acre property previously owned by Washington Water Power Co. that has transferred into applicant's ownership. Online maps may not reflect this change in ownership.



REQUESTED ZONING:

The applicant has provided legal descriptions and a zoning district exhibit (map following) laying out the requested zones over the existing parcels.

Requested Zoning Districts Include R-8, R-17, C-17L, and C-17 as defined below:

R-8:

- Main District
 - 10,199,661.12 SQ FT (234.152 acres more or less)

R-17:

- North District
 - 5,006,829.96 SQ FT (114.941 acres more or less)
- Middle District
 - 264,670.56 SQ FT (6.076 acres more or less)
- South District
 - 1,329,407.64 SQ FT (30.519 acres more or less)

C17L:

- Existing Water Tower Site: To be dedicated to City
 - 22,501 SQ FT (0.517 acres more or less)
- Future Well Site: To be dedicated to City
 - 22,500 SQ FT (0.517 acres more or less)

C-17:

- North District
 - 533,130.84 SQ FT (12.239 acres more or less)
- South District
 - 1,705,722.48 SQ FT (39.158 acres more or less)

R-8 (Residential at 8 units/acre)

17.05.090: GENERALLY:

- A. The R-8 District is intended as a residential area that permits a mix of housing types at a density not greater than eight (8) units per gross acre.
- B. In this district a special use permit, as prescribed in section 17.09.205 of this title may be requested by neighborhood sponsor to restrict development for a specific area to single-family detached housing only at eight (8) units per gross acre. To constitute neighborhood sponsor, at least sixty six percent (66%) of the people who own at least sixty six percent (66%) of the property involved must be party to the request. The area of the request must be at least one and one-half (1 1/2) acres bounded by streets, alleys, rear lot lines, or other recognized boundary. Side lot lines may be used for the boundary only if it is also the rear lot line of the adjacent property.
- C. Project review (see sections 17.07.305 through 17.07.330 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.

- D. A maximum of two (2) dwelling units are allowed per lot provided the lot meets the minimum lot square footage for two (2) units and each dwelling unit meets the minimum yard (setback) requirements.
1. For the purposes of this section, the term "two (2) dwelling units" shall mean two (2) single family dwelling units, one single family dwelling unit and one accessory dwelling unit (ADU), or one duplex. (Ord. 3600, 2018; Ord. 3560, 2017)

17.05.100: PERMITTED USES; PRINCIPAL:

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

- Administrative.
- Duplex housing.
- Essential service (underground).
- "Home occupation", as defined in this title.
- Neighborhood recreation.
- Public recreation.
- Single-family detached housing.

17.05.110: PERMITTED USES; ACCESSORY:

- Accessory permitted uses in an R-8 District shall be as follows:
- Accessory dwelling units.
- Garage or carport (attached or detached).
- Private recreation facility (enclosed or unenclosed).

R-17 (Residential at 17 units/acre):

17.05.250: GENERALLY:

- A. 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.
- B. This district permits single-family detached housing as specified by the R-8 District and duplex housing as specified by the R-12 District.
- C. 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.
- D. 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.
- E. Project review (see 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. (Ord. 3560, 2017)

17.05.260: PERMITTED USES; PRINCIPAL:

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

- Administrative.
- Childcare facility.
- Community education.
- Duplex housing as specified by the R-12 District.
- Essential service.

- "Home occupation", as defined in this title.
- Multiple-family.
- Neighborhood recreation.
- Public recreation.
- Single-family detached housing.

17.05.270: PERMITTED USES; ACCESSORY:

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

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

C-17L (Light Commercial/Residential at 17 units/acre):

17.05.570: GENERALLY:

- The C-17L district is intended as a low density commercial and residential mix district. This district permits residential development at a density of seventeen (17) units per gross acre as specified by the R-17 district and limited-service commercial businesses whose primary emphasis is on providing a personal service.
- Retail/wholesale commercial would require the granting of a special use permit in accordance with section 17.09.205 of this title.
- This district is suitable as a transition between residential and commercial zoned areas and should be located on designated collector streets or better for ease of access and to act as a residential buffer.
- A variance may be granted to partially waive off street parking and/or lot coverage requirements for commercial developments utilizing common parking.
- Project review (chapter 17.07, article IV of this title) is required for all subdivision and for all residential, civic, commercial, service and industry uses except residential uses for four (4) or fewer dwellings.

17.05.580: PERMITTED USES; PRINCIPAL:

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

- Administrative offices.
- Automobile parking when serving an adjacent business or apartments.
- Banks and financial establishments.
- Boarding house.
- Childcare facility.
- Commercial film production.
- Community assembly.
- Community education.
- Duplex housing (as specified by the R-12 district).
- Essential service.
- Group dwelling - detached housing.
- Handicapped or minimal care facility.
- Home occupation.
- Hospitals/healthcare.
- Juvenile offenders facility.
- Multiple-family housing (as specified by the R-17 district).
- Neighborhood recreation.
- Nursing/convalescent/res t homes for the aged.

- Personal service establishment.
- Professional offices.
- Public recreation.
- Rehabilitative facility.
- Religious assembly.
- Single-family detached housing (as specified by the R-8 district).

17.05.590: PERMITTED USES; ACCESSORY:

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

- Accessory dwelling units.
- Apartment for resident caretaker.
- 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.

C-17 (Commercial/Residential at 17 units/acre):

17.05.490: GENERALLY:

- 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.
- A variance may be granted to partially waive off street parking and/or lot coverage requirements for commercial developments utilizing common parking facilities.
- Residential developments in this district are permitted as specified by the R-17 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.

17.05.500: PERMITTED USES; PRINCIPAL:

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

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

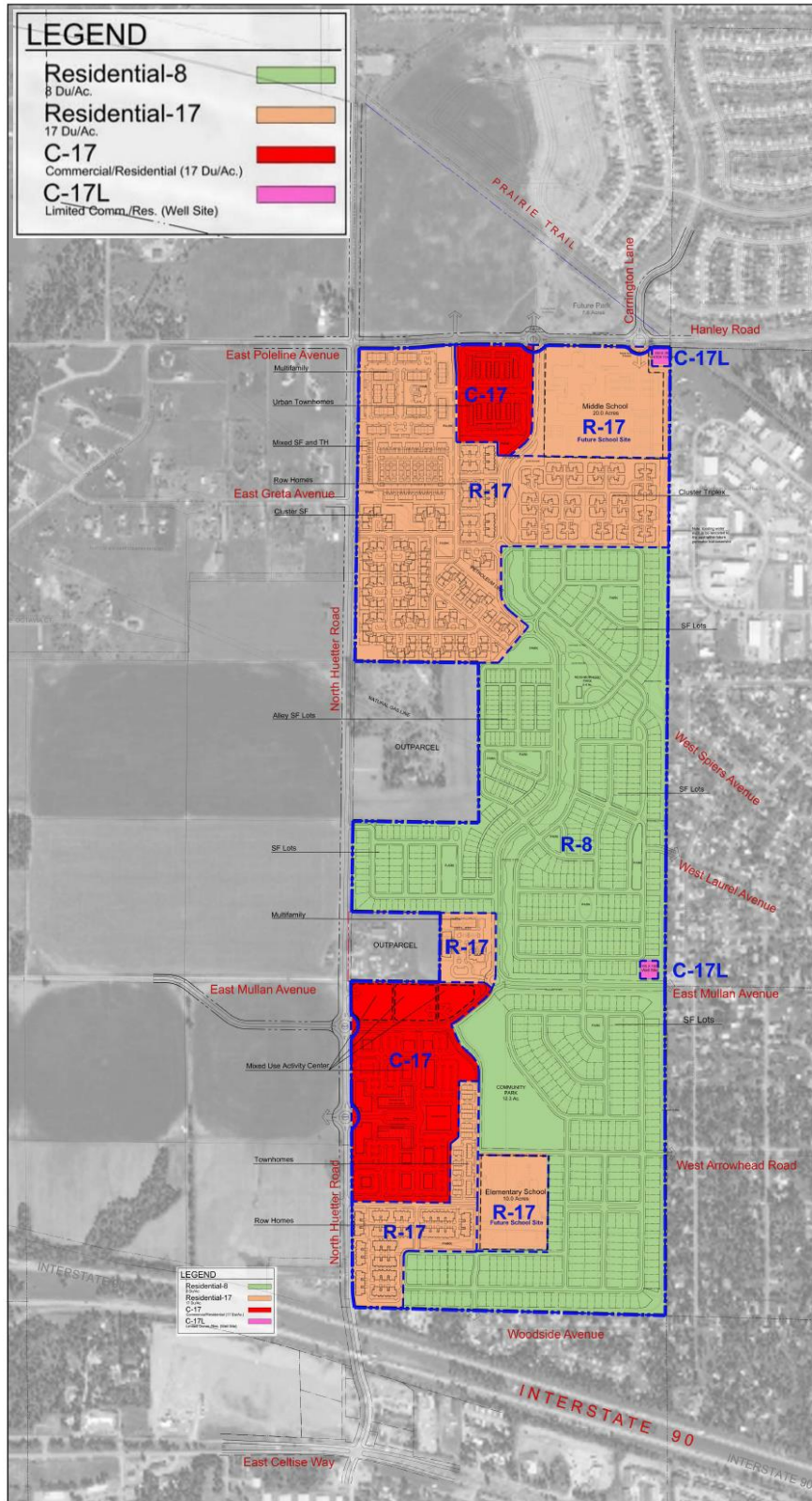
- Consumer repair service.
- Convenience sales.
- Convenience service.
- Department stores.
- Duplex housing (as specified by the R-12 district).
- Essential service.
- Farm equipment sales.
- Finished goods wholesale.
- Food and beverage stores, on/off site consumption.
- Funeral service.
- General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

17.05.510: PERMITTED USES; ACCESSORY:

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

- Accessory dwelling units.
- Apartment for resident caretaker watchman.
- Outside area or buildings for storage and/or preparation of merchandise or goods necessary for and incidental to the principal use.
- Private recreation (enclosed or unenclosed).
- Residential accessory uses as permitted by the R-17 district.

PROPOSED ZONING DISTRICT MAP:





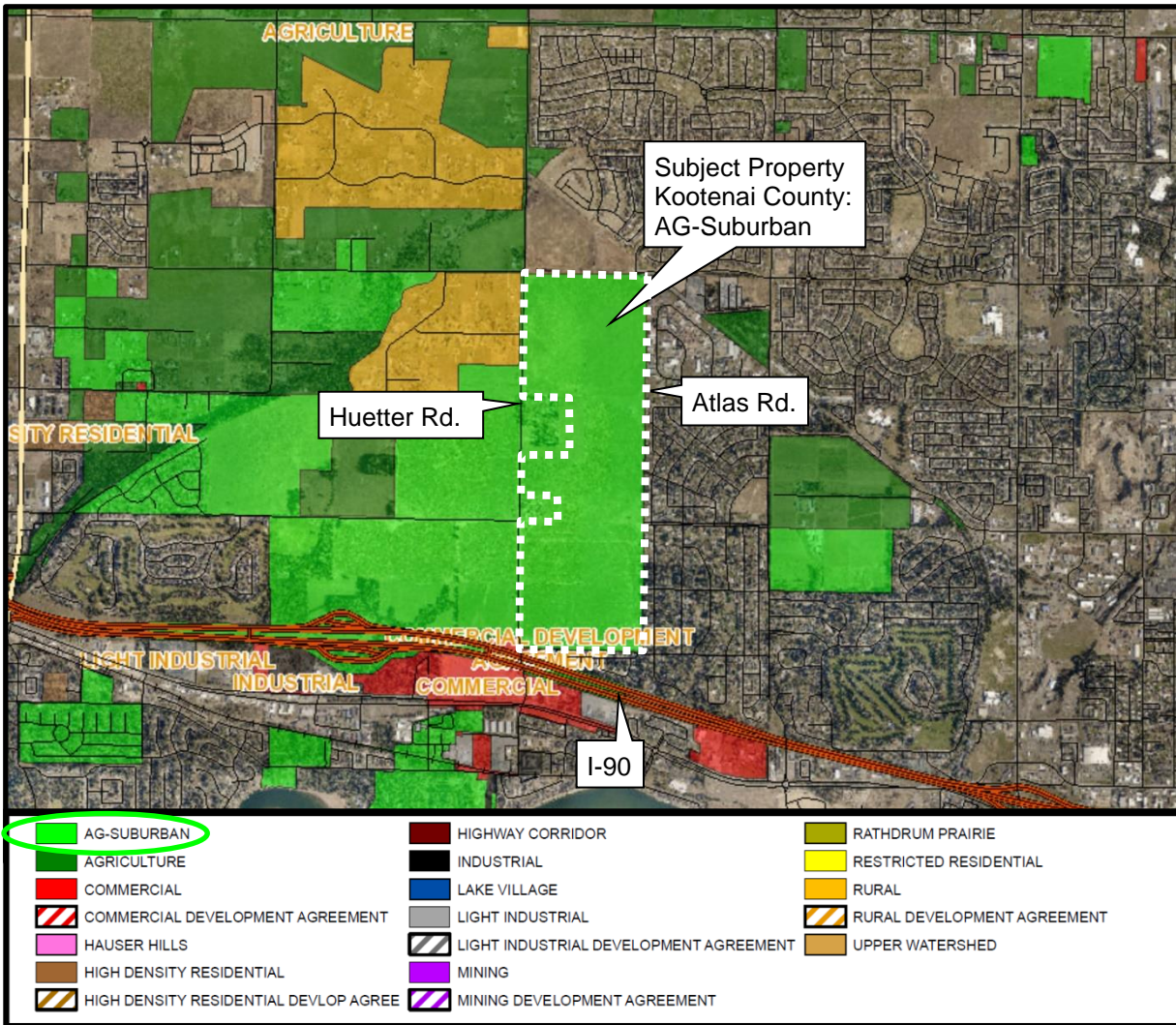


Proposed Zoning and Land Uses
 East Neighborhood
 Kootenai County, Idaho



Date: May 1, 2022
 Revised: July 8, 2022
 BBSBDESIGN.COM

KOOTENAI COUNTY ZONING MAP:



CURRENT KOOTENAI COUNTY ZONING:

ARTICLE 2.3. AGRICULTURAL SUBURBAN ZONE

8.2.301: GENERAL DESCRIPTION:

The Agricultural Suburban Zone is a zoning district in which the land has been found to be suitable for residential and small-scale agricultural uses.

8.2.302: RESTRICTIONS:

In the Agricultural Suburban Zone, no building or premises shall be used, nor shall any building or structure hereafter be erected or altered (unless provided in this title), except for the following uses in accordance with the standards set forth in this article.

8.2.303: LOT SIZE, DENSITY AND SITE AREA:

The minimum lot size in the Agricultural Suburban Zone, except in conservation subdivisions, shall be two (2.00) acres.

Note: Since the subject property is located over the Rathdrum Prairie Aquifer, it cannot be subdivided to less than 5.0 acres in size. Moreover, the density shall be a maximum of (1) single family residence on 5.0 acres, thus prohibiting Accessory Living Units (ALUs) unless the parcel is 10.0 acres or greater in size.

-Submitted by Vlad Finkel, Planner III, Kootenai County Community Development

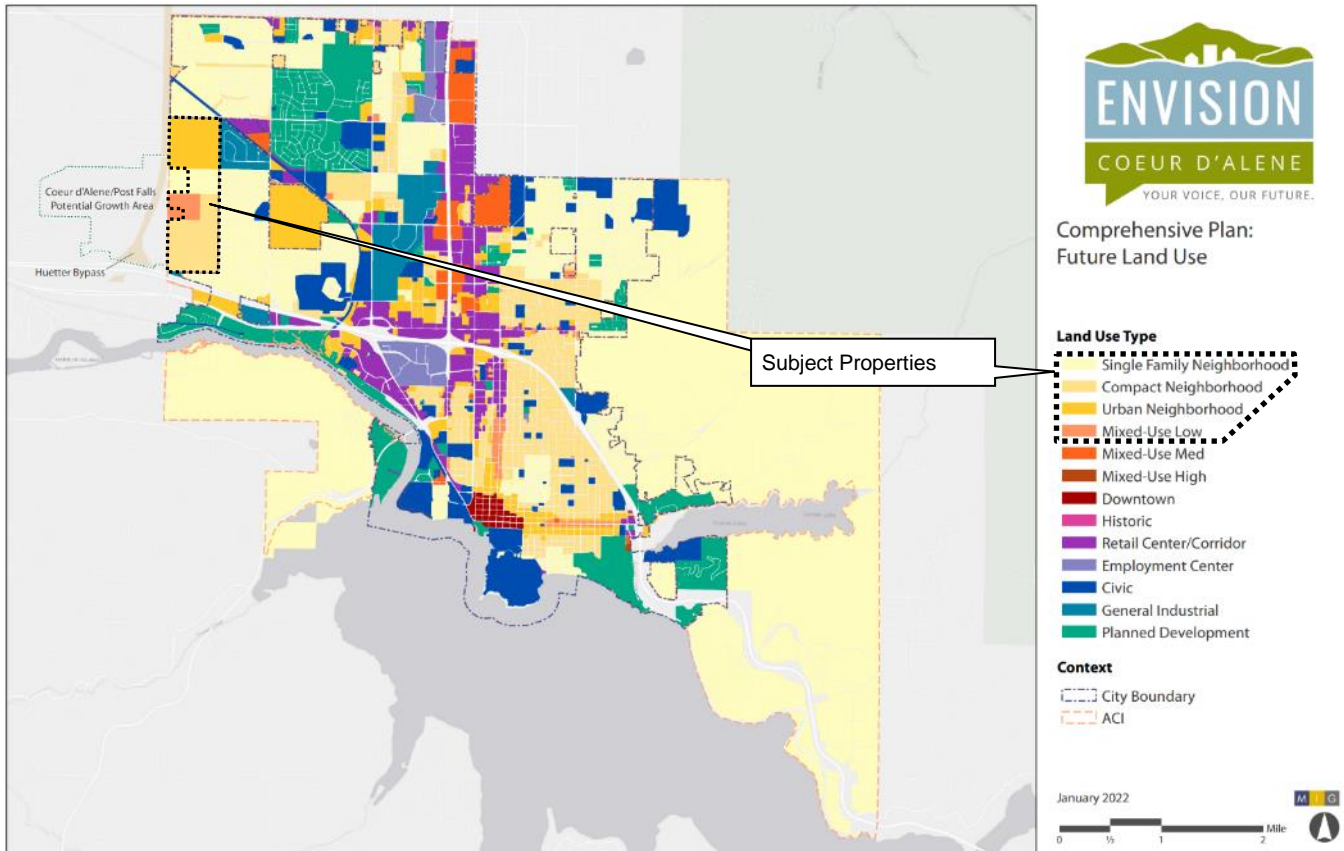
REQUIRED FINDINGS FOR ANNEXATION:

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

2022-2042 COMPREHENSIVE PLAN- LAND USE CATEGORIES:

- The subject property is within the Area of City Impact (ACI).
- The City's 2022-2042 Comprehensive Plan categorizes this area as:
 - Single Family Neighborhood
 - Compact Neighborhood
 - Urban Neighborhood
 - Mixed-Use Low

Future Land Use Map (City Context):



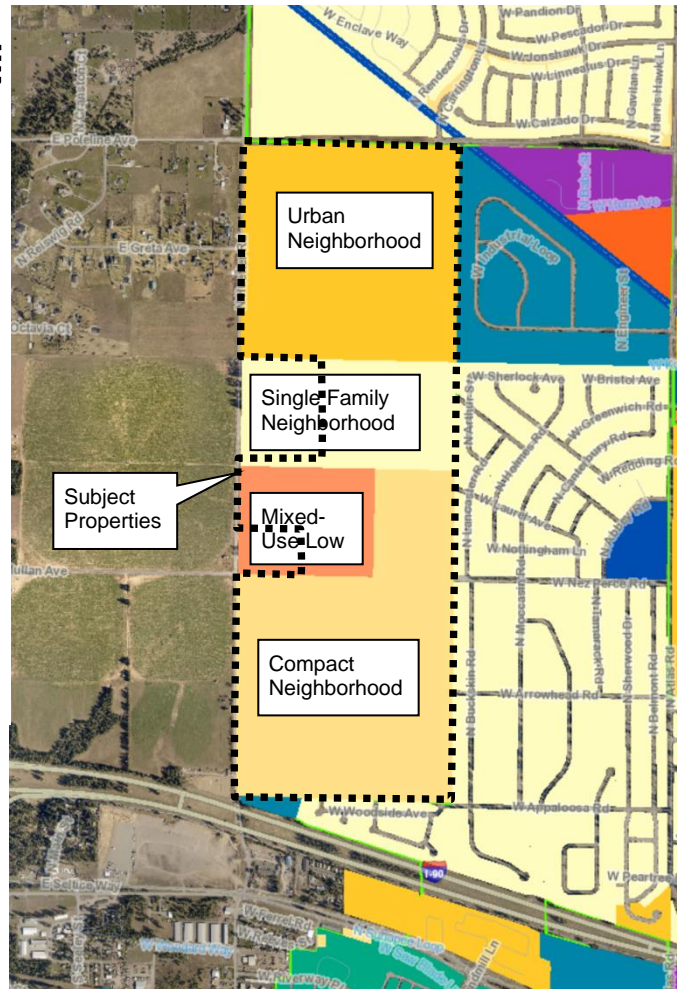
Future Land Use Map (Neighborhood Context):

Land Use Type

- Single Family Neighborhood
- Compact Neighborhood
- Urban Neighborhood
- Mixed-Use Low
- Mixed-Use Med
- Mixed-Use High
- Downtown
- Historic
- Retail Center/Corridor
- Employment Center
- Civic
- General Industrial
- Planned Development

Context

- City Boundary
- ACI



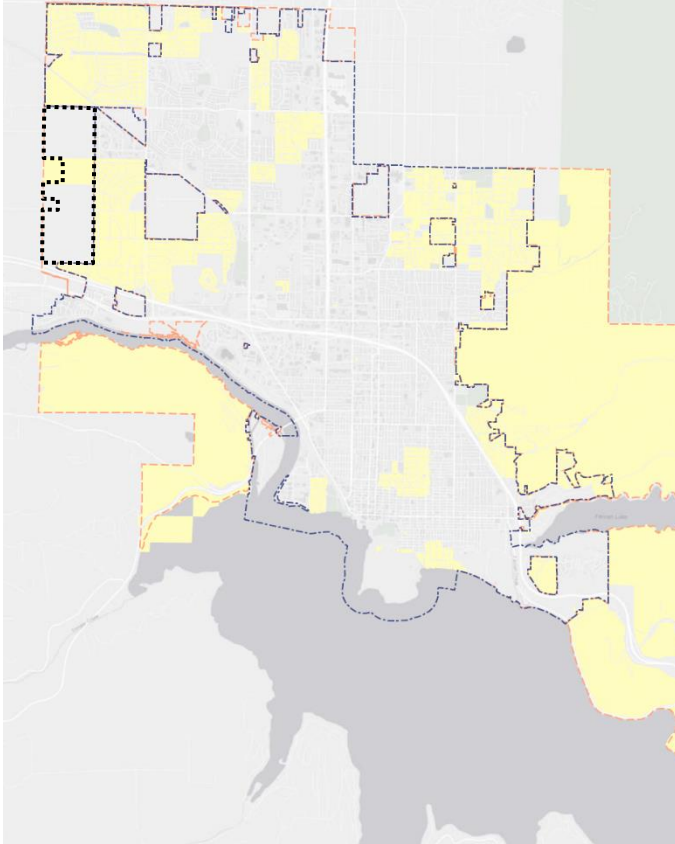
Place Types

Place Types represent the form of future development, as envisioned by the residents of Coeur d'Alene. These Place Types provide the policy-level guidance that will inform the City's Development Ordinance. Each Place Type corresponds to multiple zoning districts that will provide a high-level of detail and regulatory guidance on items such as height, lot size, setbacks, adjacencies, and allowed uses.

