

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

DECEMBER 11, 2018

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

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

5:30 P.M. CALL TO ORDER:

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

APPROVAL OF MINUTES:

November 13, 2018

STAFF COMMENTS:

PRESENTATION:

Atlas/Riverstone Traffic Study – Welch-Comer Engineering

PUBLIC COMMENTS:

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

1. Applicant: Bellerive HOA
Location: Bellerive Lane
Request: A modification to the Bellerive PUD
QUASI-JUDICIAL, (PUD-1-04m.6)

2. Applicant: Rivers Edge Apartments, LLC
Location: 3528 W. Seltice Way
Request: A proposed zone change from R-12 to C-17
QUASI-JUDICIAL, (ZC-4-18)
 - A. A proposed 25.92 acre Limited Design PUD "Rivers Edge"
QUASI-JUDICIAL, (LDPUD-1-18)
 - B. A proposed R-34 Density Increase special use permit
QUASI-JUDICIAL, (SP-11-18)

ADJOURNMENT/CONTINUATION:

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

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



MINUTES



**PLANNING COMMISSION
MINUTES
NOVEMBER 13, 2018
LOWER LEVEL – COMMUNITY ROOM
702 E. FRONT AVENUE**

COMMISSIONERS PRESENT:

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

STAFF MEMBERS PRESENT:

Hilary Anderson, Community Planning Director
Tami Stroud, Associate Planner
Shana Stuhlmiller, Public Hearing Assistant
Randy Adams, Deputy 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 Ward, seconded by Mandel, to approve the minutes of the Planning Commission meeting on October 9, 2018. Motion approved.

COMMISSION COMMENTS:

STAFF COMMENTS:

Hilary Anderson, Community Planning Director provided the following statements:

- She stated in the commissioners' packets are the three Urban Renewal items and apologized for the delay in getting the packets out as they had to work through some issues with attorneys to make sure their information was included for the Urban Renewal items.
- The December 11th Planning Commission meeting has two items scheduled: Rivers Edge, which is a 3 part request, including the Traffic Study findings, and a request from Bellerive to amend their Planned Unit Development (PUD).
- Ms. Anderson introduced Jake Garringer, who is working as their Intern and in 2010-2012 was a Planning Commission Student Representative. She explained that Jake will help them put together the scope of work for the Comprehensive Plan update and research public engagement techniques.

PUBLIC COMMENTS:

There were none.

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

1. Applicant: Larry Fluet
Request: A one-year extension request for SP-4-14, S-6-14 and PUD-3-14
"Lilac Glen"

Ms. Anderson stated that Scott McArthur, PE for H2 Surveying & Engineering, is requesting 12 month time extensions of the Planning Commission's Preliminary Plat Subdivision, Planned Unit Development, and Special Use Permit approvals for "Lilac Glen" on behalf of the Larry Fluet Revocable Trust.

Ms. Anderson provided the following statements:

- On June 10, 2014, the Coeur d'Alene Planning Commission held a public hearing on an Annexation, Zone Change, Preliminary Plat Subdivision, Planned Unit Development, and Special Use Permit for "Lilac Glen." The requests were approved by a 4-0 vote.
- On July 1, 2015, the Coeur d'Alene Planning Commission approved an extension request for the following items:
 - S-6-14: A 19 lot Preliminary Plat known as "Lilac Glen"
 - PUD-3-14: Planned Unit Development
 - SP-4-14: Special Use Permit for two Minimal Care facilities
- The applicant's representative submitted a letter in October 2018, requesting a 12 month extension for the Preliminary Plat Subdivision, Planned Unit Development, and Special Use Permit approvals made in 2014 and extended in 2015. Since that time, the developer has rough-graded the site, installed the culvert for the floodway and installed the wastewater line in the future ROW.
- The city's legal department determined that the extension request is valid based on the aforementioned improvements and the identified hardship described in the request letter.
- If the Planning Commission approves this request the Preliminary Plat Subdivision, PUD, and Special Use Permit approvals would all be extended to November 13, 2019.
- If the Commission does not grant the extensions, the Preliminary Plat Subdivision, PUD, and Special Use Permit would be terminated, which would require the applicant to reapply.