Single-Family Neighborhood

Single-Family Neighborhood places are the lower density housing areas across Coeur d'Alene where most of the city's residents live, primarily in single-family homes on larger lots. Supporting uses typically include neighborhood parks and recreation facilities.

Compatible Zoning: R-1, R-3, R-5, and R-8; MH-8



Single-Family Neighborhood



Key Characteristics

Single-Family Neighborhood places are the lower density housing areas across Coeur d'Alene where most of the city's residents live, primarily in single-family homes on larger lots. Supporting uses typically include neighborhood parks and recreation facilities connected by trails.

Transportation

- Neighborhood streets for local access connected by collectors

Typical Uses

- Primary: Single-family residential
- Secondary: Civic uses, neighborhood parks and recreation facilities

Building Types

- 1-2 story detached houses

Compatible Zoning

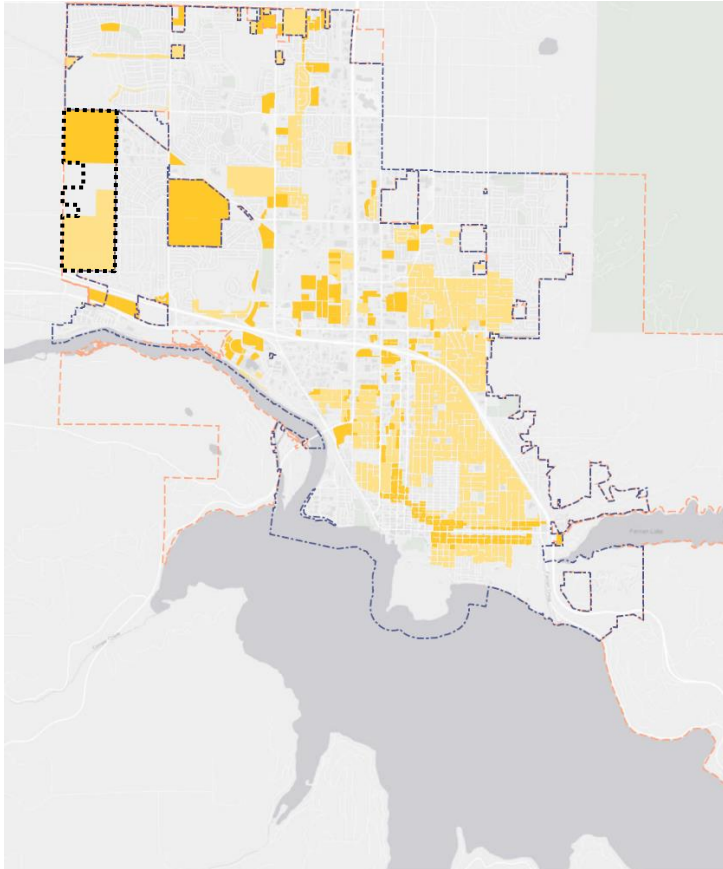
- R-1, R-3, R-5, and R-8; MH-8



Compact Neighborhood

Compact Neighborhood places are medium density residential areas located primarily in older locations of Coeur d'Alene where there is an established street grid with bicycle and pedestrian facilities. Development is typically single-family homes, duplexes, triplexes, four-plexes, townhomes, green courts, and auto-courts. Supporting uses typically include neighborhood parks, recreation facilities, and parking areas.

Compatible Zoning: R-12 and R-17; MH-8; NC and CC



Compact Neighborhood



Key Characteristics

Compact Neighborhood places are medium density residential areas located primarily in older locations of Coeur d'Alene where there is an established street grid with bicycle and pedestrian facilities. Development is typically single-family, duplexes, triplexes, four-plexes, townhomes, green courts, and auto-courts. Supporting uses typically include neighborhood parks, recreation facilities, and parking areas.

Transportation

- Gridded street pattern with pedestrian and bicycle facilities

Typical Uses

- Primary: Single and mixed residential
- Secondary: Neighborhood parks and recreation facilities, parking

Building Types

- Single-family, duplexes, triplexes, four-plexes, townhomes, green courts, and auto-courts

Compatible Zoning

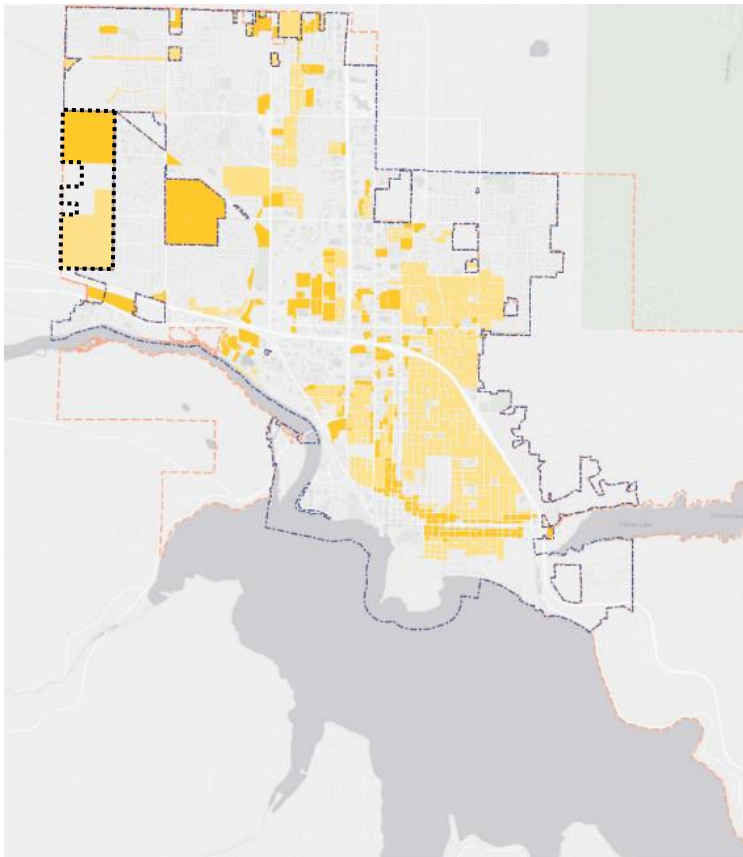
- R-12 and R-17; MH-8; NC and CC



Urban Neighborhood

Urban Neighborhood places are highly walkable neighborhoods with larger multifamily building types, shared greenspaces and parking areas. They are typically served with gridded street patterns, and for larger developments, may have an internal circulation system. Development typically consists of townhomes, condominiums, and apartments, with convenient access to goods, services, and dining for nearby residents. Supporting uses include neighborhood parks and recreation facilities, parking, office and commercial development.

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



Urban Neighborhood



Key Characteristics

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

Transportation

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

Typical Uses

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

Building Types

- Apartments, condominiums, townhomes

Compatible Zoning

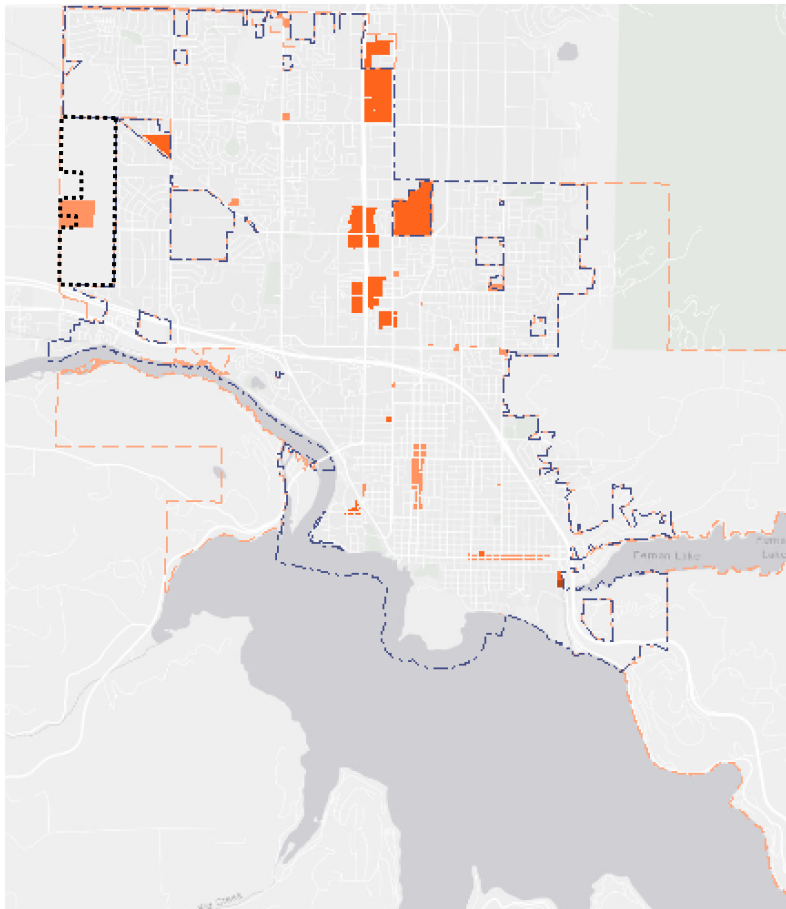
- R-17 and R-34SUP; NC, CC, C17, and C17L



Mixed-Use Low

Mixed-Use Low places are highly walkable areas typically up to four-stories. Development types are primarily mixed-use buildings, with retail, restaurants on corners or along the entire ground floor frontage, but could also include townhomes and multifamily housing. Floors above are residential, office, or a combination of those uses. Multifamily residential development provides additional housing options adjacent to mixed-use buildings. This place type is typically developed along a street grid that has excellent pedestrian and bike facilities, with mid-block crossings, as needed, to provide pedestrian access.

Compatible Zoning: C17 and C17L; NC and CC



Mixed-Use Low



Key Characteristics

Mixed-Use Low places are highly walkable areas typically up to four-stories. Development types are primarily mixed-use buildings, with retail, restaurants on corners or along the entire ground floor frontage, but could also include townhomes and multifamily housing. Floors above are residential, office, or a combination of those uses. Multifamily residential development provides additional housing options adjacent to mixed-use buildings. This place type is typically developed along a street grid that has excellent pedestrian and bike facilities, with mid-block crossings, as needed, to provide pedestrian access.

Transportation

- Gridded main streets and mid-block pedestrian connections
- High ease-of-use pedestrian and bicycle facilities

Typical Uses

- Primary: Retail, commercial, office, restaurant, multifamily residential
- Secondary: Civic uses, parking

Building Types

- Up to four stories, retail and commercial on the ground floor, with residential units above

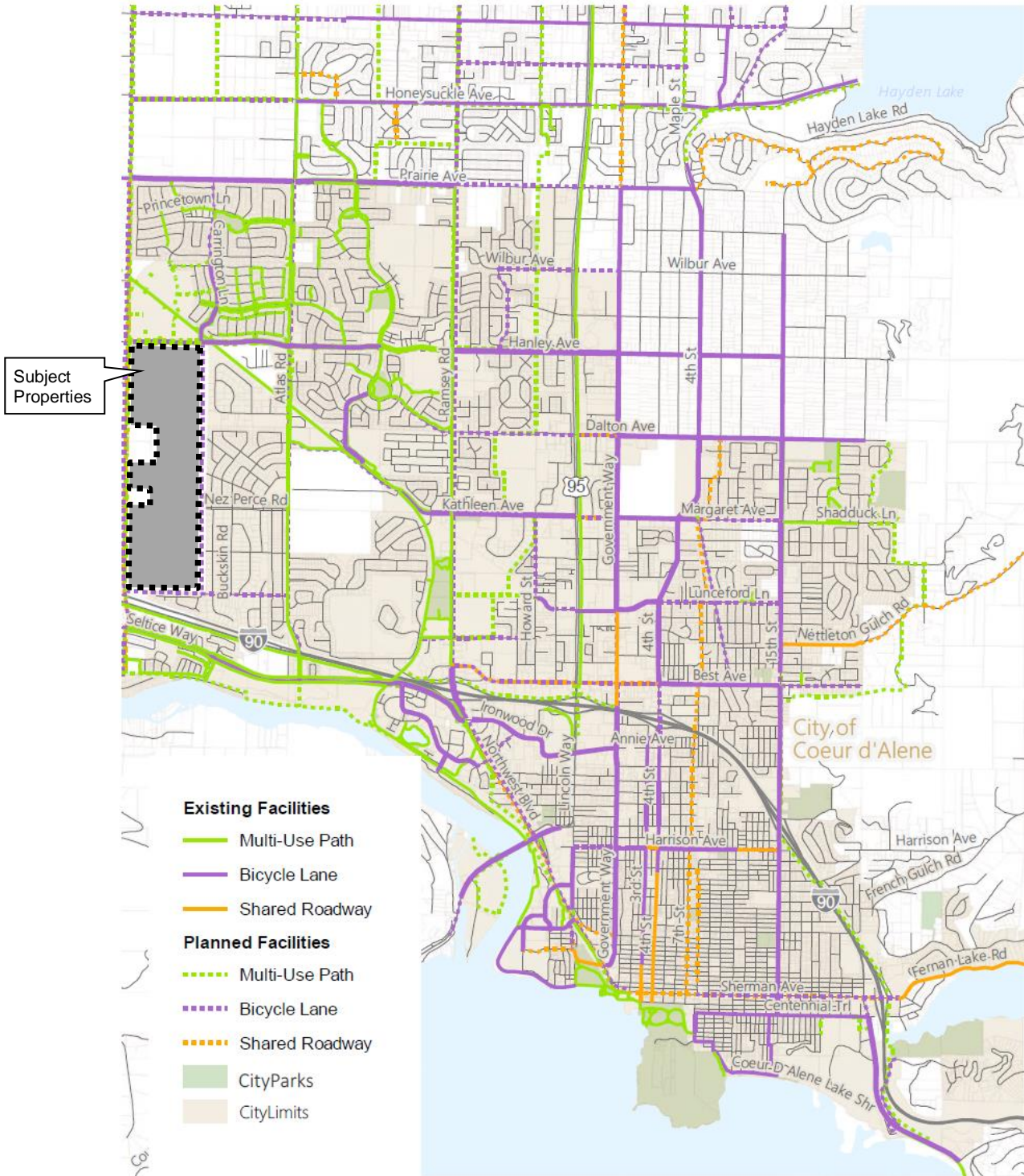
Compatible Zoning

- C17 and C17L; NC and CC

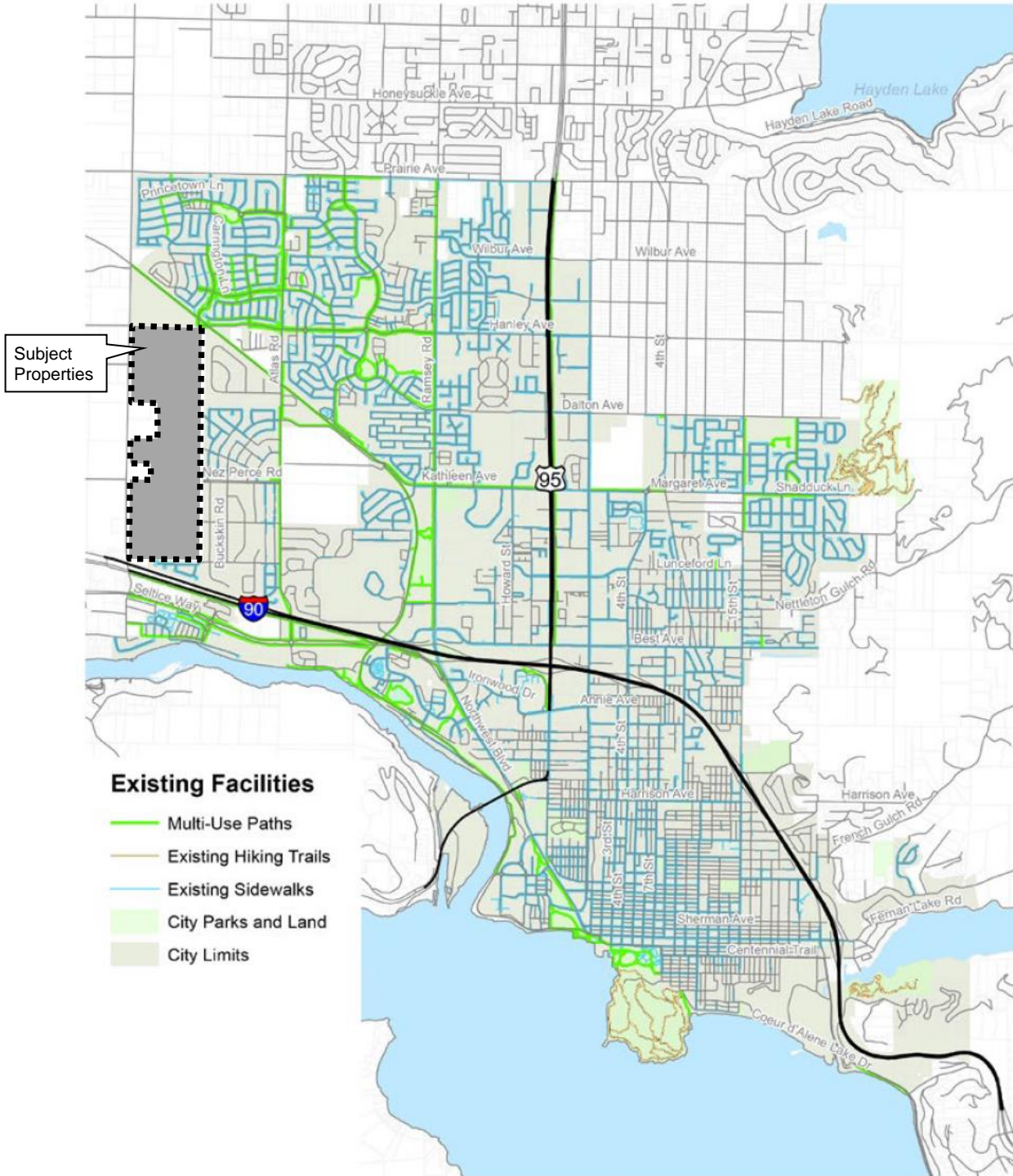


Transportation

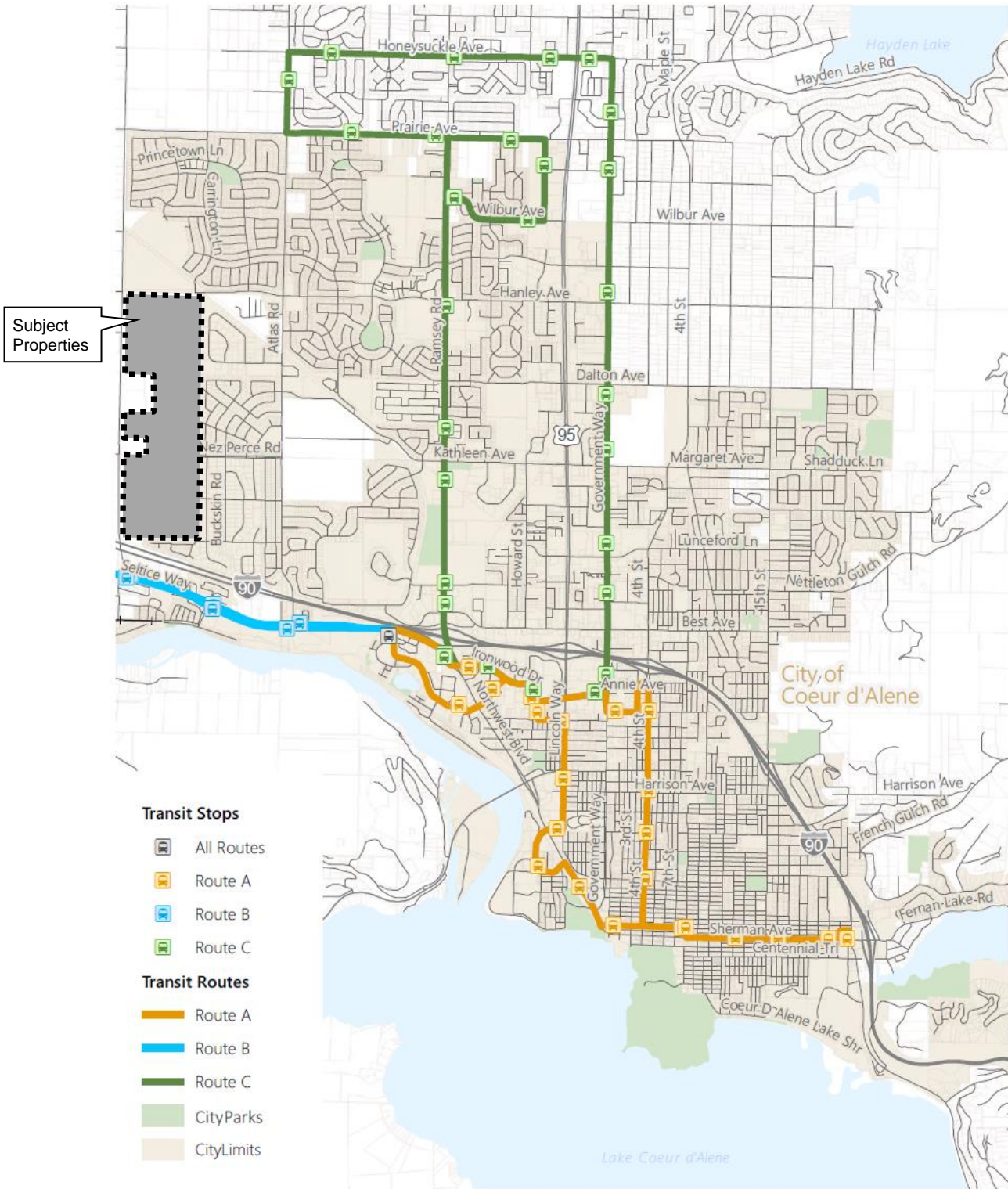
Existing and Planned Bicycle Network:



Existing and Planned Walking Network:



Existing Transit Network:



Comprehensive Plan Policy Framework:

Community & Identity

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

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

Goal CI 3: Coeur d’Alene will strive to be livable for median and below income levels, including young families, working class, low income, and fixed income households.

Objective CI 3.1: Support efforts to preserve existing housing stock and provide opportunities for new affordable and workforce housing.

Growth & Development

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

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

Objective GD 1.5: Recognize neighborhood and district identities.

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

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

Evaluation: *Planning Commission must determine, based on the information before them, whether the Comprehensive Plan does or does 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 #B9

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

PARKS & TRAILS:

Parks: The 2021 Coeur d’Alene Parks and Recreation Master Plan calls for a community park and a neighborhood park in this development. These are not required in a specific location at this time, but will be located where it makes the most sense in a future PUD and/or subdivision request. The level-of-service (LOS) for parkland is five (5) acres per thousand (1000) residents. This will put the total required acreage of public parkland at 18 acres between the community park, and the residential park (10 ac. and 8 ac., respectively) . This is calculated using counts of all current residents within a mile and a half of the proposed location of the community park and future residents of the proposed development, not just the future residents of the proposed development. The developer will construct the parks to the specifications of the Parks Department.

Trails: A minimum of two (2) public north-south trails and two (2) public east-west trails are needed for this development. These trails will be required to traverse the full length/width of the development and tie into external pre-existing or future planned trails. Location, alignment, timing, and connections will be determined at the time of PUD and/or subdivision.

The parks and trail connections shall be considered in the annexation and development agreement.

-Submitted by Monte McCully, Trails Coordinator

STORMWATER:

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

-Submitted by Chris Bosley, City Engineer

STREETS:

The subject site is currently undeveloped and has frontage on Huetter Road to the west and Hanley Ave to the north. To the east and south, it abuts the Woodside Park, Indian Meadows, and Northshire subdivisions and the Coeur d'Alene Industrial Park. Street connections to the neighboring subdivisions shall be incorporated as described under Finding #B11 to disperse traffic rather than focusing congestion. Huetter Road is controlled by Post Falls Highway District and approval will be required from them for any street access to Huetter Road or improvements to Huetter Road. The Streets and Engineering Department has no objection to this annexation request with the following conditions to be addressed in the annexation and development agreement.:

- Huetter Road shall be reconstructed from the southern extent of the development to Hanley Road meeting City Standards for three lane Arterials, including bike lanes, a shared-use path on the east side, and dedication of right-of-way to meet the City Standard of 100 feet minimum.
- Additional right-of-way shall be dedicated as determined by the Idaho Transportation Department for the future Huetter Bypass.
- The Hanley Avenue/Huetter Road intersection shall be constructed to its future configuration as modeled for 2045, which includes five lanes on Hanley Ave, reducing to three lanes at the planned collector street into the proposed development. Bike lanes and shared-use paths are also required on both sides of Hanley Ave.
- The Nez Perce Road/Hanley Ave intersection shall be constructed to its future configuration as modeled for 2045.

-Submitted by Chris Bosley, City Engineer

WATER:

The property proposed for annexation within the City of Coeur d'Alene Area of City Impact will be served by the public water system. The public water system has the capacity and willingness to serve the planned development with a recommended inclusion of an additional water source for future use.

Existing public utility easements for a 24" transmission main will be maintained or replaced at the developer's expense. All new public water facilities will be constructed to City standards and will be looped where applicable to ensure service redundancy and reliability. All public water facilities placed in any private streets or on private property for fire flow or looping will required to have a minimum 20' public utility easement designated as a condition of service.

The property for an existing water storage facility as well as a mutually agreed upon parcel for a potential new water source is requested to be transferred to the City as the developer's contribution toward the expense of developing an additional water source to adequately serve the community. The property under the tank is requested to be transferred upon approval of the annexation. The well Site is requested to be transferred upon confirmation of acceptable water quality through City installation of a test well on an agreed upon site. Details of the water storage facility and parcel for a new water source shall be addressed in the annexation and development agreement.

-Submitted by Terry Pickel, Water Department Director

WASTEWATER:

The Subject Property is within the City of Coeur d'Alene Area of City Impact (ACI) and in accordance with the 2013 Sewer Master Plan; the City's Wastewater Utility presently has the wastewater system capacity and willingness to serve this annexation request as proposed. All Wastewater Policies are required, including: One lot one lateral, to-and-through, and easement widths/ROW dedication for public utilities. All required improvements to serve the proposed development shall be borne by the developer.

City maintained sanitary sewer is available in multiple locations to the North (Hawks Nest LS) to the East and the Southeast of this property. There are Five (5) potential projects highlighted by Lakeside Real Estate Holdings and JUB to upgrade collection system sewer capacity. These projects are laid out in the "Coeur Terra Development Wastewater Collection Study" (May 2022) from the developer and JUB Engineering and will be included in the Development Agreement with triggers for timing, improvements, and connections. These potential projects should be considered for the annexation and development agreement.

-Submitted by Mike Anderson, Wastewater Superintendent

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 CDA FD will address all concerns at site development and building permit submittals.

-Submitted by Bobby Gonder, Fire Inspector

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

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

PHYSICAL CHARACTERISTICS:

The subject property is almost flat based on overall size. There are two areas on the south end that have grade changes (see red areas in “elevation map” below). An existing water tower is sited in the northeast corner, otherwise the parcels are vacant.

Huetter Road on the west side of the property is currently a north/south two-lane road that will provide future access to the site. The south side of the property is bordered by North Idaho Maritime and the existing Woodside single family neighborhood which provides multiple access points. The east side of the property is adjoined by the CDA Industrial Park (north 1/3) with (south 2/3) See photos, map of existing ROWs, & neighborhood adjacencies for additional context.

ELEVATION MAP (5 FOOT CONTOURS):



PHOTOS OF SUBJECT PROPERTY:

Looking north into subject property at the Wedgewood Loop terminus:



Looking west from south end of subject property near the Wedgewood Loop terminus:



Looking east from south end of subject property near the Wedgewood Loop terminus:



Appaloosa ROW interior to subject property looking southeast:



Appaloosa ROW terminus to subject property looking west:



Subject property from south end looking north:



Looking north from the southeast corner of the subject property toward the water tower:



Looking west from the south end of subject property near Wedgewood Loop terminus:



Grade change looking west from south end of property (shown in red on elevation map):



Looking north into subject property from terminus of Woodside Ave:



Looking N into subject property from terminus of Woodside Ave:



Looking west near southwest corner of subject property toward Huetter Rd.:



Looking south from southwest corner of subject property along Huetter Rd. (elevated I-90):



Looking north from southwest corner of subject property along Huetter Rd.:



Looking north toward large parcels not part of the request with water tower in the distance:



Looking west toward the terminus of Arrowhead Rd. into subject property:



Looking west toward the terminus of Nez Perce Rd. into subject property:



Looking northwest from the terminus of Laurel Ave. into subject property:



Looking northwest toward the terminus of Spires Ave. into subject property:



Evaluation: *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.*

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 annexation itself would not adversely affect the surrounding area with regard to traffic, as no traffic is generated from an annexation alone. Impacts would occur with each phase of development and would be analyzed at that time. A traffic study was conducted by CivTech using current Kootenai Metropolitan Planning Organization (KMPO) modeling data. The Streets and Engineering Department has no objection to this annexation request with the following conditions in the annexation and development agreement to manage traffic:

- In order to manage increases in traffic, connectivity to existing streets is required without delay throughout the construction of the phased development.
- The owner shall commit to constructing five road connections to existing streets to the south and east by phases and in a manner that does not allow for this connectivity to be delayed to future phases.

-Submitted by Chris Bosley, City Engineer

POLICE:

As long as ingress/egress concerns are properly addressed by Streets and Engineering through a traffic study, then PD does not have any major issues with this annexation request.

-Lee White, Chief of Police

MAP OF EXISTING RIGHTS-OF-WAY NEAR SUBJECT PROPERTIES:

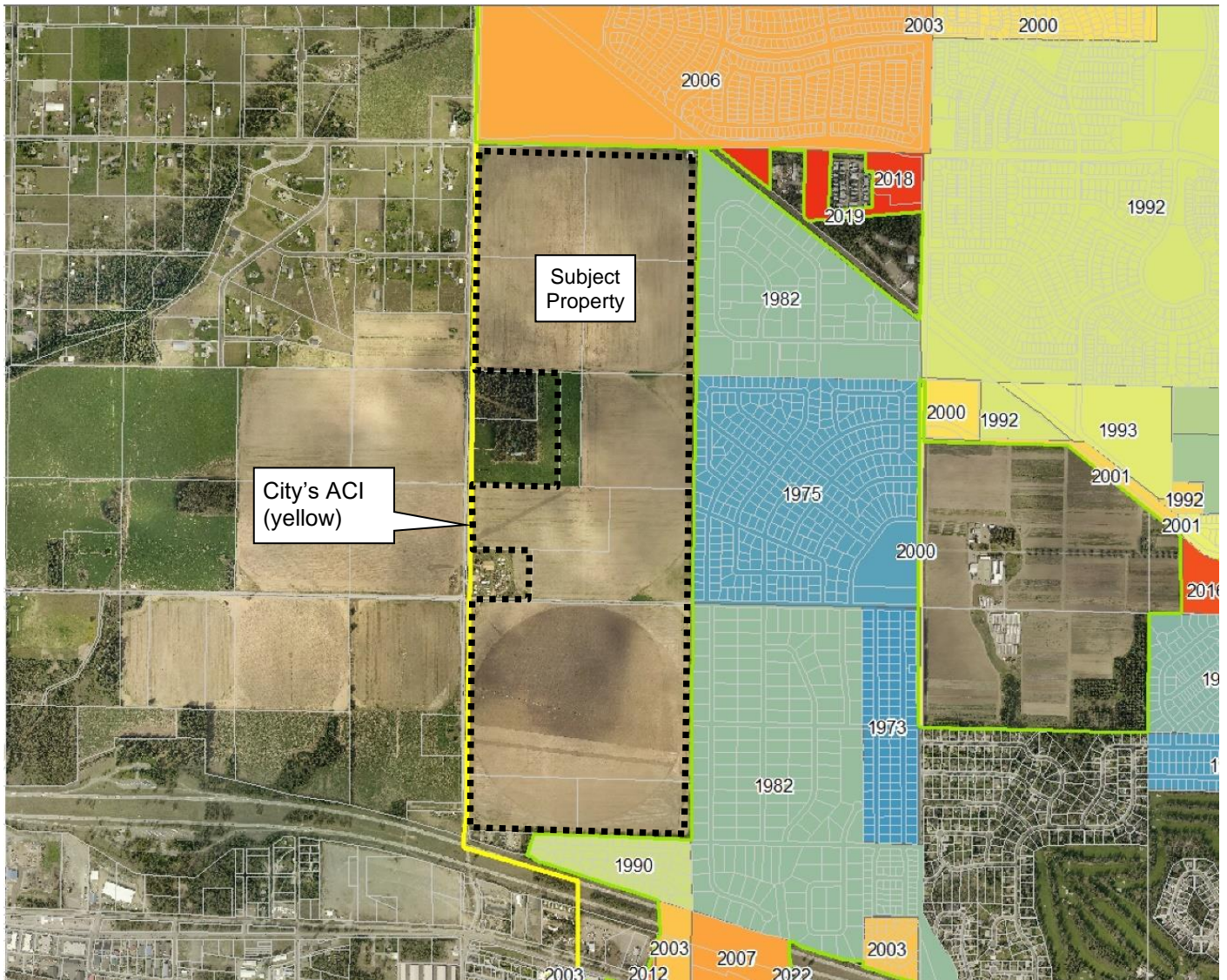


Note that the listed ROWs in the map may or may not be used for circulation in the future. Future hearings for Planned Unit Development and/or Subdivision would provide details for traffic access/circulation.

NEIGHBORHOOD CHARACTER & LAND USE:

This area of Coeur d'Alene has a mix of development and uses that have spanned many decades (see annexation exhibit). Due to the subject property size, it is adjacent to a number of established single-family neighborhoods to the south and east, the industrial park northeast, newer neighborhoods to the north, and farmland/larger tract single family homes to the west. Two large parcel homes on the east side of Huetter Rd. would remain in Kootenai County, bordered on three sides of city limits in Coeur d'Alene's Area of City Impact (ACI). Properties on the west side of Huetter Rd. are currently in Kootenai County but within Post Falls Area of City Impact (ACI).

PRIOR ANNEXATIONS BY YEAR:



GENERALIZED EXISTING LAND USES:

- Land Use
- SFA
 - SFD
 - DUPLEX
 - MH
 - MHP
 - MFD
 - CIVIC
 - COMM
 - MFGR
 - AGRICULTURE
 - VACANT

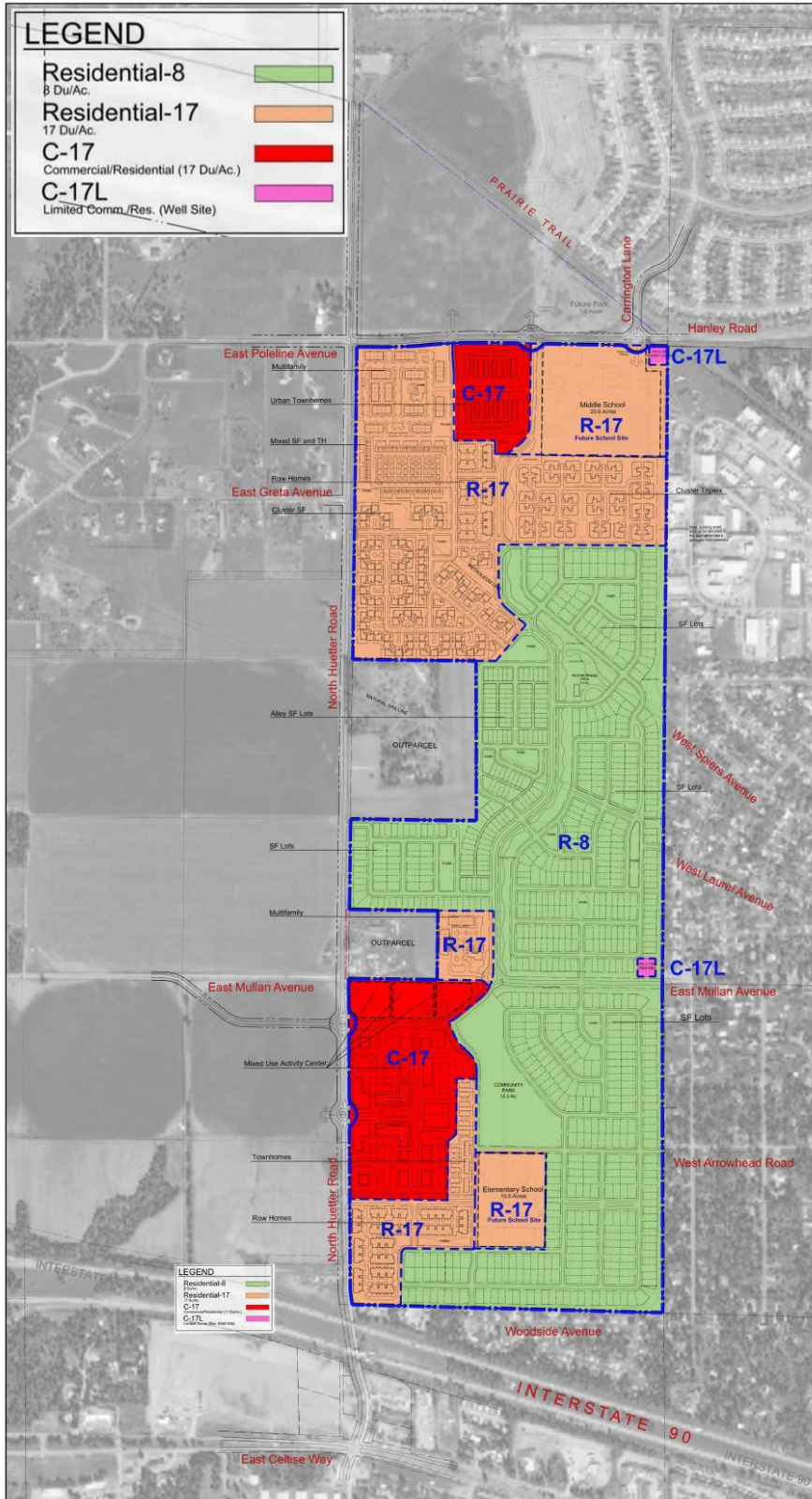


EXISTING ZONING:

- zoning
- C-17
 - C-17L
 - C-17LPUD
 - C-17PUD
 - DC
 - DCPUD
 - LM
 - M
 - MH-8
 - MH-8PUD
 - NC
 - NW
 - R-1
 - R-12
 - R-12PUD
 - R-17
 - R-17PUD
 - R-1PUD
 - R-3
 - R-3PUD
 - R-5
 - R-5PUD
 - R-8
 - R-8PUD
 - R-85F



PROPOSED ZONING (ALSO FOUND ON PAGE 10):



North

COEUR TERRE

Proposed Zoning and Land Uses
East Neighborhood
Kootenai County, Idaho

BSB DESIGN

Date: May 1, 2022
Revised: July 8, 2022
BIBDESIGN.COM

The drawings presented are illustrations of the design and design intent only, and are subject to change based upon final design considerations (i.e., applicable codes, standards, and MEP design requirements, and other floor plan changes, etc.) © 2022 BSB Design, Inc.