Ms. Anderson concluded her presentation and stood for questions:

Commission Comments:

Commissioner Ingalls stated that after the economic downturn in 2008, the city recognized the need to be more flexible for developers to get their projects finished, so the code was changed from granting one year extensions to allowing up to (five) one-year extensions.

Commissioner Ward noted that in the staff report conditions number 3 and 10 have been addressed and taken care of and questioned if that is correct.

Ms. Anderson stated that is correct.

Commissioner Ingalls stated by approving this request, it will carry on the wishes of the previous Council to help give more flexibility to developers.

Motion by Ingalls, seconded by Ward, to approve a one-year extension for SP-4-14, S-6-14 and PUD-3-14. Motion approved.

2. Applicant: City and ignite cda
Request:
- A. Review of the Second Amendment to the River District Redevelopment Plan Urban Renewal Project of the Coeur d'Alene Urban Renewal Agency, doing business as ignite cda for conformity with the City of Coeur d'Alene's Comprehensive Plan and forward to the City Council any recommendations on conformity with the Comprehensive Plan.
 - B. Review of the Second Amendment to the Second Amended and Restated Midtown-Northwest Boulevard Downtown Urban Renewal Plan, now referred to as the Lake District Urban Renewal Project Plan of the Coeur d'Alene Urban Renewal Agency, doing business as ignite cda for conformity with the City of Coeur d'Alene's Comprehensive Plan and forward to the City Council any recommendations on conformity with the Comprehensive Plan
 - C. Review of the Urban Renewal Plan for the Atlas District Urban Renewal Project of the Coeur d'Alene Urban Renewal Agency, doing business as ignite cda for conformity with the City of Coeur d'Alene's Comprehensive Plan and forward to the City Council any recommendations on conformity with the Comprehensive Plan.

Ms. Anderson stated that she would begin the presentation and then Phil Boyd of Welch Comer will explain what has been going on with ignite cda and the City in relation to creating a new Atlas Urban Renewal District and expansion of the River and Lake Districts.

Ms. Anderson provided the following statements.

- She would like to focus on what is the Commission's role for this project.
- She stated that they have been working on the Atlas Mill project for a year and a half.
- The City purchased the property earlier this year that is +/- 47 acres to help with the preservation of the shoreline for the public and would include a greenbelt and open space.
- She explained that this is a critical part for the process to create a new district, so the City can pay for having public access to the waterfront. The City purchased the property for eight-million dollars and will have to pay itself back, and that ignite will be a partner to help with the process.
- She stated through the process they will create Design Guidelines included in a PUD and an annexation agreement that will lock in those requirements.
- The discussion should be focused on whether the three Urban Renewal Plans presented conform to the policies in the Comprehensive Plan.
- She explained that the next critical steps for this process are: tonight's meeting, and then the City Council Meeting on November 20th with the first reading of the three ordinances. Then they will go back to the City Council on December 4th for another reading of the ordinances and, hopefully, at that time will have created three new districts including expanding the River and Lake Districts.

Phil Boyd, applicant representative (Welch-Comer Engineers on behalf of ignite cda), provided the following statements:

- The Stimson Mill Site, located adjacent to the Spokane River, was used for lumber mill operations for more than 100 years. In 2005, Stimson Lumber closed.
- The Stimson Mill Site was acquired by Blackrock Development in 2006, placed in receivership by Washington Trust Bank in 2008, and later sold in three large parcels.
- The 21-acre parcel ("Rivers Edge") and 3.8-acre parcel ("Triangle Piece") were acquired by

Douglass Properties and are still owned by Douglass entities.