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

STAFF COMMENTS FOR PLANNING COMMISSION TO CONSIDER IN AN ANNEXATION AND DEVELOPMENT AGREEMENT:

Note: The following items are specific to this annexation request and are potential conditions that are subject to negotiation between the parties. All other policies and department requirements for development are obligatory and included in the annexation and development agreement.

Water:

- Existing public utility easements for the City’s 24” transmission main will be maintained or replaced at the developer’s expense.
- The property for an existing water storage facility under the tank, as mutually agreed upon, shall be transferred to the City.
- A well parcel for a potential new water source is required to be transferred to the City as the developer’s contribution toward the expense of developing an additional water source to adequately serve the community. The well site is requested to be transferred upon confirmation of acceptable water quality through City installation of a test well on an agreed upon site.
- Water rights for the property, both domestic potable and irrigation, will be addressed in the annexation and development agreement.

Wastewater:

- There are 5 potential projects highlighted by Lakeside Real Estate Holdings and JUB Engineering to upgrade sewer collection system sewer capacity. These projects are laid out in the “Coeur Terra Development Wastewater Collection Study” (May 2022) from the developer and JUB Engineering. Five (5) “limiting reaches” were identified when adding planned flow from the Coeur Terre project into the City sewer collection system at 2013 Master Plan Flows. Below is a list of these. The development agreement specifies Wastewater’s response and defines the necessary corrective projects proposed in this study.
 1. HAWKS NEST LIFT STATION
 2. LAUREL/SHERWOOD TRUNK MAIN
 3. APPALOOSA TRUNK MAIN
 4. FAIRWAY TRUNK MAIN
 5. RIVERSIDE INTERCEPTOR

Streets & Engineering (Transportation/Traffic):

- In the areas where the Bypass project does not impact the existing Huetter Road, Huetter Road shall be reconstructed to the Post Falls and City of Coeur d’Alene standards, as applicable. The City desires that Huetter Road shall be reconstructed from the southern extent of the development to Hanley Road for three lane Arterials, including bike lanes, a shared-use path on the east side, and dedication of right-of-way to meet the City Standard of 100 feet minimum. The design, alignment and extent of improvements are subject to the location and design of the proposed Huetter Bypass.
- Additional right-of-way shall be set aside and made available as determined by

- the Idaho Transportation Department for the future Huetter Bypass.
- The Hanley Avenue/Huetter Road intersection shall be reconstructed to its future configuration as modeled for 2045, which includes five lanes on Hanley Ave, reducing to three lanes at the planned collector street into the proposed development. Bike lanes and shared-use paths are also required on both sides of Hanley Ave.
 - The Nez Perce Road/Hanley Ave intersection shall be constructed to its future configuration as modeled for 2045. In order to manage increases in traffic, connectivity to existing streets is required without delay throughout the construction of the phased development. The owner shall commit to constructing five road connections to existing streets to the south and east by phases and in a manner that does not allow for this connectivity to be delayed to future phases.
 - Any property owned by the applicant that is west of the city's ACI along Huetter Road must be subdivided and conveyed or dedicated to Post Falls Highway District per conversations with the applicant, Post Falls Highway District, and Kootenai County. Property outside the ACI should not be annexed into the City at this time.

Parks:

- Ten (10) acres for one Community Park
- Eight (8) acres of land for one Residential Park
- Two (2) traversing north-south trails that connect out of the development
- Two (2) traversing east-west trails that connect out of the development
- Timing for large scale public park improvements and dedication(s) along with trails connections and improvements to be defined in the annexation and development agreement.

Planning:

- Proposed use limitations: No Adult Entertainment, Billboards, Industrial Uses, Heliports, Outdoor Sales or Rental of Boats, Vehicles, or Equipment, Outdoor Storage of materials and equipment (except during construction), Repair of Vehicles (unless entirely within a building), Sewage Treatment Plants and other Extensive Impact activities (unless publicly owned), Work Release Facilities, Wrecking Yards, and Vehicle Washing (unless located within a building or parking structure).
- Five percent (5%) of the residential units qualify as "affordable/workforce housing" in conjunction with PAHA (or similar organization as exists at the time of implementation) as the administrating entity. This level of commitment was discussed with the applicant prior to any hearings with details to be addressed in the annexation and development agreement.
- Ongoing concurrency analysis for total acreage developed, open space improvements (parks and trails), transportation improvements (volume and connections), and affordable/workforce housing will be provided by zone and phase.
- This request is for annexation and zoning designations only. The applicant has provided preliminary conceptual design information that is not binding at this time. Staff suggests that at a minimum the annexation and development agreement include language that ties future subdivision applications to generally adhere to: alignment of transportation, product types (place types), trails and public parks as shown in the conceptual design.

Other:

- The developer has a Memorandum of Understanding (MOU) with School District #271 for two (2) future school sites. While the City is not a party to the MOU between the developer and the School District, this commitment should be considered in the annexation and development agreement.
- Electric transmission lines, natural gas, and any other existing easements for utilities may exist on the subject properties. The applicant must adhere to the required easements or seek legal changes to alter/extinguish, if needed.

ORDINANCES & STANDARDS USED FOR EVALUATION:

2022-2042 Comprehensive Plan
Transportation Plan
Municipal Code
Idaho Code
Wastewater Treatment Facility Plan
Water and Sewer Service Policies
Urban Forestry Standards
Transportation and Traffic Engineering Handbook, I.T.E.
Manual on Uniform Traffic Control Devices
2021 Parks Master Plan
2017 Coeur d'Alene Trails Master Plan

ACTION ALTERNATIVES:

Planning Commission is tasked with recommending zoning for the annexation request. The Commission shall provide a recommendation of zoning to City Council along with an evaluation of how the proposed annexation does/does not meet the required evaluation criteria for the requested annexation. The findings worksheet is attached.

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

**APPLICANT'S
NARRATIVE**

KOOTENAI COUNTY LAND COMPANY
ANNEXATION REQUEST

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KOOTENAI COUNTY LAND COMPANY

ANNEXATION REQUEST

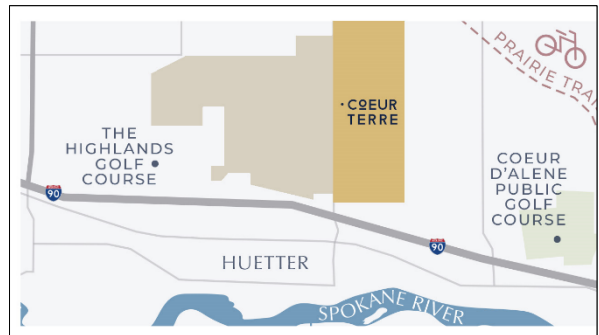
Project Narrative

Requested Action and Applicant Information

This application is for an annexation of a landholding of 14 properties into the City of Coeur d’Alene. Kootenai County Land Company (KC Land Co), the applicant, is based in both Coeur d’Alene, ID and Spokane, WA with development projects in Idaho, Washington, Montana, Kansas, and Arizona. KC Land Co is a subsidiary of Lakeside Companies who owns and operates various companies within the Coeur d’Alene and Spokane area. Architerra Homes, ATC Manufacturing, Markham Builders, and Century Farms are easily recognizable companies that are located within our region.

Location

The annexation area is located in Sections 4 and 33, Township 51 N, Range 04 West, Boise Meridian, Kootenai County, Idaho. It lies to the west of the City’s current boundaries and is bounded by N Huetter Road on the west, W Hanley Avenue (future) on the north, and is in near proximity to Interstate 90 on the south.



Vicinity Map

Property Information

The properties are vested in the ownership of LLC’s that are affiliated with the applicant. The total acreage proposed for annexation is 442.64 acres. The properties are referred to collectively as the “annexation area”. Detailed property information is found in Attachment 1.

There are three properties in this unincorporated area to the east of Huetter Road that are not in the ownership of this Applicant. They are AINs 338895 9.9995 acres-Wood), 106182 22.0162 acres-Martin), and 105796 (9.9999 acres-Armstrong), equaling 42.0156 acres. Also not included in this annexation application is the right-of-way of the adjacent existing Huetter Road as this is already dedicated right-of-way.

Master Plan as an Aspirational and Technical Planning Tool

- The Coeur Terre Master Plan, the community blueprint, offers cohesive and diverse development, strong connectivity, and plentiful open space.*

To responsibly plan for large scale utility and transportation impacts as well as to model on and off-site impacts, the applicant has developed a detailed concept Master Plan (Attachment 2). This Master

Plan incorporates various place types from the City's updated Comprehensive Plan such as single family, compact and urban neighborhoods along with mixed use districts and activity centers. This area is anticipated to be developed as primarily a residential area of low to moderate density. A mix of housing choices will be provided in compatible areas. The annexation area will have schools, open spaces, and parks. There will be road, pedestrian, and bicycle connections in interconnected neighborhoods, both within the project as well as external to the project

The Master Plan serves as the basis of the annexation proposal in terms of proposed zoning, water and sewer infrastructure studies, community and neighborhood park planning, and coordination with agencies.



The Master Plan also serves as the aspirational vision for the applicant. Much like the multitude of phases of Coeur d'Alene Place, the annexation area is anticipated to develop in phases and be built out over a twenty year (plus) time period. The applicant envisions the residential portions of the project to be platted as standard subdivisions, similar to Architerra's The Trails project; and other portions as PUDs, similar to Architerra's Enclave project. The multi-family and commercial portions of the project will be constructed with site plan approvals.



Homes at The Trails

As housing and community needs change with time, this will allow each phase to be tailored to fit the present day circumstances at the time of development.

Master Planning for Integration into the Existing Community

- The Coeur Terre neighborhood connects nicely with existing adjacent neighborhoods.

It is clear when viewing the concept map that great care has been taken to blend the property with existing established neighborhoods to the east by locating a majority of traditional single family residential neighborhoods on the eastern portion of the property. This allows for the new and existing neighborhoods to "meld" together. These shared access points allow for orderly development in terms of transportation systems, but also in terms of water, wastewater, and other infrastructure connections.

Planning Process

- Thoughtful Master Plans take time; Pre-annexation planning efforts for the Coeur Terre Master Plan have been in the works for over a decade.

There is a volume, length of time, and serious attention to planning that is necessary when planning for a land area of this size. The applicant's history of pre-annexation planning now spans ten years,

with each in a series of steps building significantly on the prior step to bring us here today. This history is summarized as follows:

2012: Initial project concept initiated with applicant approaching Mr. Armstrong requesting permission to develop a plan for his landholding

2013-2017: Applicant hires SWA Group, a landscape architecture, planning, and urban design firm, with offices worldwide, to develop a master plan.

The master plan is provided to Mr. Armstrong.

Years of checking in periodically with Mr. Armstrong and discussion ensue.

2018-2019: Mr. Armstrong sells property to the Applicant. SWA Group is commissioned to update the Master Plan. Applicant hires John Burns Real Estate Consulting, a national real estate research analytics firm, to develop regional (CDA and Spokane) real estate and housing analysis. Applicant pairs John Burns and SWA to update the Master Plan. Applicant commissions aerial and ground surveys for topographic mapping of land for infrastructure planning.

2019-2020: Applicant begins meetings with: Kootenai Metropolitan Planning Organization (KMPO); Ross Point Water District; School Districts #271 and #273; and Cities of Post Falls and Coeur d'Alene to discuss future boundaries, school sitings, specialized studies infrastructure needs, and the like.

Applicant requests, and Coeur d'Alene City Council approves, inclusion of extraterritorial planning area in the City's Comprehensive Plan update process.

2021: Applicant continues with agency meetings; develops an MOU with the CDA School District related to two school sites; works closely with City's Comprehensive Planning consultant to develop planning area concepts; commissions sewer master plan study with JUB Engineers and transportation master plan study with CivTech; commissions public outreach with Langdon Group; conducts stakeholder interviews; begins update to master plan with BSB Design, an architecture, design, and engineering company; updates real estate and housing analysis by John Burns Real Estate Consulting and pairs BSB and John Burns for the master plan update.

2022: Applicant begins detailed work for annexation application submission; meets with City departments in group and individual settings; commissions economic analysis; finalizes infrastructure studies with approval of various City Departments; meets with housing and economic development advocates; meets with emergency service providers; holds public open house; updates final master plan.

Annexation process begins. . .

Agency Meeting Process

- ☑ The Coeur Terre Master Plan incorporates specific feedback from 13 Agencies, 26 Departments, and over 40 Agency Staff Members.

As noted in the timeline, since late 2019 the applicant has met with area agencies to discuss various aspects of the annexation. The feedback from these meetings (often multiple meetings with each agency) has been incorporated into the master plan design, studies, the annexation proposal, and also into a memorandum of understanding. Below is a list of the agencies who have been involved in these discussions along with primary discussion points.

- Kootenai Metropolitan Planning Organization: Administration
 - Discussion points: Huetter Bypass (alignment, funding, status, development considerations), I-90 expansion, transit planning
- City of Post Falls: Pre-application meeting, Administration, Legal, Engineering, Planning, Public Works, Water, Wastewater, and Parks
 - Discussion points: Annexation potential, water and sewer infrastructure planning, Huetter Bypass, transportation planning, land use planning, zoning, comprehensive planning, parks and recreation
- City of Coeur d'Alene: Pre-application meetings, administration, Planning, Public Works, Water, Wastewater and Parks
 - Discussion points: Annexation potential, single vs multiple annexations, socio-economic changes and development over time, water and sewer infrastructure planning and studies, Huetter Bypass, transportation studies, land use planning, zoning, housing affordability and types., comprehensive planning, public outreach, parks and recreation
- City of Coeur d'Alene Comprehensive Plan Consultants: MIG, Inc and Kittelson & Associates, Inc.:
 - Discussion points: Comprehensive Plan Update, place types, land use planning, and transportation modeling/planning with Update
- Kootenai County Regional Housing and Growth Issues Partnership: Project leads
 - Discussion points: Workforce housing needs and concepts
- Coeur d'Alene Economic Development Agency: Administration
 - Discussion points: Workforce housing needs and concepts
- Kootenai Fire and Rescue: Leadership
 - Discussion points: Emergency response, facility needs
- City of Coeur d'Alene Police: Leadership
 - Discussion points: Emergency response, facility needs, physical planning considerations
- City of Coeur d'Alene Fire: Leadership
 - Discussion points: Emergency response, facility needs, physical planning considerations
- Ross Point Water District: Administration
 - Discussion points: Future planning, water rights
- Idaho Transportation Department: Engineering
 - Huetter Bypass, I-90 expansion, transit

- Post Falls School District: Administration (Past, current)
 - Discussion points: Annexation boundaries, facility needs
- Coeur d’Alene School District #271: Administration, operations
 - Discussion points: Annexation boundaries, facility needs, physical planning
- Kootenai Health: Administration
 - Discussion points: Local workforce housing, Kootenai Health Clinic site

Public Outreach Process

- ☑ **The Applicants are local and care what the community thinks. The Coeur Terre Master Plan has been updated to reflect feedback from stakeholder interviews and public outreach meetings.**

As mentioned above, in 2021, The Langdon Group, a J-U-B Engineers Company, was retained by Kootenai County Land Company to provide public involvement (PI) services for the Coeur Terre project. The PI strategy developed by The Langdon Group and the project team was designed to include communication with stakeholders that was early, continuous, meaningful, and inclusive throughout the life of the project. PI activities were selected based on their ability to inform the project team regarding community interests and needs, and/or their ability to provide robust opportunity for the public to learn about the project and engage with materials. Tasks included: two rounds of stakeholder interviews, a comprehensive stakeholder assessment report, project messaging and education materials including a flier, FAQ and informational video, a public open house, and a comprehensive summary of public involvement efforts and findings.

Goals for the public involvement plan included:

- To educate the public on the project overall, master plan process, phasing, community amenities within Coeur Terre and mitigation efforts to address impacts to infrastructure, traffic, schools, and other community services.
- To educate community leaders and City officials on the goals of the master plan process to create a sense of community within Coeur Terre.

Beginning in June of 2021, The Langdon Group conducted one-on-one and small group interviews with a cross-section of stakeholders. The intent of these interviews was to receive input regarding perspectives on growth, housing, and master plan communities in North Idaho, and in particular to inform opportunities for future stakeholder and public education. In total, 17 stakeholders were interviewed in-person. In April of 2022, additional interviews were completed to further receive input and inform the public of the project. In May of 2022 a large public open house was held to introduce the concepts to the neighboring and regional community.

Feedback collected from the varied public involvement efforts centered around several main themes. Impacts on traffic and services such as fire, police and schools were highlighted as the top issue to address. Interviewees consistently noted the importance of addressing the quality and quantity of open space within the project area. Responses indicated the usefulness of breaking down the process behind traffic mitigation and to illustrate that Kootenai County Land Company will be paying their share to support community services. Comments also encouraged efforts in the annexation and

master plan process that would support transparency with City officials and the public at large. For the master plan, participants consistently noted the usefulness of clearly explaining the ways that the master plan will create and support, rather than detract, from the sense of community in North Idaho.

Existing and Requested Zoning

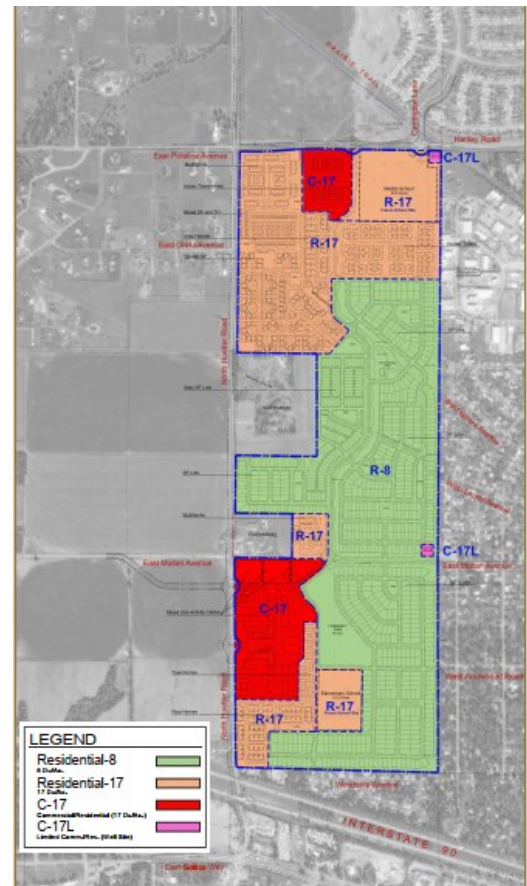
- ☑ The requested zoning for the majority of the Coeur Terre property is R-8, which only allows for detached single family homes. In order to address the shortage of attainable/professional worker housing, the Applicant would like to build detached single family homes on smaller lots, which may require a zone that has a higher density.

The property is currently located in unincorporated Kootenai County. The applicant is proposing a mixture of zoning types, predominantly single family residential, with smaller areas devoted to multi-family and a small commercial center.

The zoning districts requested are:

- R-8 (Green)
- R-17 (Coral)
- C-17 (Red)
- C-17L (Pink)

The majority of the property is proposed to be zoned R-8. Complementary zoning patterns are found in the surrounding properties within the incorporated City limits as depicted here. Attachment 3 contains the proposed zoning for the annexation area along with the housing type plans in Attachment 4.



Proposed Zoning

Future Planned Land Use

- ☑ The requested zoning reflects the City's current and past Comprehensive Plans.

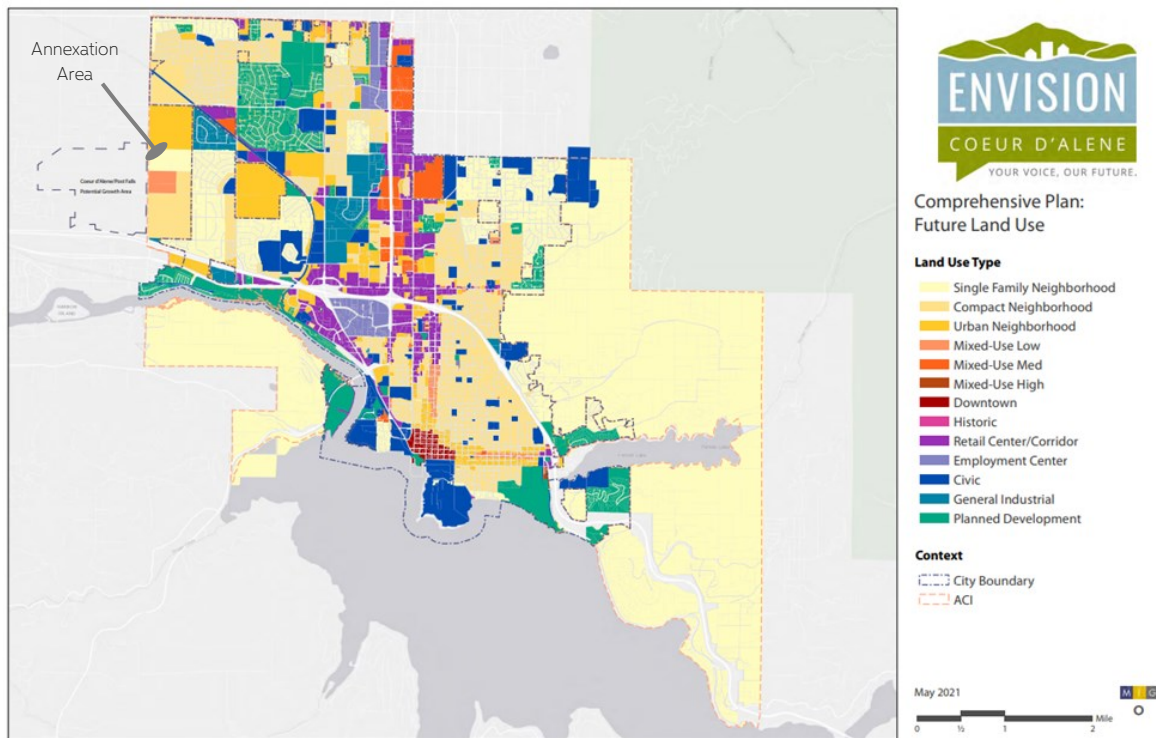
Current Comprehensive Plan

The City's Envision Coeur d'Alene Comprehensive Plan states that the Land Use Framework is composed of two major elements:

- Creation of Place Types. Place Types are generalized land use designations that apply to future growth on all property within the City Limits and land within the ACI. Place Types applied to land outside of the current City Limits but within the ACI will provide direction for the types of zoning to apply if annexed into the City in the future.

- Creation of a Comprehensive Plan Map. The Comprehensive Plan Maps establishes the land use designations for all land within Coeur d'Alene's City Limits and ACI. Many areas in Coeur d'Alene will not experience notable changes to today's land use and population, although there are locations, particularly where the community identified the desire for greater walkability, showing diverse housing and services options.

At the time that Envision Coeur d'Alene Comprehensive Plan was in development, the applicant completed an update to the Master Plan that supports the annexation analysis. The applicant has worked with the City's staff and their Comprehensive Plan Update land use planning consultant (MIG) on land use planning concepts for the property. It can be seen that a range of single family, compact, urban neighborhoods, and mixed uses have each been categorized as appropriate for the property. It should be noted that if the Huetter Bypass is installed, there is a triangular shaped portion of the property that will lie on the east side of the grade separated bypass. At this time, the City of Post Falls has indicated an interest in retaining this portion of land in their jurisdiction. As the final layout and engineering of the bypass are still into the future, the applicant is not proposing annexation of this area.



Envision Coeur d'Alene Comprehensive Plan 2022-2042 Land Use Map

Below are excerpts from the City's Comprehensive Plan. The master plan and requested zoning are consistent with these place types.

Single-Family Neighborhood:



Key Characteristics:

Single-Family Neighborhood places are the lower density housing areas across Coeur d'Alene, where most of the city's residents live, primarily in single-family homes on larger lots. Supporting uses typically include neighborhood parks and recreation facilities connected by trails.

Transportation: Neighborhood streets for local access connected by collectors
Typical Uses: Primary: Single Family Residential,
Secondary: Civic Uses, neighborhood parks and recreation facilities

Building Types: 1-2 story detached houses

Compatible Zoning: R-1, R-3, R-5, R-8; MH-8

Compact Neighborhood:



Key Characteristics:

Compact Neighborhood places are medium-density residential areas located primarily in older locations of Coeur d'Alene where there is an established street grid with bicycle and pedestrian facilities. Development is typically single-family homes, duplexes, triplexes, four-plexes, townhomes, green courts, and auto-courts. Supporting uses typically include neighborhood parks, recreation facilities, and parking areas.

Transportation: Gridded street pattern with pedestrian and bicycle facilities

Typical Uses: Primary: Single and mixed residential
Secondary: Neighborhood parks and recreation facilities, parking

Building Types: Single-family, duplexes, triplexes, four-plexes, townhomes, green courts, and auto-courts

Compatible Zoning: R-12; R-17; MH-8; NC; CC

Urban Neighborhood:



Key Characteristics:

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

Transportation:

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

Typical Uses:

Primary: Multi-family residential

Secondary: Neighborhood parks and recreation facilities, parking, office, commercial

Building Types:

Apartments, condominiums, townhomes

Compatible Zoning:

R-17; R-34; NC; CC; C17; C17L

Mixed Use Low:



Key Characteristics:

Mixed-Use Low places are highly walkable areas typically up to four-stories. Development types are primarily mixed use buildings, with retail, restaurants on corners or along the entire ground floor frontage but could also include townhomes and multifamily housing. Floors above are residential, office, or a combination of those uses. Multifamily residential development provides additional housing options adjacent to mixed-use buildings. This place type is typically developed along a street grid that has excellent pedestrian and bike facilities, with mid-block crossings, as needed, to provide pedestrian access.

Transportation:

Gridded main streets and mid-block pedestrian connections, high ease-of-use pedestrian, and bicycle facilities

Typical Uses:

Primary: Retail, commercial, office, restaurant, multifamily residential

Secondary: Civic uses, parking

Building Types:

Up to four stories, retail and commercial on ground floor, with residential uses above

Compatible Zoning:

C17; C17L; NC; CC

Prior Comprehensive Plan

It is important to note that the proposed annexation area was also included in the City's prior Comprehensive Plan. It was located in the Transition Area as shown in this Land Use Base Map in the Atlas Prairie Sub-area.

Land Use: Atlas-Prairie



Atlas-Prairie Tomorrow

Generally, this area is envisioned to be a residential area, lower in density, that develops with interconnected neighborhoods providing a mix of housing choices.

The characteristics of Atlas-Prairie neighborhoods will be:

- That overall density may approach four to five residential units per acre (4-5:1), however, pockets of higher density housing and multi-family units are appropriate in compatible areas.
- Annexing requires careful evaluation of infrastructure needs.
- Open space, parks, and pedestrian and bicycle connections will be provided.
- Developments adjacent to the Area of City Impact (ACI) boundary will provide for a distinctive entrance to the city.
- Neighborhood service nodes where appropriate.
- The street network will be interconnected, defining and creating smaller residential blocks and avoiding cul-de-sacs.
- A bypass study is underway to determine how traffic will be distributed to ease pressure from US 95.

The Land Use Base Map at the time recognized some areas of the City as stable, established, and not expected to change greatly; and others as areas of **transition** where much change is anticipated, and others are truly on the urban fringe. This property has long been anticipated to be an area of growth and transition for the City.

City of Coeur d'Alene's 2007 Comprehensive Plan Land Use Map

Housing

- In an effort to help address the severe shortage of Professional Worker Housing, the Applicant voluntarily commits to work with the City on solutions for 5% of the overall housing supply in the Coeur Terre Master Plan.

In preparing this proposal, the applicant reviewed the "Housing Availability and Affordability Study for Kootenai County" (The Study), prepared in December 2021. The applicant then met with the local project team leads and also Coeur d'Alene Economic Development Corporation to further discuss regional housing information, future housing needs, and impacts to the local workforce and economy as they relate to housing.

This Study and discussions with the economic development leads in Kootenai County focused on the need to address availability of land for housing and importantly, provision of housing our community's Professional Workforce, such as the pharmacists, nurses, teachers, law enforcement officers and the like that are so vital to the health of a community. The applicant had further discussion with police and fire departments who provided feedback that when recruiting employees to work in the area, availability of housing was the primary challenge, followed by affordability.

The Study mentioned above lays out several of the relevant items about the current housing needs of Kootenai County as follows:

- *Regional employers cannot find housing for their employees and many positions are unfilled.*
- *New potential firms may not relocate to Coeur d'Alene due to the high cost of housing.*

- *Many long-term residents are being squeezed out of the housing market and moving outside the county (i.e., to Spokane County or other surrounding counties).*
- *The children of residents will be unable to live in the community because they cannot afford housing.*
- *The diversification of the economy may slow or even reverse. Newer high technology companies and manufacturing facilities maybe driven out of the market due to high housing costs.*
- *The supply curve for housing will become steeper (i.e., more inelastic) leading to greater volatility and periodic price bubbles along with steep price declines during recessions.*
- *The high housing and rent costs will lead to a substitution of non-residents for residents.*
- *The effective standard of living for many residents will decline due to high housing costs.*
- *High housing costs can actually lead to less open space in the county, greater sprawl, and less environmentally sound outcomes.*

Increasing housing supply will reduce housing prices but will require regional cooperation and dedication. Paths for increasing supply are relatively straight-forward:

- *A serious and controllable impediment to increasing the supply of housing is local zoning and building regulations.*
- *When land availability is a constraint to increased supply, mixed-use zoning and mixed-Residential can facilitate that increased supply*
- *Allowing the annexation of available land close to the cities is also important.*
- *Cities can control or influence the supply of housing but not the demand for housing”*

Assuming the decade 2020-2030 has the same growth rates that occurred from 2010 to 2020 (per U.S. Census), a total of 21,397 units will be needed in Kootenai County before 2030 (per weighted average of Kootenai County cities and rural county regions). This assumes the persons per dwelling will remain constant from the 2010 U.S.Census. Of those units, an estimated 16,074 new housing units will be needed in cities and another 5,323 will be needed for the rural regions of the county.

Applying past U.S. Census population growth rates to the 2020-2030 time period, net additional supply of housing units will need to increase at least 85%, from 1,156 units to 2,140 units per year in order to stabilize prices. Using the higher KMPO population forecasts (which local ED leads have stated are more accurate), the net additional supply of housing units will need to increase 161%, from 1,156 units to 3,015 units per year in order to stabilize prices at their current level.

The Study goes further to discuss rising costs of construction materials, labor, land, inflation, and rising interests rates as contributing factors to the price of homes and that increasing supply is necessary for reducing prices and making housing more affordable. The Study states that the lack of affordable housing has already caused an estimated loss of 2,749 jobs in the local economy resulting in a reduction of \$220.3 million in gross regional product and a loss of \$ 158.9 million in local payroll. The construction industry itself ranks 5th in Kootenai County in terms of total employment with 6,921 workers in 2020 with an average salary package of approximately \$55K. Construction job growth in Kootenai County has increased 41% from 2015 to 2020.

As such, this annexation area, with a 20-25 year build out will be an important in addressing the regional housing shortage and will also assist with the redevelopment and density increases within already developed portions of the City, thereby assisting with retention of existing stable neighborhoods.

Given that the applicant has decided to work toward addressing professional workforce housing as part of this annexation proposal. This has included the following actions:

- Study of successful models and new ideas related to housing, including but not limited to:
 - Land trust ownership with deed restrictions on resale
 - Employer partnerships (such as a partnership with the medical community, major employers, and public agencies)
 - Preferred buyer programs, targeting professional local employees such as teachers, public safety officers, health care workers and the like
 - Down payment and mortgage assistance programs
 - Fee reduction programs in concert with local agencies responsible for permitting
 - Prohibiting purchase of homes for short term rentals
- Further discussions with the Study leads and research on successful housing programs
- Implementation of a pilot project in Architerra' s Parkllyn project. This project is a single family residential neighborhood wherein homes are offered for lease, with some portion of the lease rate going toward a down payment on a home.

With this annexation proposal, the applicant is volunteering to provide 5% of the overall housing supply of the annexation area as Professional Workforce Housing. The applicant is proposing to develop the details of implementation with City Staff in developing the Annexation Agreement for the project. In reviewing the list of items above, it is clear that there are many options for how to address housing availability, in fact, many more than listed here. Attachment 5 contains a list of items known as the Local Worker Housing Toolkit which, among other tools, can be explored further. Each option noted above and in the Toolkit as well, has strong and weak points, and often must be done in partnership with other entities or agencies. Also as housing needs will change over the 20 plus year build-out of this project, flexibility, and ability to implement changing models will be crucial to the success of this over time.

Property Management

- The Applicant will actively manage the Coeur Terre Homeowners' Association (HOA) to ensure the neighborhood develops a community-oriented atmosphere, is actively maintained, and ultimately brings value to their homeowners and the community.**

The applicant has constructed many neighborhoods in the Post Falls and Coeur d'Alene area. Originally, the various HOAs were managed by a professional management company. Over time, the applicant has developed an internal HOA Manager's position with CMCA (Certified Manger of Community Association), AMS (Association Management Specialist) and PCAM (Professional Community Association Management) credentials. A benefit to having an in-house HOA management is that the overall compliance to governing documents has increased. This is due in large part that more compliance drives for potential violations are provided when compared to a third party HOA management company. The communities are driven multiple time a week, versus a third party which may only get to do compliance drives once every month. This allows allow a point of contact for residents with concerns and allows for coordinating of community events. This same HOA

management division will oversee administration of Covenants, Conditions and Restrictions (CC&Rs) and other governing documents for this project.

Infrastructure and Public Facilities

Parks and Open Space

- ☑ All park design and open space in the Coeur Terre Master Plan has been adjusted to address the feedback of the Parks and Recreation Department.
- ☑ The Master Plan incorporates an abundance of trails and pathways to allow for easy connectivity throughout the community.

The applicant has reviewed the City's 2021 Parks Master Plan and has met with the City's Parks Department to discuss the Master Plan. A variety of future park amenities were discussed, such as pavilions, splash pads, pet parks, parking lots within parks, and area for maintenance facilities. The Parks Department requested plan changes including merging proposed parks into larger and easier to maintain areas. The



Future Community Park

Department specifically requested dedication of land for one community park and one neighborhood park, which when combined with the linear parkway and pockets parks, provides a total of 12 to 15 acres. The applicants plan depicts the two park systems with combined acreages of approximately 18 acres. The Department also requested provision of two north-south trails and two east-west trails—specifically requesting that the planned multi-modal trail on the east side of the project be widened for consistency with the Prairie Trail system and extended to wrap the southeast end of the property, with additional trail connections to the north and to the existing neighborhoods to the east. There was also a request to add bikes lines with 10' trails on both sides of the central boulevard system or to consolidate this into one 14-16' wide path on one side.



Future Neighborhood Park

The applicant is planning for connected green spaces with a series of pathways, parks, waterways, and other aesthetic and functional systems that will run as a “green boulevard” through the center of the project. The master plan depicts that the arterial will fan out in areas to provide for east-west connectivity and will house various facilities

including trail connections. This

green arterial will contain paths and trails connecting the north end middle and south end elementary schools to each other and also connecting the varying land uses and neighborhoods to the commercial and mixed use node.

These revised parks are depicted on the master plan as shown in Attachment 6. The applicant also plans private neighborhood and pocket parks and amenities to be located within individual neighborhoods. The amount of space and details of parks amenities will be developed with individual PUD, subdivision, and site plan development in accordance with the vision of the Master Plan and the City’s development code requirements.

The applicant is proposing to dedicate the public park land as depicted in the master plan at the time that the surrounding subdivision, PUD, and/or site plan are developed. Dedicating this at the time of development vs in advance is very practical as the surrounding infrastructure design and engineering will be completed, and access will be provided to the park land at that time.

Transportation

Local Road Connections:

- Per the City’s requirements, the Coeur Terre road network is designed to connect with roadways in surrounding neighborhoods.

This property is located close to major transportation infrastructure with the property bounded by a collector road on the north (future W Hanley Ave) and an arterial road on the west (N Huetter Rd) and an interstate highway system in close proximity on the south (I-90).

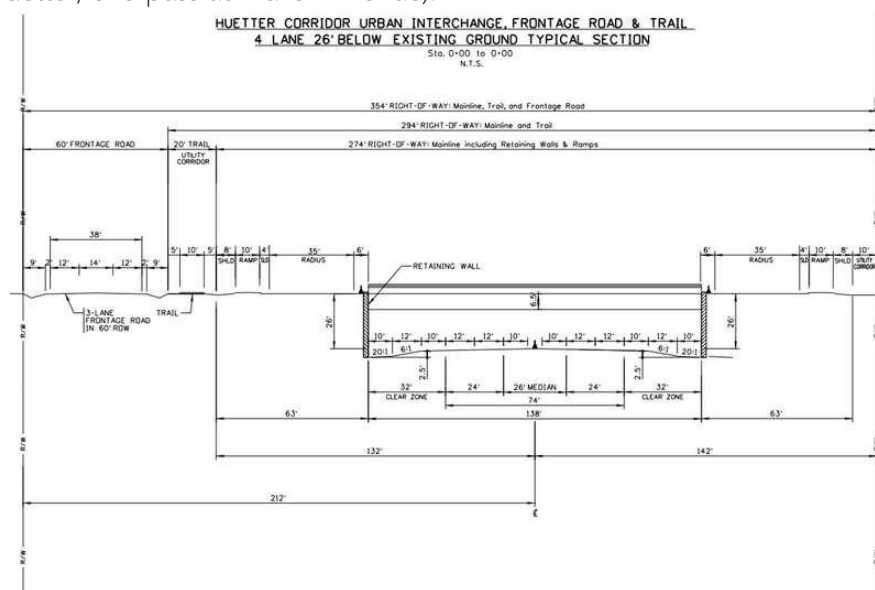
The design is laid out so that future roads connect to residential collector streets in existing neighborhoods to the east. These planned connections aid in the traffic circulation for the development as well as the surrounding neighborhoods, primarily allowing the surrounding neighborhoods access to the amenities provided by the landholding. The planned connection points are at: W Spiers Ave, W Nez Perce Rd, W Arrowhead Rd, and W Woodside Ave to the south. The proposed road and trail connections are in Attachment 7.

The western planned road connections will be onto N Huetter with spacing no less than that allowed by the City and/or Post Falls Highway District's access management policy.

Huetter Bypass:

- The Coeur Terre Master Plan is designed to work with or without the Huetter Bypass (not the applicant's project).

Planning for this project has incorporated much discussion with varying agencies regarding the Huetter Bypass. The Bypass is currently planned as a grade separated limited access highway, adjacent to the west boundary of the landholding. The Huetter Bypass is currently undergoing an ITD-led NEPA alternatives analysis and with that project outcome still pending, it is not depicted within these planning documents. That being stated, the Bypass has been planned for in the applicant's master planning process and the land use scenarios depicted herein also allow for, and are compatible with, a depressed bypass with limited access to the landholding (future interchange at Poleline and Huetter, overpass at Mullen Avenue).



KMPO Huetter Corridor Urban Interchange Typic Section

Traffic:

- Extensive traffic studies have been completed by outside engineering firms and the KMPO to measure the impact of the community's build-out on the roadways.
- Applicant acknowledges the traffic study results and is aware that developer paid impact fees are to be paid, based on pre-defined traffic conditions.

The applicant has engaged CivTech Inc. to prepare a Transportation Impact Study including traffic analysis, modeling, and determination of system impacts. To accomplish this, CivTech collected traffic count data at 8 existing intersections that fall within the City boundaries and limits. The City approved which intersections were to be used for the study.

The results of the existing City system are as follows:

Synchro ID	Intersection Name	Type	Movement	AM		PM	
				Delay/VC	LOS	Delay/VC	LOS
2	N Huetter Rd & Big Sky Dr	TWSC	NB App	0.0	A	7.8	A
			EB App	12.3	B	13.5	B
3	N Huetter Rd & E Poleline Ave	TWSC	NB App	8.0	A	8.0	A
			EB App	13.3	B	22.8	C
4	N Huetter Rd & E Mullan Ave	TWSC	NB App	8.0	A	7.8	A
			EB App	11.1	B	13.6	B
			WB App	0.0	A	15.2	C
			SB App	0.0	A	0.0	A
5	N Huetter Rd & E Seltice Way/W Seltice Way	Signal	NB Left	10.5	B	12.8	B
			NB Thru/Rt	12.0	B	14.5	B
			SB Left	8.0	A	11.3	B
			SB Thru/Rt	9.4	A	13.3	B
			EB Left	21.7	C	25.9	C
			EB Thru/Rt	27.6	C	25.3	C
			WB Left	21.9	C	20.3	C
			WB Thru/Rt	28.5	C	42.5	D
			Overall	21.3	C	29.8	C
11	N Atlas Rd and Hanley Ave	Signal	NB Left	7.6	A	5.5	A
			NB Thru	9.5	A	10.9	B
			NB Right	6.3	A	5.5	A
			SB Left	6.6	A	6.3	A
			SB Thru	11.2	B	8.7	A
			SB Right	0.0	A	6.8	A
			EB Left	22.9	C	24.4	C
			EB Thru	24.0	C	25.5	C
			EB Right	27.7	C	26.4	C
			WB Left	32.7	C	30.1	C
			WB Thru	19.8	B	22.2	C
			WB Right	20.3	C	23.0	C
Overall	15.2	B	12.8	B			
12	N Atlas Rd and W Nez Perce Rd	TWSC	NB App	8.3	A	8.2	A
			EB App	13.5	B	17.2	C
13	N Atlas Rd and W Appaloosa Rd	TWSC	NB App	8.3	A	8.2	A
			EB App	12.6	B	14.3	B

14	N Atlas Rd and W Seltice Way	Round about	WB app	4.6/0.160	A	10.2/0.535	B
			SB app	8.7/0.476	A	13.3/0.540	B
			EB App	8.2/0.385	A	6.5/0.333	A

The applicant provided the land use planning concept that was developed in April of 2020. The land use concept was divided into smaller traffic flow areas (Transportation Analysis Zones TAZs) to allow for routing within planned utility and transportation corridors. The land use information was provided to the KMPO and was calibrated to the local KMPO 2045 traffic model for consistent application of the traffic flow value across the planning area. Traffic from the proposed development plan was modeled by the KMPO and provided to CivTech for further evaluation and documentation.