- The third 45-acre parcel (“Atlas Site”) changed ownership several times and numerous private developers evaluated the Atlas Site for development but passed because of the site’s unique and complicated characteristics, including the City-owned 5-acre former railroad right-of-way that crosses the site.
- In 2017, the City of Coeur d’Alene recognized the opportunity to, in collaboration with the City’s urban renewal agency, ignite cda, achieve two major community objectives through purchase of the Atlas site, which is part of the larger Stimson Mill site:
 - Preserve waterfront property for the community; and
 - Stimulate private development in a blighted portion of the City’s area of impact.
- In 2017, an existing eligibility study for the area was updated and it was determined that the Stimson Mill Site was a deteriorating and/or, deteriorated area as defined by Idaho Code Sections 50-2018(8) and (9), and 50-2903(8).
- In 2018, the City purchased the Atlas Site and the City and ignite cda completed a master planning and financial feasibility analysis to establish “what it would take” to create a market-driven development that would adequately fund, through land sales and ignite cda tax increment financing (“TIF”), the site purchase, remediation, infrastructure improvements and preservation of the waterfront as public space.
- The result of this effort is a development master plan primarily focused on a variety of residential product types, to capture multiple market segments, along with a smaller amount of destination commercial areas.
- The market analysis indicates that this type of development will fund, through land sales and TIF, the necessary infrastructure improvements and preservation of nearly 4,000 lineal feet (lf) of waterfront and 22 acres as public space, 12.5 acres on the waterfront and 9.5 acres in an upland area.
- The master plan contemplates expansion of the existing River and Lake Districts and creation of the new Atlas District, which includes the Atlas site, Rivers Edge and Triangle Piece sites.
- ignite cda will lead the land development process, constructing the infrastructure “backbone” and disposing of the large neighborhood blocks to developers/builders through the Request for Proposal (“RFP”) process.
- Development standards will be created, following applicable City standards, for use in the RFPs to ensure consistent and market valuable/stable products are constructed, while also allowing flexibility to adjust to market changes over the six to eight-year absorption period. ignite cda TIF funds will be used to complete the waterfront public space improvements early in the schedule to allow the public to enjoy the public space and to stimulate investment on the adjacent development land.
- The master plan and financial feasibility model demonstrate that, based on estimated costs and revenue, the Atlas District can be redeveloped and achieve the City and ignite cda objectives.
- On September 27, 2018, at a Special Call board meeting, ignite cda adopted the Urban Renewal Plan for the Atlas Urban Renewal Project (the “Atlas District Plan”) via Resolution 18-08. The submission of the Atlas District Plan to the Planning Commission is the next step in the process of eventual consideration of the Atlas District Plan for adoption by the City Council.

Mr. Boyd concluded his presentation and stood for questions.

Commission Comments:

Commissioner Rumpler questioned the approximate size of the proposed six commercial footprints noted on the site plan.

Mr. Boyd stated that he would estimate that the total square footage of the six commercial lots would be 160,000 square feet. He explained that Tony Berns, ignite cda Executive Director, always states “that this

plan will change” as they move through the next phase of Development Standards and master platting.

Chairman Messina inquired if staff has a timeline to develop the Design Standards for this property.

Mr. Boyd explained the scope of work and that the process will probably take a couple meetings with the commission and that the platting phase should occur in the next three and half months.

Chairman Messina inquired what will be included in the Design Standards.

Mr. Boyd stated that the Design Standards may include product type, setback, how the house sits on the lot, height of the buildings, street scape, and all the things that they want to have available for the buyer to look at. He explained the Design Standards will be a great tool to use to explain their ideas to future developers and builders.

Chairman Messina questioned how the process would work once the Design Standards are approved and a developer wants to change something.

Mr. Boyd explained the intent is to have built into the standards a way to modify and that staff will have to figure out a threshold to determine if the project will have to come back for approval.

Chairman Messina stated with the development of Riverstone, the Planning Commission has seen a number of modifications submitted through the years, and stated that he likes the idea of using Design Standards, but it is his personal opinion that all changes, large or small, should come back to the Planning Commission.

Mr. Boyd stated that this is unique case where ignite and the City are the landowners since money needs to come back to the City. He stated that both parties are anxious to get this project to move forward and to have the Design Standards designed to be “light weight” to enable adjustments without having to come back to the Planning Commission. He concurred that it is important to know when to cross the line to determine when things need to come back to the commission.

Chairman Messina questioned if the first phase is to start with the waterfront.

Mr. Boyd explained, as noted on the waterfront, the area to be initiated in 2019. He added that they need to do some shoreline stabilization during this time of year when the water level is low and then in early 2020, closer to spring, this area will be developed as a nice public space.

Commissioner Ingalls stated that the question tonight is if the redevelopment plan is in conformance with the Comprehensive Plan. He understands that the development plans will come later but, for tonight, their decision is whether these districts are in conformance with the Comprehensive Plan. He stated that the applicant, during his presentation, made a supporting case that they are. He noted on Page 69 in the Comprehensive Plan that it states, “Generally the Spokane River District is in vision to be mixed neighborhoods consisting of housing and commercial retail and service activities that embrace the aesthetics and proximity to the river and the characteristics will be various commercial, residential and mixed uses. Public access should be provided to the river, open space, parks, bicycle connections and public spaces provided adjacent to the river. He stated that he would support this project.

On a map showing the Urban Renewal Districts, Ms. Anderson pointed out a couple areas where the City will do deannexations to include portions of the other districts, which is a critical part of the process. She explained that when the Commission is ready to do the findings, they need to be done in a certain order because the River District is the one where they will be doing the deannexation of property to be included in the new Atlas District and the Lake District.

Motion and Findings by Ingalls, seconded by Fleming, to approve the Second Amendment to the River District Redevelopment Plan. Motion approved.

Motion and Findings by Ward, seconded by Mandel, to approve the Lake District Urban Renewal Project Plan. Motion approved.

Motion and Findings by Fleming, seconded by Luttropp, to approve the Urban Renewal Plan for the Atlas District Urban Renewal Project of the Coeur d'Alene Urban Renewal Agency. Motion approved.

3. Applicant: Levi Snyder
Request: Interpretation request for a Front Setback requirement for Miller River PUD ADMINISTRATIVE (I-2-18)

Ms. Anderson stated that the Planning Commission is asked to determine whether or not to allow continuation of construction using a front yard setback of 20 feet based from the property line, as measured prior to the recent passage of code amendment 17.06.410(A), for Block 1, Lots 17, 19, and 23, of Mill River 1st Addition. The properties for this request are zoned R-8PUD (not waterfront).

Ms. Anderson provided the following statements:

- The area known as Mill River was a multi-part hearing request that was approved in 2004 as a 289 lot Subdivision, a Planned Unit Development (PUD), along with a Zone Change.
- The site consisted of a 100.29 acre parcel, former Crown Pacific Mill, east of Huetter Road between Seltice Way to the Spokane River. Approved zoning consists of C-17PUD, R-17PUD, R-8PUD, and R-3PUD.
- She explained various aerial views showing the old versus the new front setbacks, and an aerial view of R-8PUD lots showing remaining vacancies.
- She stated that staff recommends that if this interpretation is approved, the decision should apply to all residentially zoned, non-waterfront R-8PUD lots in Mill River and provided a map showing those lots.

Ms. Anderson concluded her presentation and stood for questions.

Commission Comments:

Commissioner Fleming asked if the request affects the six lots shown on the map.

Ms. Anderson stated that is correct and if the commission accepts the interpretation, it will include any of the undeveloped lots, including any new development in the future on the R-8 non-waterfront lots.

Commissioner Ward noted the aerial photo in the packet showing old versus new setbacks and questioned if the lots that are the cluster of "blue" are vacant lots.