The KMPO also provided planning level analysis results to CivTech in the form of roadway and intersection volume-to-capacity ratios. These analysis results are then used to determine if adequate facilities are planned to accommodate the future development and accounts for potential surrounding developments that could occur over the next 23 years.

The results provided to CivTech from the KMPO indicate that the new collector system proposed as part of the development will help facilitate and distribute local and regional traffic, allowing for alternate choices for drivers. The KMPO modeling indicates that the proposed facilities internal to the site are adequately sized to accommodate the anticipated traffic generated by the Coeur Terre development and that the surrounding roadway facilities are planned to accommodate the proposed growth within the region, consistent with the City's Comprehensive Plan as well as the KMPO Metropolitan Transportation Plan. The modeling indicates that the level of congestion is commensurate with the level of development in the region and that adequate facilities are provided to accommodate the future regional growth.

The City's engineering staff and KMPO staff have been involved with the scoping, model set-up, provision of data, and feedback on the results of the plan. Their suggestions as to scope of the evaluation have been incorporated into the analysis and they have reviewed the modeling results and the final plan. It is also important to note that the City's Comprehensive Plan update included traffic analysis for the annexation area. The Comprehensive Plan analysis was performed by Kittelson, who evaluated various place types and growth scenarios to determine potential impacts the transportation network. Specifically, Kittelson reviewed the resulting travel demand model outputs and analysis and provided qualitative assessment of scenarios including how well the scenario was supported by current transportation plans and where there may be deficiencies and potential actions to address deficiencies. The consultant was to perform spot checks on model outputs at up to fifteen locations to assess model performance through the City's Comprehensive Plan update process.

The exact timing of these improvements will be based on project phasing in (time, size, and nature of land use) as well as the development of other external projects that are extraterritorial to the development of this landholding. Given the twenty to thirty year anticipated project build-out, it is important to recognize this and to further acknowledge that the nature of the projects that the City desires may also change during that time. Given that, it is appropriate that at the time of each

subdivision or site planning phase that the applicant models traffic impacts and pays appropriate and proportionate impacts fees toward the identified improvements. Dedications and easements will be provided as appropriate with development.

Wastewater

- ☑ All aspects of the community's impact to the City's wastewater (sewer) system have been extensively studied by an outside engineering firm, JUB. Impact fees will be assessed to the developer (in advance of city need), based on specific/detailed thresholds stipulated in the engineering report.

A Technical Memorandum Wastewater Collection Study was developed by JUB Engineers, the City's Wastewater Engineer, in a coordinated effort between the applicant and the City of Coeur d'Alene. JUB utilized the City's 2013 Hydraulic Computer Model and GIS to provide baseline information to evaluate options.

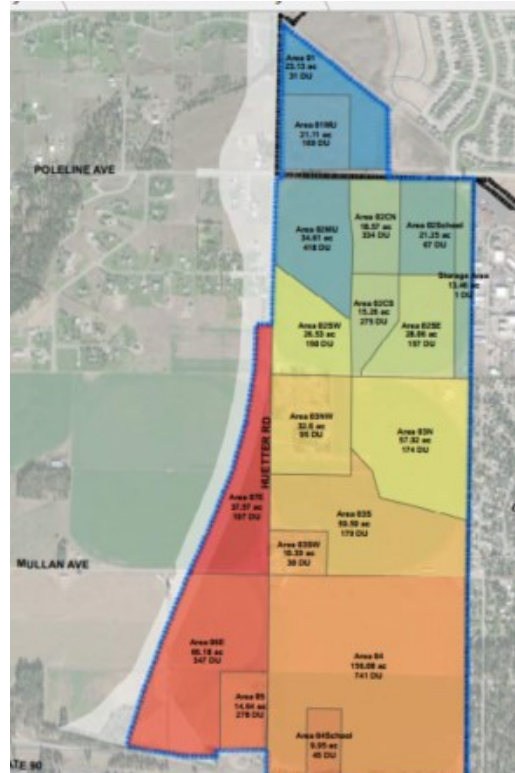
The goals in the study were to:

- Utilize the City's Wastewater Model to evaluate the collection system capacity and define the limiting reaches (bottlenecks) that will be created by the proposed changes in the Study Area
- Provide alternative solutions for sewer service to the Study Area
- Incorporate the most current development planning within the Study Area
- Maintain City-defined service levels in the affected downstream wastewater reaches

The study area for the analysis is based on property located to the east side of Huetter Road and also the future Huetter bypass.

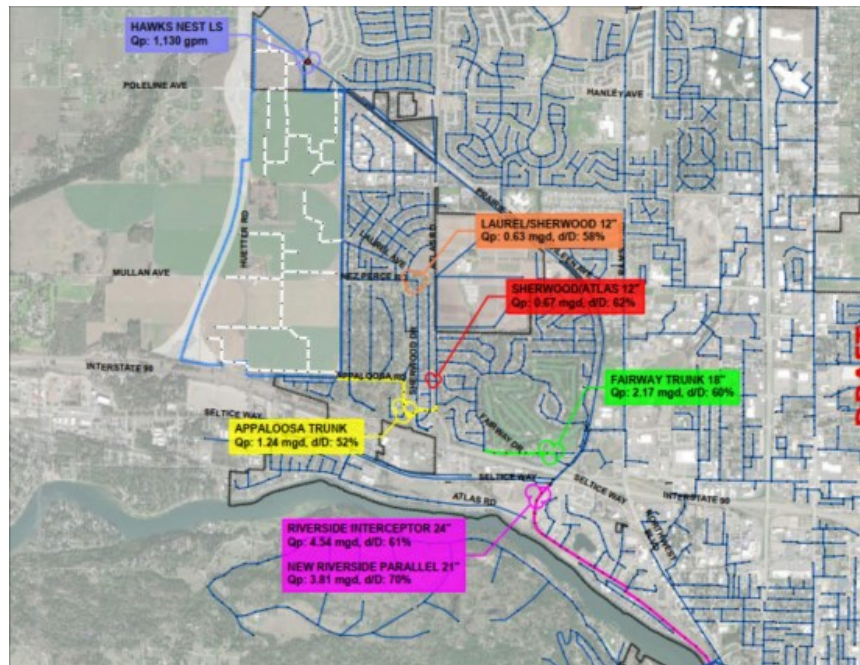
The applicant provided detailed topographic data produced by land survey to augment the more generalized topographic information utilized in the 2013 master Plan. This topographic data, when partnered with the Master Plan Pipe Design parameters for upsizing, allowed the for evaluation of specific pipe segments in relation to future planned demand. The pipe and manhole GIS data from the 2013 model were then verified to this topographic data. Where discrepancies were found, field measurements were obtained to further verify model data, including the measurement of existing rims to invert depths.

Once the model was updated and field verified, it was then populated with proposed flow volumes to determine system impacts. The applicant provided the land use planning concept that was developed in April of 2020. The land use concept was divided into smaller flow areas to allow for routing within planned utility and transportation corridors. The flow value remained consistent with the 2013 flow value of 155 gallons per day. The anticipated flow from non-residential land uses such as schools and commercial areas was converted into Equivalent Dwellings Units for consistent application of the flow value across all planning areas. Piping within the Study Area was routed through the proposed development plan, taking into consideration the existing ground contours and planned rights of way, for the most likely gravity sewer path. Check lines were extended to the edges of each planning area to determine the approximate boundaries of gravity sewer service and if any areas were not reachable by gravity lines.



Wastewater Collection Study
Flow Generation Areas

The proposed system flow routing is as follows:



Wastewater Collection Study Infrastructure Improvements

To accomplish this flow routing the following improvements will be needed:

Project Name	Description	Consideration
Hawks Nest Lift Station	Pump upgrades, on-site piping, and electrical	12" force main transitions to 10" and appears sufficient for increased flow, expansion will involve a direct bore into the existing wet well--or if upstream manholes are utilized, this could require force main pipe upsizing
Laurel/Sherwood and Sherwood/Atlas Trunk Mains	Connect to existing 8" gravity in Laurel Avenue	A 12' pipe segment immediately upstream of connection to Atlas pipe should be monitored to determine if pipe upsizing is merited.
Appaloosa Trunk Main	Upsize existing 12" gravity in Appaloosa to Atlas Road to a 15" with slope modifications in Appaloosa Road, Lodgepole Road, and Peartree Road	Create a more uniform slope
Fairview Trunk Main	Slope modifications to existing 18" gravity from Masters Drive to Appleway Avenue	Create a more uniform slope
Riverside Interceptor	Revise flow from the Hawks Nest Liftstation force main and Fairview Trunk Main to a new 21" gravity in same alignment.	

The exact timing of these improvements will be based on project phasing in (time, size, and nature of land use) as well as the development of other external projects that are extraterritorial to the development of this landholding. Given the twenty to thirty year anticipated project build-out, it is important to recognize this and to further acknowledge that the nature of the projects that the City desires may also change during that time. The applicant acknowledges that in contrast to transportation impacts, some of this impact will be attributable only to this project and that the cost of funding these improvements or a proportionate share will likely lie with the applicant, however, it is appropriate that at the time of each subdivision or site planning phase that the applicant models sewer impacts and either constructs necessary infrastructure or in the case that there are other benefiting parties, pays appropriate fees toward improvements needed. Dedications and easements will be provided as appropriate with development.

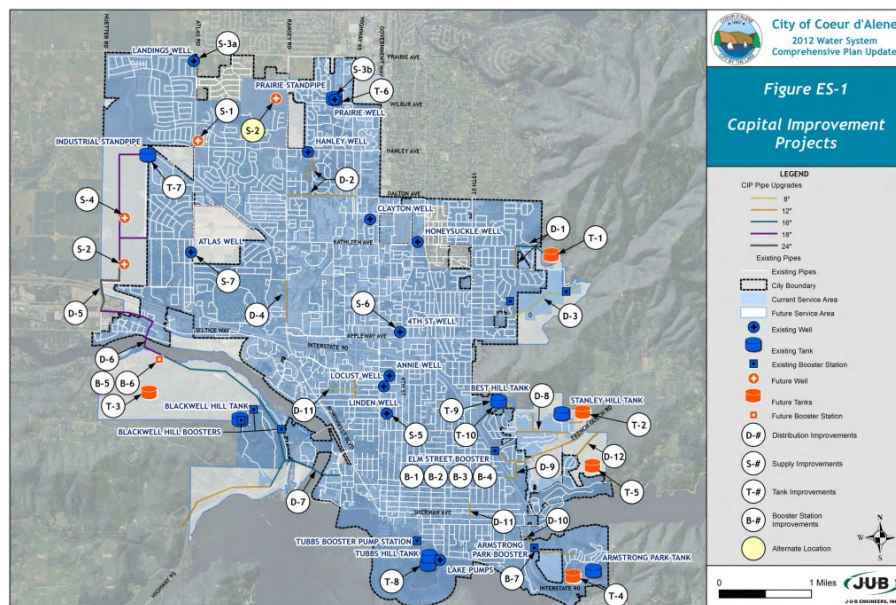
Potable Water, Fireflow, and Irrigation

- ☑ The City has confirmed that there are ample water resources/systems available to serve the entire development.
- ☑ The Applicant is gifting land to the City for a new well site that benefits the overall water system.

The applicant has been working with the City Water Department to discuss the various water needs of the annexation area. Discussions to date have indicated that there is adequate potable water capacity to supply potable water and fireflow for the project through build-out. As such, the applicant has not engaged a consultant for a specialized water study. The Water Department has also requested dedication of property for a future well site. Dedication of one half an acre of land for this is proposed with this annexation in the location depicted on the east side of the master plan.

The City's 2012 Water System Comprehensive Plan update addresses the annexation area, depicting the construction of main lines to serve this area. There are many more intricacies to the system plan, but for this area a new well will be installed that will pump water to the elevated water tower (Industrial Standpipe) at the corner of Hanley and Carrington, with the applicant dedicating the approximately the one half acre of land through deed to the City. The Industrial Standpipe is a 160' tall steel structure constructed in 1999 with a storage capacity of two million gallons.. The Industrial Standpipe supplies water to the Upper Zone, which can also supply water to the General Pressure Zone via pressure-reducing valves.

The 2012 Water System Comprehensive Master Plan indicated that the City has made policy decisions to provide reasonable minimum flows and pressures for fire protection. If there are any exceptionally high fire flow demands that exceed Fire Flow Targets, this owner will be required to provide onsite fire protection through storage, pumping and sprinklers to meet the demand. Fireflow needs and responsibilities will be determined at the time of build-out of individual phases of the project.



City of Coeur d'Alene 2012 Water System Plan Capital Improvement Plan

As to irrigation, the applicant has adjudicated water rights under water right #952174. This water right allows for 3 cfs with no volume limitation with 1.68 820 acre feet per annum from March 15- November 15 of each year. The applicant is interested in utilizing this for irrigation and water features throughout the project. The applicant also has additional water rights in the area that can be utilized for irrigation and has the option to apply for new water rights if needed.

Attachment 8 depicts proposed infrastructure and utilities.

Services

Schools:

- The Applicant reached out to the School District at the beginning of planning efforts to work through their preferences on school site locations and layouts.
- The Applicant and School District have already signed a Memorandum of Understanding (MOU) regarding a middle school and elementary school site.

The applicant has met with the Coeur d'Alene School District #271 superintendents and their administrative staff since early 2020 to develop a plan for public schools. The master plan depicts a twenty acre middle school site located in the northeastern corner of the site and a ten acre elementary school site in the south central portion of the site. The District administration has determined these are preferred locations and sizes within the context of the surrounding transportation, trail, and park infrastructure as well as within the context of the surrounding land uses. For instance the District expressed a preference for the commercial areas of the site to be located some distance from the Middle School site and for multi-family and higher density single family to be located in closer proximity to each school site. The District #271 Board and applicant have entered into a Memorandum of Understanding related to the schools sites, the details of which are in Attachment 9. A summary of the MOU is that the middle school site will be procured through land purchase and the elementary school site will be gifted by the applicant to the Coeur d'Alene School District.

Fire and Police:

- Public safety needs (from Fire/Police chiefs) have been integrated into the Master Plan.

The applicant has met with the City Police and Fire Departments. Various design suggestions by our first responders such as traffic calming features on the north/south arterial systems; safe road crossings through narrowed intersections; providing various points of vehicle access to the trails systems on the eastern side of the project; low level lighting of parks and trail systems; and similar items related to crime prevention through environmental design were discussed. The first responders also expressed the importance of careful management of multi-family housing through strong HOA associations and participation with Crime prevention Block Watch Programs. These concepts have been incorporated into the Master Plan by breaking up block systems, adding roundabouts to the north south boulevard road system, and widening the eastern path system. Care will also be taken at the time of amenity construction to develop carefully lit spaces and to engage in space planning for safety. Police and Fire also discussed the need for carefully designated parent drop-off and bussing

areas which can be separated from standard traffic, which is a consideration for the City and the Schools at the time of building permit review and approval.

There were also discussions about facility needs--with both agencies determining that their facility needs will be met through existing facilities where dispatch to the annexation area and other areas of the city can be accomplished more effectively. If local space for police officers is needed at some point in time, a space that could be developed in areas of the project, such as within the retail center area.

Coeur d'Alene Airport:

The Coeur d'Alene Airport Has Been Considered In Development Of This Plan

The Coeur d'Alene Airport Master Plan indicates that this area is outside of the Land Use Overlay Zones related to safety and general traffic' however there are current and future noise decibel rating overlays on a small portion of the northeast portion of this property.

Phasing Plans and Timing of Project

The Coeur Terre Master Plan is a multi-phase project, that will be developed over time, in a similar manner as Coeur d'Alene Place (which has been underway over 20 years).

It is anticipated that development will begin on the north side of the property, likely beginning near the new Middle School site, though there are other areas within the eastern and southern portions of the annexation area that could also be developed readily given the availability of existing infrastructure.

Because of the large land area and lengthy build-out, the property is anticipated to be developed in general accordance with the attached master plan; with the actual development to be through individual Planned Unit Developments (PUDs), standard subdivisions, and site plans. The larger PUDs and subdivisions are anticipated to be phased, with yearly or bi-yearly sub-phases, all of which will be subject to approval by the City. All unit and square footage types and counts will continue to be calibrated with market needs as individual phases of the project develop.

The applicant and City will utilize the master plan for land use and infrastructure planning. To ensure the timeliness and applicability of off-site infrastructure construction, studies will be conducted with each major phase to investigate the unique impacts of that specific phase of development as it relates to transportation level of service and other infrastructure concurrency needs.

Respectfully Submitted,



Connie Krueger, AICP
Principal Planner

Plans, Studies, and Attachments

Plans Utilized in Master Planning:

City of Coeur d'Alene:

- 2021 Parks Master Plan
- Wastewater System Master Plan
- 2012 Water System Comprehensive Plan Update
- 2017 Trails & Bikeways Master Plan Update
- 2022-2042 Comprehensive Plan
- 2007-2017 Comprehensive Plan

Kootenai Metropolitan Planning Organization:

- 2019 Critical Arterial Corridors Within and Effecting the Coeur d'Alene Urbanized Area
- 2009 Huetter Corridor Study Final Right of Way Needs Report
- 2018 Regional Non-Motorized Transportation Plan

Specialized Studies Created:

CivTech Traffic Analysis Memorandum

JUB Engineers Technical Memorandum Wastewater Collection Study October 2021

Attachments:

1. Annexation Area Property information
2. Annexation Area Proposed Concept Master Plan
3. Annexation Area Proposed Zoning and Land Use Map
4. Annexation Area Proposed Zoning and Land Use Plan with Sample Types
5. Local Worker Housing Toolkit
6. Annexation Area Proposed Parks and Open Space Plans
7. Annexation Area Proposed Roads and Trails
8. Proposed Infrastructure and Utilities Plan
9. Coeur d'Alene School District #271 Memorandum of Understanding





PUBLIC COMMENTS



STUHMILLER, SHANA

From: Donna Phillips <dphillips@cityofhaydenid.us>
Sent: Monday, September 19, 2022 10:32 AM
To: STUHMILLER, SHANA
Cc: chris.higginbothm@itd.idaho.gov; marvin.fenn@itd.idaho.gov; gmiles@kmpo.net; shannon@postfallshd.com
Subject: RE: [EXTERNAL] City of Coeur d'Alene Planning Department, Public Hearing Notice
Attachments: A-4-22 public Hearing notice2.pdf

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

Good Morning,

The City of Hayden appreciates the ability to comment on the proposed annexation, and suggests that this request for comment also be sent to Idaho Transportation Department, Kootenai Metropolitan Planning Organization, and Post Falls Highway District. I did not see them on the list of folks who received the notice. Additionally based on the location adjacent to Huetter Road, and as the City of Hayden has tried to preserve the area proposed to be within the Huetter Bypass, it would seem that a request to preserve the footprint of the Huetter Road for future development into the bypass would seem prudent in accordance with the plans of the KMPO. The City of Hayden, required a building setback to be preserved at the time of annexation of those properties adjacent to this roadway north of Prairie Avenue within an annexation agreement. The City understands that this annexation is well south of Prairie Avenue, however, it is near the connection from Interstate 90 as proposed, and the northern area just south of Poleline Avenue is identified as part of the footprint of the Planned Huetter roadway.

In either case, I would defer to one of the three identified agencies (copied here) that I can't seem to find in the list and their direction related to this preservation of area as part of any future development of the land.