Ms. Anderson stated that is correct, and noted that the house on the property is located in the setback, but the front porches are allowed to encroach into the 10 foot setback.

Commissioner Ingalls stated that earlier staff brought forward a list of changes to the code and in those revisions the setback issue was fixed. The developments that have been platted questioned if this interpretation will affect them.

Ms. Anderson explained that Mill River didn't come up with their own front yard setback. In this case, they didn't expect that the City was going to change the code and are trying to figure out how to deal with the new code change. She stated this interpretation is just for Mill River.

Commissioner Messina referenced that in the letter from the applicant it mentions lots 17, 19 and 23 and the remaining lots that haven't been developed. He asked if staff knew the number of lots that would need to be developed.

Ms. Anderson stated there are six lots that aren't developed and pointed to the other lots on the property that have approved plans. She stated that when discussing this request with staff, they wanted to make sure the interpretation was for all of Mill River, including the R8 non-waterfront, in case in the future someone wants to rebuild their house and won't have a different setback.

Commissioner Luttrupp questioned if the intent of this project is to keep the remaining lots consistent.

Ms. Anderson stated that that is their intent by the commission granting this interpretation and noted that staff looked at some of the completed homes in this area and there is some variation but she thinks this will fix it so that the lots won't be as staggered.

Motion by Fleming, seconded by Rumpler, to approve a request for a Front Setback requirement for Mill River PUD. Motion approved.

PUBLIC HEARINGS:

1. Applicant: Lake City Baptist Church
Location: 7610 N. Ramsey Road
Request: A proposed 4.992 acre annexation from Agricultural Suburban to City R-1 zoning district LEGISLATIVE (A-4-18)
 - A. A proposed Religious Assembly/Community Education special use permit in the R-1 zoning district QUASI-JUDICIAL (SP-12-18)

Tami Stroud, Associate Planner, stated that Dobler Engineering, on behalf of Lake City Baptist Church, is requesting approval of a proposed +/- 4.99 acre annexation from AG Suburban to city R-1 zoning district (Residential at 1 units/acre).

Ms. Stroud provided the following statements for A-4-18:

- She provided an aerial view and annexation map of the subject property.
- She explained the purpose of the R-1 zoning district and stated that this district is intended for those areas of the City that are developed at this density or are preferably developed at this density because of factors such as vehicular access, topography, flood hazard and landslide hazard.
- She noted the various findings required for the annexation.
- She stated that the Comprehensive Plan designates this area as: Ramsey Woodland – Transition.
- She provided a list of Comprehensive Goals and Objectives for the commission to review.
- She noted the various city departments that approve this annexation.
- She presented various photos of the subject property.
- She stated that Chris Bosley, City Engineer, stated that the proposed annexation would not likely adversely affect the surrounding area with regard to traffic. Ramsey Road has the available capacity to accommodate additional traffic generated from the subject site.
- She stated that the subject property is currently being used for religious assembly, with a church and parking lot located onsite.
- She stated that there are two items proposed for an annexation agreement:
 - **BUILDING:** Prior to the competition of the annexation, the applicant must address any outstanding code violations for the existing structures onsite.
 - **ENGINEERING:** 50 feet of right-of-way must be provided east of the centerline of Ramsey

Road to accommodate the existing street and future improvements.

Ms. Stroud concluded her presentation and stood for questions.

Commission Comments

There were no questions for staff.

Public testimony open.

Gordon Dobler, applicant representative, provided the following statements:

- He noted on the map where the property was located.
- The use has been existing for 25 years.
- The property is within the City's area of impact and is an island surrounded by the city on three of the four sides.
- This annexation request would provide for more efficient services.
- He stated that the annexation is consistent with the Comprehensive Plan goals and because this is an existing use with the neighborhood surrounding this property.
- He stated that an R-1 zoning was selected because this property will be a church for 25 years and intend to go on being a church.
- He stated that the applicant understands that in the future if it wants to change the use, it will have to come back to the Planning Commission for approval.
- He stated that access on the Atlas Road has adequate capacity per staff's comments. The use is existing so there won't be any impact.

Mr. Dobler concluded his presentation and stood for questions.

Commission Comments:

No questions for the applicant.

Public testimony closed.

Discussion:

Motion by Rumpler, seconded by Fleming, to approve Item A-4-18. Motion approved.

ROLL CALL:

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

Motion to approve carried by a 6 to 0 vote.

SP-11-18

Ms. Stroud stated that Gordon Dobler, on behalf of Lake City Baptist Church, is requesting approval of a Religious Assembly and Community Education special use permit on +/- 4.99 acre parcel. This request has been filed in conjunction with an Annexation application proposing an R-1 zone (A-4-18).

Ms. Stroud provided the following statements:

- She provided an aerial view of the subject property.
- Lake City Baptist Church is requesting approval of a Religious Assembly Special Use Permit in the proposed R-1 zoning District. The request, if granted, would allow the applicant to continue its current use as a church.
- In addition, a Community Education Special Use Permit is also being requested for K-12 classes and the possibility of expanding classes in the future. Three classrooms are proposed within the existing sanctuary and, in the future, additional classrooms would be built within a separate structure.
- The existing parking lot has 22 stalls including 2 accessible stalls.
- She explained a list of items that would be allowed if the Special Use Permit was granted.
- She reviewed a conceptual site plan and parking analysis for the project.
- She noted the various findings for the project.
- She stated that the Comprehensive Plan designates this area as: Ramsey Woodland – Transition.
- She presented various photos of the subject property.
- She explained a map showing the generalized land use pattern.
- She noted the various city departments and their comments.
- She stated that there is one proposed condition that states:
 - WATER: A minimum of a double check valve assembly will be required on the main domestic supply before any downstream connection.

Ms. Stroud concluded her presentation and stood for questions.

Commission Comments:

Commissioner Ingalls stated that he noticed after looking at the sign-up sheet that there were no objections from neighbors, so the houses to the south of the property are happy. He stated that he approves of the annexation and closing these “islands” of land is great. He commented that this property is already developed and understands why there is no community comment. He asked if the Special Use Permit is approved, will it open the door to put up a “Mega Church.” He also asked what happens if the use is changed.

Ms. Stroud explained that once you approve the Special Use Permit, it is a “blanket” use to allow for Religious Assembly. She stated that years ago the Planning Commission used to tie the site plan to the approval and if the site plan changed, the applicant would have to come back for modifications.

Commissioner Ingalls stated that what he sees there is great and wondered what could happen in the future.

Mr. Dobler stated that this use has existed on the site for 25 years and he is confident that the use will stay the same. He explained the reason for the request was to avoid having to come back and amend the Special Use Permit if they wanted to add another classroom. He commented that he can't guarantee that something wouldn't happen in the future, but the probability is small.

Commissioner Ingalls stated that he is comfortable with the request but wanted some reassurance. He explained that if this was another applicant with another use, he might have some worries.

Public testimony open.

Gordon Dobler, applicant representative, provided the following statements:

- The owners would like to offer small private school classes. The existing building is not big enough and that why this request is being brought forward.

- Both uses are compatible.
- Parking is adequate and Mr. Dobler noted that he did provide a parking analysis for the Commission to review.
- If there is a future expansion, parking will be added.

Public testimony closed.

Motion by Mandel, seconded by Rumpler, to approve Item SP-8-18. Motion approved.

ROLL CALL:

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


Motion to approve carried by a 6 to 0 vote.

ADJOURNMENT/CONTINUATION:

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

The meeting was adjourned at 7:00 p.m.