Sincerely,

Donna

Donna Phillips
Community Development Director
(208)209-2020
dphillips@cityofhaydenid.us

From: STUHMILLER, SHANA <SHANA@cdaid.org>
Sent: Wednesday, September 14, 2022 1:29 PM
To: Avista <Jamie.Howard@avistacorp.com>; Brittany Stottlemire <Brittany.Stottlemire@avistacorp.com>; Chad Polak <Chad.M.Polak@p66.com>; Chet Gaede <chet.gaede@msn.com>; Chris Riedeman <criedeman@kec.com>; citizen <mcghie1945@gmail.com>; Corp of Engineers <michael.aburgan@usace.army.mil>; Cyndi(Citizen <cdarling@icehouse.net>; East Side Highway District <eshd@imaxmail.net>; emily blunt <emily@cdadowntown.com>; jeff boller <jboller@cdaschool.org>; Jeff Voeller <jvoeller@cdaschools.org>; John Cowley Dist Supt NW Pipeline Corp <ty.broyles@williams.com>; Karen Hansen <barnun33@hotmail.com>; Kate Orozco <korozco@cdaschool.org>; Ken Windram <ken@harsb.org>; Kootenai County <dcallahan@kcgov.us>; Kris Jackson <krisj1216@gmail.com>; Mark Hinders <Mark@cdagabage.com>; Megan O'Dowd <megan@lyonsodowd.com>; Michael Thomas <mthomas@kec.com>; Mike Ahmer <mahmer@idl.idaho.gov>; Pam Westberg <pwestberg@cdaschool.org>; Philip Evander <pevander@kec.com>; Planning <Planning@cityofhaydenid.us>; Sandy Emerson

<jasandyemerson@gmail.com>; Scott Davis <sdavis@kec.com>; Scott Maben (smaben@cdaschools.org) <smaben@cdaschools.org>; Sharon Bosley <kea@kealliance.org>; Shon Hocker <shon.hocker@cdaschools.org>; Stephanie Oliver <soliver@harsb.org>; susie snedaker <susansneadaker@earthlink.net>; Tony Berns <tonyb@ignitecda.org>; Trina Caudle <tcadele@cdaschool.org>; Williams Gas Pipeline <Michael.Fitchner@williams.com>; Worley Highway District <worleyhwy@worleyhwy.com>; Yellowstone Pipeline <Michael.R.Sharpe@p66.com>

Subject: [EXTERNAL] City of Coeur d'Alene Planning Department, Public Hearing Notice

Greetings,

Attached is a copy of public hearing notice for A-4-22.

This item will be heard at the next Planning Commission Meeting held on Tuesday, October 11th and 12th(if needed).

If you have any comments please let me know.

Thanks,

Shana Stuhlmiller
Planning Department, City of Coeur d'Alene
Public Hearing Assistant

208.769-2240 ext. 240
shana@cdaid.org

STUHMILLER, SHANA

From: Klaus Grassmann <klisg641@gmail.com>
Sent: Saturday, September 24, 2022 1:58 PM
To: STUHMILLER, SHANA
Subject: Cour Terra development

Follow Up Flag: Follow up
Flag Status: Flagged

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

We are Klaus and Isabelle Grassmann. We live on 3433 N Buckskin Rd, in CouerD'alene, also known as Indian Meadows. Our property is directly adjacent to the proposed development.

We are both retired. Our decision to purchase this 1 acre property 7 years ago was not only for its beautiful home, but just as important, for its location adjacent to farmland (The Prairie), the beauty of mountain views, visible wildlife, wonderful sunsets, relative silence and privacy. We were not made aware of any future development. If that had occurred, we would have changed our plans.

1. The Cour Terra Development threatens to deny us of these enjoyments.
2. Additionally, the value of our property will be negatively impacted. Any thought of compensation for this loss?
3. Indian Meadows is a low density development, one home per acre. The aim of a good development should be not to place high density housing directly adjacent to low density. This appears not to be the case. Serious consideration needs to be given to a good transition between densities.

We ask you to give this serious consideration. Please acknowledge receipt. Thank you.

STUHMILLER, SHANA

From: ANDERSON, HILARY
Sent: Wednesday, August 10, 2022 9:41 AM
To: MCLEOD, RENATA; STUHMILLER, SHANA
Subject: RE: Coeur Terre Annexation Support

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you. We will add to our public comments on Coeur Terre.

From: MCLEOD, RENATA <RENATA@cdaid.org>
Sent: Wednesday, August 10, 2022 9:32 AM
To: ANDERSON, HILARY <HANDERSON@cdaid.org>; STUHMILLER, SHANA <SHANA@cdaid.org>
Subject: FW: Coeur Terre Annexation Support

I think this might be for your upcoming hearing... R

From: Shawn Anderson <shawn@monarchcustomhomes.com>
Sent: Monday, August 8, 2022 2:02 PM
To: MCLEOD, RENATA <renata@cdaid.org>
Subject: Coeur Terre Annexation Support

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Hello,

I am writing to encourage annexation of the land needed to develop the Coeur Terre project. It is a much needed affordable housing opportunity for local residents and the blue color workers needed to support our area's growth.

Thank you!

Shawn Anderson
Owner



RCE-2869



5097 N. Building Center Drive
Coeur d'Alene, ID 83815
(208) 772-9333 ~ (208) 772-9484 FAX
www.monarchcustomhomes.com

STUHMILLER, SHANA

From: MCLEOD, RENATA
Sent: Friday, July 22, 2022 12:46 PM
To: ANDERSON, HILARY; STUHMILLER, SHANA
Subject: FW: Written Comment Coeur Terre Annexation

Follow Up Flag: Follow up
Flag Status: Flagged

I assume this is an upcoming annexation, do you want to include it with the staff report to Council??? Thanks r

From: Levi Snyder <levistheauthor@gmail.com>
Sent: Friday, July 22, 2022 11:27 AM
To: MCLEOD, RENATA <renata@cdaid.org>
Subject: Written Comment Coeur Terre Annexation

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

Levi Snyder
4363 W. Woodhaven Lp.
Coeur d'Alene

I am writing to express support for the Coeur Terre Master plan, from what I have seen the project represents a thoughtful attempt to present a variety of housing options with some new commercial opportunities as well. I appreciate that the time has been taken to consult the school district and create a new school location easily accessible to these neighborhoods with walking/biking access.

Sincerely,
Levi Snyder

from the desk of
DON J. SCHMITT, M.D.

American Board of Family Medicine
Retired, 44 year Coeur d'Alene Resident
May 6th, 2022

to Cda City Council
& City Planning Department

Dear fellow citizens,

We are homeowners on **Arrowhead Drive**, Cda, off Atlas road westward, on one of the "thru streets" to serve the south end of the new development **Coeur Terra**. We have concrete or asphalt **driveways**, **landscaping** and **mailboxes** up to the pavement of Arrowhead. Many of us have **fences** also within the 12-13 1/2 foot boundary of City right of way. We have photos of the driveways and landscaping on the last page of this letter, for your reference.

We all have "one-acre" lots. Many of us were members of the Indian Meadows Homeowner's Association. Sidewalks came up to the east border of Indian Meadows, but as a **low-foot-traffic, horse rich, low density** neighborhood, we were inclined to landscape and access right up to the pavement. It gave our neighborhood a special charm and beauty. Compliments abound for **streetside flowers**. **Quail** love the **junipers**. It's the most beautiful part of our special, so far most beautiful city in the U.S.

We would like to **KEEP OUR LANDSCAPING**, **OUR FENCES** and **OUR DRIVEWAY ENTRANCES** as they exist. **Please do not widen our street** (there should be no fast-traffic-left-turn issues on Moccasin and the other north-south streets with low traffic).

PAGE 1

We are aware that **moving utility poles** in our neighborhood (to gain street width) will be very **expensive** to the city, as well.

We are also concerned about a **possible oversight by planners**: Nez Perce lines up E→W with **Mullan** thru Coeur Terra and is already a much **wider access/exit** to the new development. **Nez Perce** is also **centered north-and-south** into the greater development, and has some potential for high traffic barrier fence on the north side right of way, as anticipated already by residents on that road (as evidenced by solid fences and **driveways built onto Buckskin and Moccasin**, not Nez Perce).

Nez Perce also will feed quickly into **W. Kathleen Ave**, Holy Family School, U.S. Forest Service, B.L.M., Ramsey Elementary School, Woodland Middle school, Kootenai dump site, law enforcement, city fire station, a large gravel pit facility, Fred Meyer and nearby businesses: restaurants, Parker Toyota, Super 1, Auto Parts, Charter Academy, Home Depot, Idaho Rec with Fish and Game, Spectrum and other public and commercial outfits.

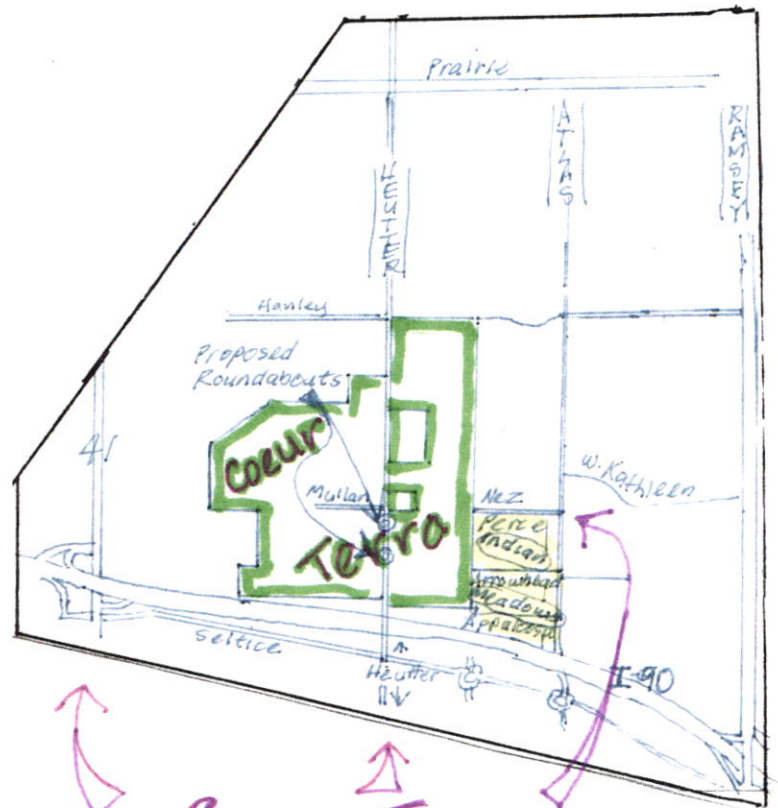
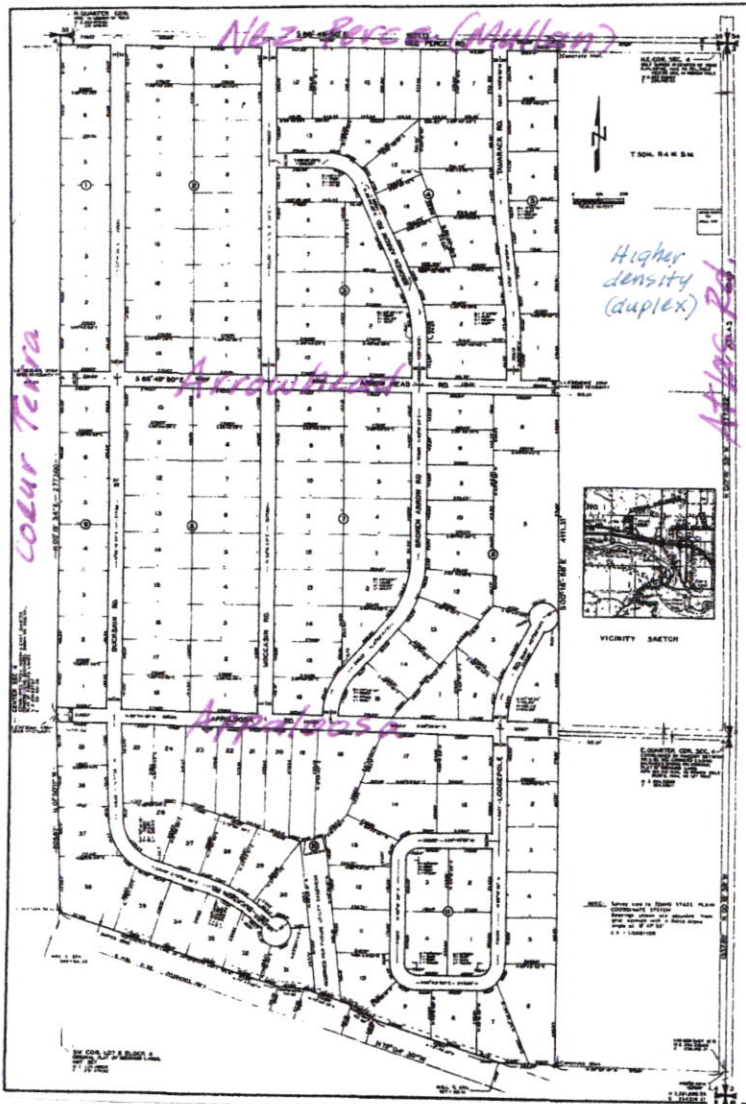
**THIS GUARANTEES HEAVY PUBLIC-
SAFETY AND COMMERCIAL TRAFFIC
ON MULLAN ↔ NEZ PERCE** ^{(for decades).}

(See Page 4 for a general map of this route.)

Below is a platt of Indian Meadows bordering Coeur Terra. There is a street map showing I-90 exchanges at Ramsey and Hwy. 41, depicting access to Coeur Terra aside from through our neighborhood. Note that Heutter road should be considered the "high-traffic" access to I-90 (and we see some more motive in that fact for expanding North-South traffic via Heutter).

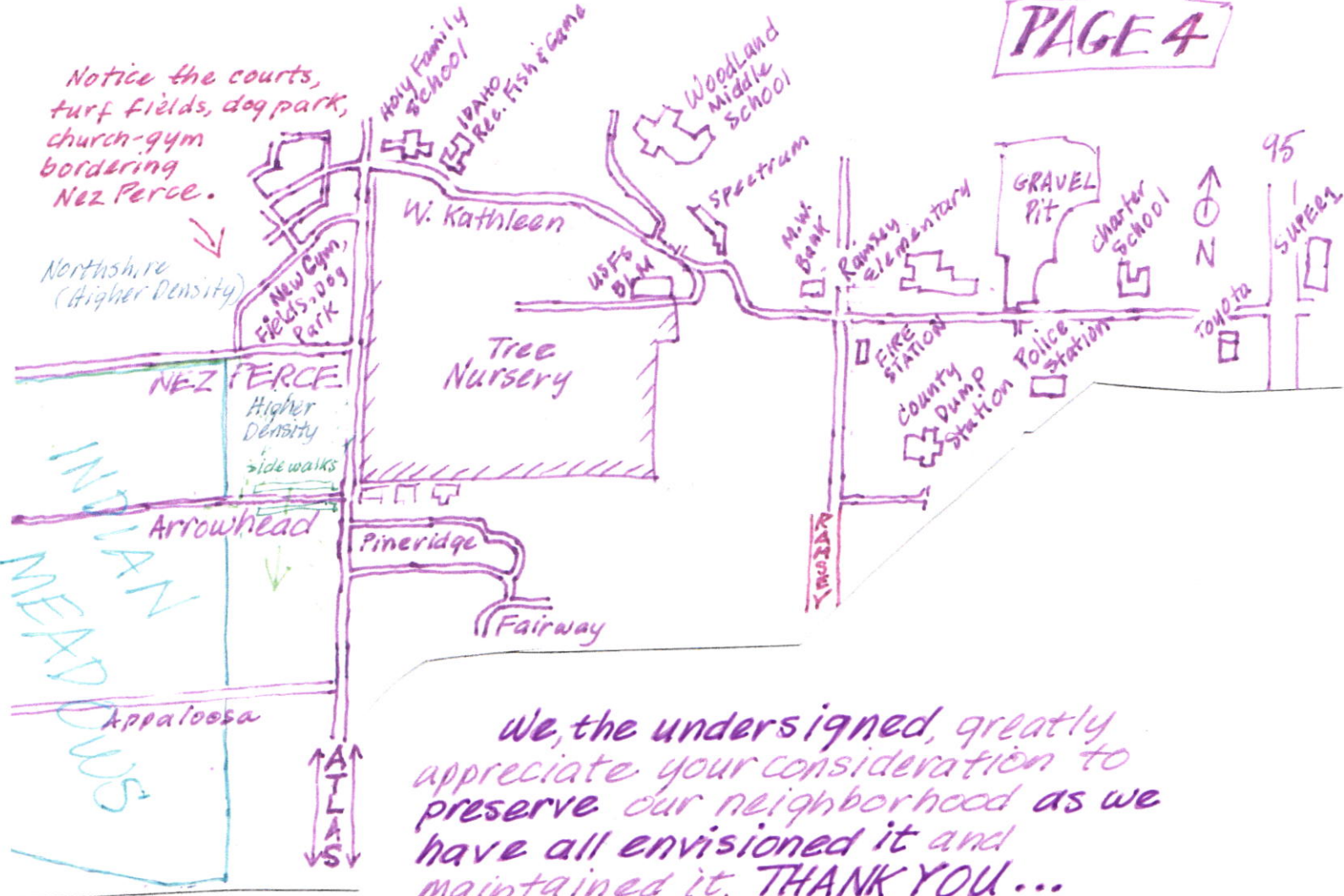
We fully support increased housing in our city. Lakeside Capital Group LLC and it's subsidiary Kootenai County Land Co. and the builders involved have a good plan for use of this special place on the prairie. Please don't let it spoil our special place in the pines.

INDIAN MEADOWS



Coeur Terra access

Notice the courts, turf fields, dog park, church-gym bordering Nez Perce.



We, the undersigned, greatly appreciate your consideration to preserve our neighborhood as we have all envisioned it and maintained it. THANK YOU...

TRIPOLI MEADOWS

Mike Curtis name ✓
 Rele name ✓
 signature ✓
 Buckskin name ✓
 Donald name ✓
 signature ✓
 Don Schmitt name ✓
 signature ✓
 Rickie Matthews name ✓
 signature ✓
 Nancy M Barr name ✓
 signature ✓
 Nancy M Barr name ✓
 signature ✓
 Theresa Potts name ✓
 signature ✓
 Broken Arrow name ✓
 signature ✓
 Arrowhead name ✓
 signature ✓
 Deborah name ✓
 signature ✓
 Robert Florey name ✓
 signature ✓
 Robert name ✓
 signature ✓
 Broken Arrow name ✓
 signature ✓
 Arrowhead name ✓
 signature ✓

PHOTOS of Arrowhead driveways, landscaping, fences, & mailboxes on PAGE 5



From the desk of Roger & Lorelei Ruddick, May 9, 2022.

To the Coeur d'Alene City Planning and City Council ~

Dear fellow citizens,

As property owners on Arrowhead Road and the surrounding neighborhood, it comes as quite a surprise to many of us to hear that our roads are to be widened and extended to accommodate traffic from a large housing development yet to be built. We are shocked, and somewhat suspicious, that as the people who would be most affected by this proposal, we have never been contacted by anyone from the city or road planning commission or the developers themselves. Some of us have only recently heard of this proposal by word of mouth from our neighbors in the Indian Meadows community.

The primary concern we have is the increased traffic, through roads, stoplights, etc., would completely change the quasi-rural character of our neighborhood. For the past nearly 50 years, this has been a low foot traffic, low vehicle traffic, low density neighborhood, complete with resident goats and horses. We enjoy walking our dogs and meeting our neighbors and chatting in the streets.

Our guess is that none of you have ever visited our neighborhood and we invite you to come.

We understand that growth happens.

We understand the need for more housing.

We even understand people not caring about things like this because it doesn't affect them personally.

What we can't understand is adopting a plan which seems like a short sighted willingness to "solve a problem" by destroying part of what makes our city so delightful, lessening our quality of life, and the probability of lowered property values.

Launie Robb
Jamie Bell
(3704 N. Tamarack corner of Arrowhead)

There are other options. We suggest going around.

Yes. Go around.

Wallace, Idaho is a perfect example. Instead of ruining the town, the interstate went around. If you've ever been to Wallace you will agree that the best decision, not the easiest, was to preserve that town in all it's charm and glory.

Atlas Road, the egress area for all this extra traffic, is one lane in each direction.

Far better for the traffic to be diverted around to Seltice to the south and Hanley to the north.

We ask you to consider going around.

Thank you from all of us on Arrowhead Road and all of Indian Meadows!

3059 N. Duckskin
Mike & Deborah
3702 Broken Arrow Rd
Rick & Mary
Mathews
4208 CAD ID 83815
Sharon & Don
4203 W Arrowhead
Dayna Williams
4211 W Arrowhead Rd.
Nancy M Bark
4107 Arrowhead Rd.
CDA Idaho - 83815

FORNICK & DEBORAH WILSON
4104 W. Arrowhead Rd.
Deborah Wilson
Terry & Roberta J. Kyrton
3609 N. Bunkers Ln

DAN & JULIE CHARLESKI
4212 W ARROWHEAD RD

Sheresa Potts
4103 W. Arrowhead Rd.
CDA 83815

3610 Broken Arrow Rd
Coeur d'Alene 83815

Roger & Lorelei Ruddick
5.7.22
20622 AND LORELEI
RIDDICK
4108 W ARROWHEAD RD
CDA, ID 83815

STUHMILLER, SHANA

From: ANDERSON, HILARY
Sent: Monday, June 06, 2022 2:18 PM
To: MCLEOD, RENATA; TYMESEN, TROY; ADAMS, RANDY; BOSLEY, CHRIS; GREENWOOD, BILL; HOLM, SEAN; BEHARY, MIKE; STUHMILLER, SHANA
Subject: FW: Concerns about Huetter Bypass, making it Scenic Corridor & Coeur Terre Development

See email from Glenn Miles below.

From: ANDERSON, HILARY
Sent: Monday, June 06, 2022 2:15 PM
To: G Miles <gmiles@kmpo.net>
Subject: RE: Concerns about Huetter Bypass, making it Scenic Corridor & Coeur Terre Development

Thank you, Glenn. I appreciate the additional details. We will share your email with the Planning Commission and City Council so that they have the background and full picture.

From: G Miles <gmiles@kmpo.net>
Sent: Monday, June 06, 2022 2:04 PM
To: ANDERSON, HILARY <HANDERSON@cdaid.org>
Subject: RE: Concerns about Huetter Bypass, making it Scenic Corridor & Coeur Terre Development

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

Good afternoon Hilary,

Thanks for forwarding the information. As you know, the corridor was officially approved by elected officials on the KMPO Board in 2009. The corridor was updated in July of 2022. The corridor is adopted in the KMPO Metropolitan Transportation Plan and a designated corridor on the Federal Functional Classification System as an National Highway System future route. Several individuals have moved into the adjacent area since that time and some who participated in the original extensive public involvement process in 2009, do not want the long planned for corridor to move forward.

I am very aware of Mr. McGhie's concerns. As Mr. McGhie has been informed, the U.S. 95 Alternate Corridor has been accepted by the ITD Board and was funded for completion of the environmental documents by the Idaho Transportation Department Board in May 2021. The effort has been assigned to the ITD District 1 Office who is contracting with HDR Engineering to conduct the effort.

Mr. McGhie (and others he is associated with) have expressed his concerns to the KMPO Board. I have also been told by ITD District 1 staff that he has also been assured that the ITD District 1 Office will keep him apprised of opportunities for stakeholder involvement and participation during the environmental process.

Regards,

Glenn

From: ANDERSON, HILARY [<mailto:HANDERSON@cdaid.org>]
Sent: Monday, June 06, 2022 1:32 PM
To: G Miles <gmiles@kmpo.net>; amarienau@kmpo.net
Subject: FW: Concerns about Huetter Bypass, making it Scenic Corridor & Coeur Terre Development

FYI.

From: Ronald McGhie <mcghie1945@gmail.com>
Sent: Monday, June 06, 2022 12:55 PM
To: ANDERSON, HILARY <handerson@cdaid.org>; MCLEOD, RENATA <cityclerk@cdaid.org>
Subject: Concerns about Huetter Bypass, making it Scenic Corridor & Coeur Terre Development

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

Attn:Hilary Anderson, MS

Please see the attached letter about concerns I would like to discuss with you. I need to know your opinion on the best way to present them to the Planning Commision and the City Council. Attached also is what I have sent to ITD and Gabe Gallinger at Lakeside Capital Group for your information..

Also attached are my June 7th public comments for the city clerk. I would like to have the city clerk get copies of Hilary's letter and all the others docx as they are all related to my comments on the June 7th Resolution No. 22-025 to the City Council.

Thank You

Ronald C McGhie
Big Sky Estates

June 5, 2022

Hilary Anderson, MS
City of CDA
Community Planning Director

I recently watched the videos of both the planning commission and city council approval of the CDA Comprehensive Plan 2022-2042. I must say I was very impressed with you and your staff's presentations and replies. After reading the plan, I can say it is a good plan for a downtown urban city but lacking in the area covering the city's transition to adjoining rural areas.

I live in Big Sky Estates on the south side of Big Sky Drive. My home is on the second lot west of Huetter and my son owns the lot adjacent to Huetter Road. We both are members of the No Huetter Bypass Group.

Huetter Bypass

We have worked with Dave Callahan at the county to stop the proposed overlay until the ITD Bypass NEPA study is complete.

Instead of the Bypass, I have been proposing an Alt I-90 Corridor from Hwy 53 at PV interchange along the BNFS RR that crosses the Prairie on the south side of Wyoming. After crossing Hwy 41 it goes along the easterly side of the UP RR to Hwy 95 above Boekel Rd. The existing Huetter Road may need a turn lane, but it is ridiculous to remove and lower the road while making a 354-foot-wide Bypass. Unfortunately, KATT and KMPO have failed to consider anything that would actually help the problems on Hwy 95 or I-90 in their goal to get the traffic off the Rathdrum Prairie. (See attached letter to Damon Allen and Mega Jahns).

Scenic Corridor

I would like to see the existing Huetter Rd declared a Scenic Corridor and protected. This scenic corridor is one of the last rural-agricultural routes that still runs through the Rathdrum Prairie, from Seltice Way to Boekel Rd. I will be asking all government agencies to help protect the view along this route through zoning and community cooperation. The public should not have to look at high-rise buildings along this corridor!

Coeur Terre Development

For the last several years I have kept in touch with Gabe Gallinger PE, who is the Land Development Manager for Lakeside Capital Group. He has kept me informed on the progress of the Coeur Terre Project. When he first told me they were going to meet with your office around the first of May, I called your office and asked if it was going to be a public meeting. I was informed the public meeting would be around June or July.

I am not against appropriate or reasonable growth, but I don't think the present vision of the Coeur Terre development is close to being either appropriate or reasonable. (See attached email to Gabe Gallinger)

The area along both sides of Huetter Road have been agricultural and rural 5 acre minimum since zoning was established. I fully understand why the agricultural land is being sold and buyers' right to develop. However, the development should have to be reasonable with the ACI area and the surrounding community.

During the declaration for annexation stage, I urge you to consider the following:

1. The Comp Plan 2022-2042 is a good plan for a city but is heavily weighted by the CDA 2030 group that uses the United Nations 17 Sustainable Development Goals and the CDA Economic Development Organization. While their goals of high density and commercial development and zoning may fit in the urban city, it does not fit this rural and agricultural area.
2. The Comp Plan 2022-2042 on page 7, showing the Reference to State Statute, does not show any Policy Framework being considered under the Special Areas or Site. On page 61, it states, "Although the role of the Comprehensive Plan is primarily to address citywide planning issues, it can be challenging to address the specific issues and needs of the areas. (This should be addressed in an amendment to the plan making the existing Huetter Rd a Special Area.)"
3. Action CI 2.1C02 states, "Foster a collaborative relationship with surrounding communities to manage development transition at the city and county limits and establish unique identities while maintaining connectivity. Consider mutually agreed upon wayfinding signage and open space buffers in transition areas." (A buffer is needed to protect the scenic Huetter Corridor.)
4. Action ER 2.2.C01 states, "Review and consider changing the Zoning Code to discourage obstruction of open view corridors of both public and private parks, green spaces and natural area". (How about R1 -1ac. zone along both sides of the existing Huetter Rd. with open green areas and trees.)
5. Action ER 4.1.J01 states, "Partner with other organizations to identify potential funding strategies and management structures to preserve open space on the Rathdrum Prairie for public benefit." (Ask Lakeside Capital to provide green areas with trees along both side of Huetter Rd.)
6. Action GD 1.7.C1 states, "Establish a visual resources inventory in community and determine if there are specific guidelines that should be

defined and established in the City Code for public view corridors in development projects.”

7. I ask, what is a community? Is it the block, the track, the neighborhood, the town, the city, the county, the state, or is it a particular ethos? How does one community affect the others? Are there things each separate community does to help each other or the entire community? One would think that saving a scenic rural road through the Rathdrum Prairie would be a benefit to all the drivers no matter where they live. **If these scenic routes are not protected now, they will soon be gone.**
8. We do not need a Town of Coeur Terre! Please don't ruin what little rural area we have left. **The traffic that these proposed densities and zoning would create would be intolerable!**
9. Currently, the Coeur Terre project area is KC-Rural and Agricultural, with CDA- R-1, R-3, and R8 to the north, south, and east, with no building over two stories. It would be nice to see 1ac lots along Huetter with green areas and trees, with nothing over the densities allowed in CDA R8 zonings throughout.
10. The developers have done a good job to the north, without three story building, commercial, and very high-density design. The new paper on June 2, 2022 stated, "Architerra Homes steps up for the community" and "We want to come up with creative ways to support the community." I hope this is true and that you will ask for their help.
11. Please work with developers, Kootenai County, and all the cities and State ITD to stop the Huetter Bypass and make it a protected scenic rural road through the Rathdrum Prairie, from Seltice Way to Boekel Road. It's now or never and the only good rural route remaining.
12. It's premature to design a development anywhere within a ¼ miles from either side of the existing Huetter Rd. until ITD decides about the Bypass.

Hope to meet you at the Tuesday Council Meeting.

Ronald C McGhie
7253 W Big Sky Drive
970-759-9697



**COEUR D'ALENE AREA
ECONOMIC DEVELOPMENT CORPORATION**

210 Sherman, Suite 206 ~ Coeur d'Alene, ID 83814 ~ 1.208.667.4753

August 16, 2022

The City of Coeur d' Alene
City Council and Planning Commission
710 E. Mullan Ave.
Coeur d' Alene, ID 83814
August 8, 2022

RE: Coeur Terre Land Annexation

Dear City Council and Planning Commission,

The Coeur d'Alene Area Economic Development Corporation/Jobs Plus (CdAEDC) supports the Kootenai County Land Company's proposed annexation of the Coeur Terre property into the City of Coeur d'Alene.

CdAEDC/Jobs Plus is the economic development organization for Kootenai County. Our mission is to build a healthy economy for the region by strengthening the economic base, diversifying the economy, supporting the creation of new jobs, and advancing workforce development. In a recent study by the University of Idaho (commissioned by the [Panhandle Affordable Housing Alliance](#) and our organization, [CdAEDC](#)), the report identified a shortage of 2,400 dwelling units and 2,700 unfilled positions. The latter is product of both the shortage in housing and the national decline in workforce participation. Nonetheless, the county has a housing shortage that is equivalent to 1.5-2 years of housing construction, based on previous years' building permit reports for the county and the four cities of Coeur d'Alene, Post Falls, Hayden, and Rathdrum. This project helps address this major shortage.

We, therefore, fully support the future development of the property into a well- planned, mixed-use project consisting of a wide variety of housing types, commercial areas, school sites, and parks to be developed through phasing over 20-30 years. [Coeur Terre | Kootenai County Land Company \(kcolandcompany.com\)](#) The project will directly benefit the community by providing much needed housing, employment opportunities, parks, schools, and property and sales tax revenue for City services.

BOARD OF DIRECTORS

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Intermax Networks

Brad Marshall, Past Chairman

J-U-B Engineers

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Kootenai County

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Troy Tymesen

City of Coeur d'Alene

Mayor Ron Jacobson

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Mayor Scott Forssell

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Hagadone Corporation

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Dr Nick Swayne, North Idaho College

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Nicole Sherman

Numerica Credit Union

Chris Meyer

Parkwood Business Properties

Scott Marikis, Empire Airlines

Kara Heikkila, Witherspoon Kelley

Alivia Metts, ignitecda

Jessica Bauman

Express Employment Professionals

Eve Knudtsen, Knudtsen Chevrolet

Pam Houser

Jobs+ Action Committee

Wally Jacobson

Panhandle Area Council

Representative Paul Amador

Idaho State Legislature

Gynii A. Gilliam

President & CEO

The property is in the City's Area of City Impact (ACI) and in-line with the City's Comprehensive Plan. Moreover, nearby zoning supports the project. In addition, the site is adjacent to city limits connected to existing development, streets, and utilities and is a natural progression of outward growth of the city. More specifically, the project will include a wide variety of housing types, from small to large lot single family homes, townhomes, apartments, senior housing, retail, office and medical space, parks, and school sites.

As a mixed-use project, the development will reduce vehicle trips to the City Center for services and provide on-site employment opportunities and commercial property tax revenue for the associated city services. As members of the business community, we need housing for our employees, customers, and patients and recognize that the income from services and supplies from the development of the property will benefit our community as a whole.

In summary, we are respectfully requesting both the City of Coeur d Alene Planning Commission and City Council to approve the proposed annexation and zoning of the Coeur Terre Property based on the ACI, Comprehensive Plan, adjacent zoning, street, utilities, proposed housing types and needs, parks, school sites and the economic benefits to our city.

Please do not hesitate to contact me if you need additional information regarding our strong support of the Coeur Terre Land Annexation.

Sincerely,



Gynii A Gilliam, President & CEO

Coeur d' Alene Area Economic Development Corporation/Jobs Plus

Email: gynii@cdaedc.org; Website: www.cdaedc.org

Office: (208) 667-4753; Cell: (208) 756-7889

The City of Coeur d' Alene
City Council and Planning Commission
710 E. Mullan Ave.
Coeur d' Alene, ID 83814
August 16, 2022

RE: Coeur Terre Land Annexation

Dear City Council and Planning Commission,

Northwest Specialty Hospital supports the Kootenai County Land Company's proposed annexation of the Coeur Terre property into the City of Coeur d'Alene. We support the future development of the property into a well-planned, mixed-use project consisting of a wide variety of housing types, commercial areas, school sites, and parks to be developed through phasing over 20-30 years. [Coeur Terre | Kootenai County Land Company \(kcolandcompany.com\)](https://www.kcolandcompany.com) The project will directly benefit the community by providing much needed housing, employment opportunities, parks, schools, and property and sales tax revenue for City services. We really support the proposed dedication of properties to healthcare, first responders and teachers.

The property is in the City's Area of City Impact (ACI), and the City's Comprehensive Plan and nearby zoning support the project. In addition, the site is adjacent to existing the city limits connected to existing development, streets, and utilities and is a natural progression of outward growth of the city. More specifically the project will include a wide variety of housing types, from small to large lot single family homes, townhomes, apartments, senior housing, retail, office and medical space, parks, and school sites. As a mixed-use project, the development will reduce vehicle trips to the City Center for services and provide on-site employment opportunities and commercial property tax revenue for the associated city services. As members of the business community, we need housing for our employees, customers, and patients and recognize that the income from services and supplies from the development of the property will benefit our community as a whole.

In summary, we are respectfully requesting both the City of Coeur d Alene Planning Commission and City Council to approve the proposed annexation and zoning of the Coeur Terre Property based on the ACI, Comprehensive Plan, adjacent zoning, street, utilities, proposed housing types and needs, parks, school sites and the economic benefits to our City.

Respectfully,



Rick Rasmussen, CEO
Northwest Specialty Hospital

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

A-4-22

A. INTRODUCTION

This matter having come before the Planning Commission on October 11, 2022 and there being present a person requesting approval of ITEM A-4-22 , a request for zoning prior to annexation of +/- 440 acres from County Ag Suburban to City R-8, R-17, C-17L, and C-17.

APPLICANT: KOOTENAI COUNTY LAND COMPANY, LLC

LOCATION: PROPERTY NORTH OF INTERSTATE-90 AND WOODSIDE AVENUE,
SOUTH OF WEST HANLEY AVENUE, EAST OF HUETTER ROAD, AND
WEST OF ATLAS ROAD

**B. FINDINGS: JUSTIFICATION FOR THE DECISION/CRITERIA, STANDARDS AND FACTS
RELIED UPON
(The Planning Commission may adopt Items B1 to B7.)**

- B1. That the existing land uses are residential and commercial
- B2. That the Comprehensive Plan Map designation is Single Family Neighborhood, Compact Neighborhood, Urban Neighborhood and Mixed-Use Low.
- B3. That the zoning is County Ag Suburban.
- B4. That the notice of public hearing was published on, September 17, 2022, which fulfills the proper legal requirement.
- B5. That the notice of public hearing was posted on the property on October 3, 2022 , which fulfills the proper legal requirement.
- B6. That notices of public hearing were mailed to all property owners of record within three-hundred feet of the subject property.
- B7. That public testimony was heard on October 11, 2022.

B8. That this proposal **(is) (is not)** in conformance with the Comprehensive Plan policies as follows:

Community & Identity

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

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

Goal CI 3: Coeur d'Alene will strive to be livable for median and below income levels, including young families, working class, low income, and fixed income households.

Objective CI 3.1: Support efforts to preserve existing housing stock and provide opportunities for new affordable and workforce housing.

Growth & Development

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

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

Objective GD 1.5: Recognize neighborhood and district identities.

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

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

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

Criteria to consider for B9:

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

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

Criteria to consider for B10:

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

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

Criteria to consider for B11:

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

C. ORDER: CONCLUSION AND DECISION

The Planning Commission, pursuant to the aforementioned, finds that the request KOOTENAI COUNTY LAND COMPANY, LLC for zoning prior to annexation as described in the application should be **(approved)(denied)(denied without prejudice)**.

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

Note: The following items are specific to this annexation request and are potential conditions that are subject to negotiation between the parties. All other policies and department requirements for development are obligatory and included in the annexation and development agreement.

Water:

- Existing public utility easements for the City's 24" transmission main will be maintained or replaced at the developer's expense.
- The property for an existing water storage facility under the tank, as mutually agreed upon, shall be transferred to the City.
- A well parcel for a potential new water source is required to be transferred to the City as the developer's contribution toward the expense of developing an additional water source to adequately serve the community. The well site is requested to be transferred upon confirmation of acceptable water quality through City installation of a test well on an agreed upon site.
- Water rights for the property, both domestic potable and irrigation, will be addressed in the annexation and development agreement.

Wastewater:

- There are 5 potential projects highlighted by Lakeside Real Estate Holdings and JUB Engineering to upgrade sewer collection system sewer capacity. These projects are laid out in the "Coeur Terra Development Wastewater Collection Study" (May 2022) from the developer and JUB Engineering. Five (5) "limiting reaches" were identified when adding planned flow from the Coeur Terre project into the City sewer collection system at 2013 Master Plan Flows. Below is a list of these. The development agreement specifies Wastewater's response and defines the necessary corrective projects proposed in this study.
 1. HAWKS NEST LIFT STATION
 2. LAUREL/SHERWOOD TRUNK MAIN
 3. APPALOOSA TRUNK MAIN
 4. FAIRWAY TRUNK MAIN
 5. RIVERSIDE INTERCEPTOR

Streets & Engineering (Transportation/Traffic):

- In the areas where the Bypass project does not impact the existing Huetter Road, Huetter Road shall be reconstructed to the Post Falls and City of Coeur d'Alene standards, as applicable. The City desires that Huetter Road shall be reconstructed from the southern extent of the development to Hanley Road for three lane Arterials, including bike lanes, a shared-use path on the east side, and dedication of right-of-way to meet the City Standard of 100 feet minimum. The design, alignment and extent of improvements are subject to the location and design of the proposed Huetter Bypass.
- Additional right-of-way shall be set aside and made available as determined by the Idaho Transportation Department for the future Huetter Bypass.
- The Hanley Avenue/Huetter Road intersection shall be reconstructed to its future configuration as modeled for 2045, which includes five lanes on Hanley Ave, reducing to three lanes at the planned collector street into the proposed development. Bike lanes and shared-use paths are also required on both sides of Hanley Ave.

- The Nez Perce Road/Hanley Ave intersection shall be constructed to its future configuration as modeled for 2045. In order to manage increases in traffic, connectivity to existing streets is required without delay throughout the construction of the phased development. The owner shall commit to constructing five road connections to existing streets to the south and east by phases and in a manner that does not allow for this connectivity to be delayed to future phases.
- Any property owned by the applicant that is west of the city's ACI along Huetter Road must be subdivided and conveyed or dedicated to Post Falls Highway District per conversations with the applicant, Post Falls Highway District, and Kootenai County. Property outside the ACI should not be annexed into the City at this time.

Parks:

- Ten (10) acres for one Community Park
- Eight (8) acres of land for one Residential Park
- Two (2) traversing north-south trails that connect out of the development
- Two (2) traversing east-west trails that connect out of the development
- Timing for large scale public park improvements and dedication(s) along with trails connections and improvements to be defined in the annexation and development agreement.

Planning:

- Proposed use limitations: No Adult Entertainment, Billboards, Industrial Uses, Heliports, Outdoor Sales or Rental of Boats, Vehicles, or Equipment, Outdoor Storage of materials and equipment (except during construction), Repair of Vehicles (unless entirely within a building), Sewage Treatment Plants and other Extensive Impact activities (unless publicly owned), Work Release Facilities, Wrecking Yards, and Vehicle Washing (unless located within a building or parking structure).
- Five percent (5%) of the residential units qualify as "affordable/workforce housing" in conjunction with PAHA (or similar organization as exists at the time of implementation) as the administering entity. This level of commitment was discussed with the applicant prior to any hearings with details to be addressed in the annexation and development agreement.
- Ongoing concurrency analysis for total acreage developed, open space improvements (parks and trails), transportation improvements (volume and connections), and affordable/workforce housing will be provided by zone and phase.
- This request is for annexation and zoning designations only. The applicant has provided preliminary conceptual design information that is not binding at this time. Staff suggests that at a minimum the annexation and development agreement include language that ties future subdivision applications to generally adhere to: alignment of transportation, product types (place types), trails and public parks as shown in the conceptual design.

Other:

- The developer has a Memorandum of Understanding (MOU) with School District #271 for two (2) future school sites. While the City is not a party to the MOU between the developer and the School District, this commitment should be considered in the annexation and development agreement.
- Electric transmission lines, natural gas, and any other existing easements for utilities may exist on the subject properties. The applicant must adhere to the required easements or seek legal changes to alter/extinguish, if needed.

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 McCracken	Voted _____
Commissioner Ward	Voted _____
Chairman Messina	Voted _____

Commissioners _____ were absent.

Motion to _____ carried by a ____ to ____ vote.

CHAIRMAN TOM MESSINA