Prepared by Shana Stuhlmiller, Public Hearing Assistant



PRESENTATION

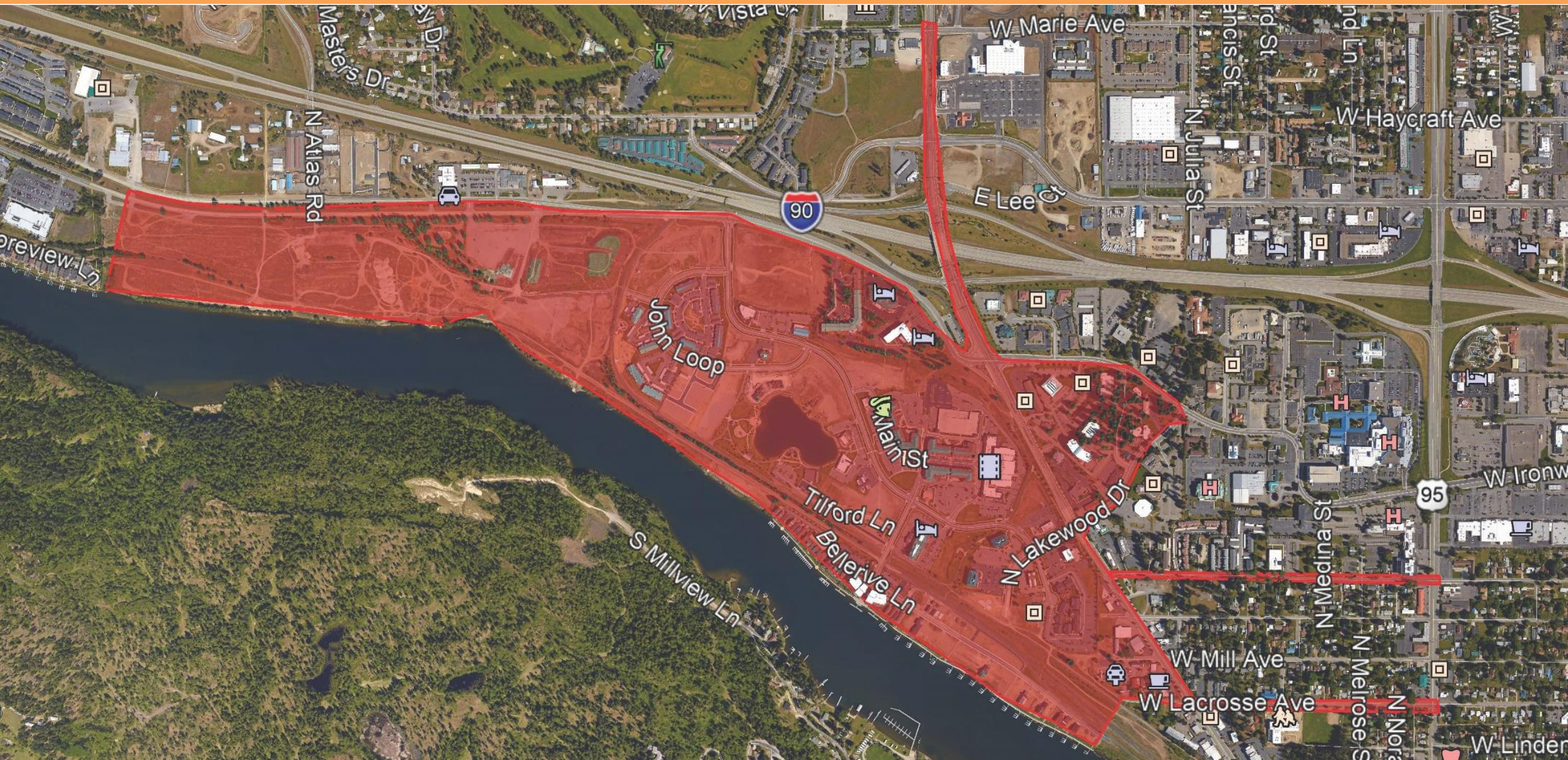




Atlas Project Traffic Impact Study

December 11, 2018

Study Area



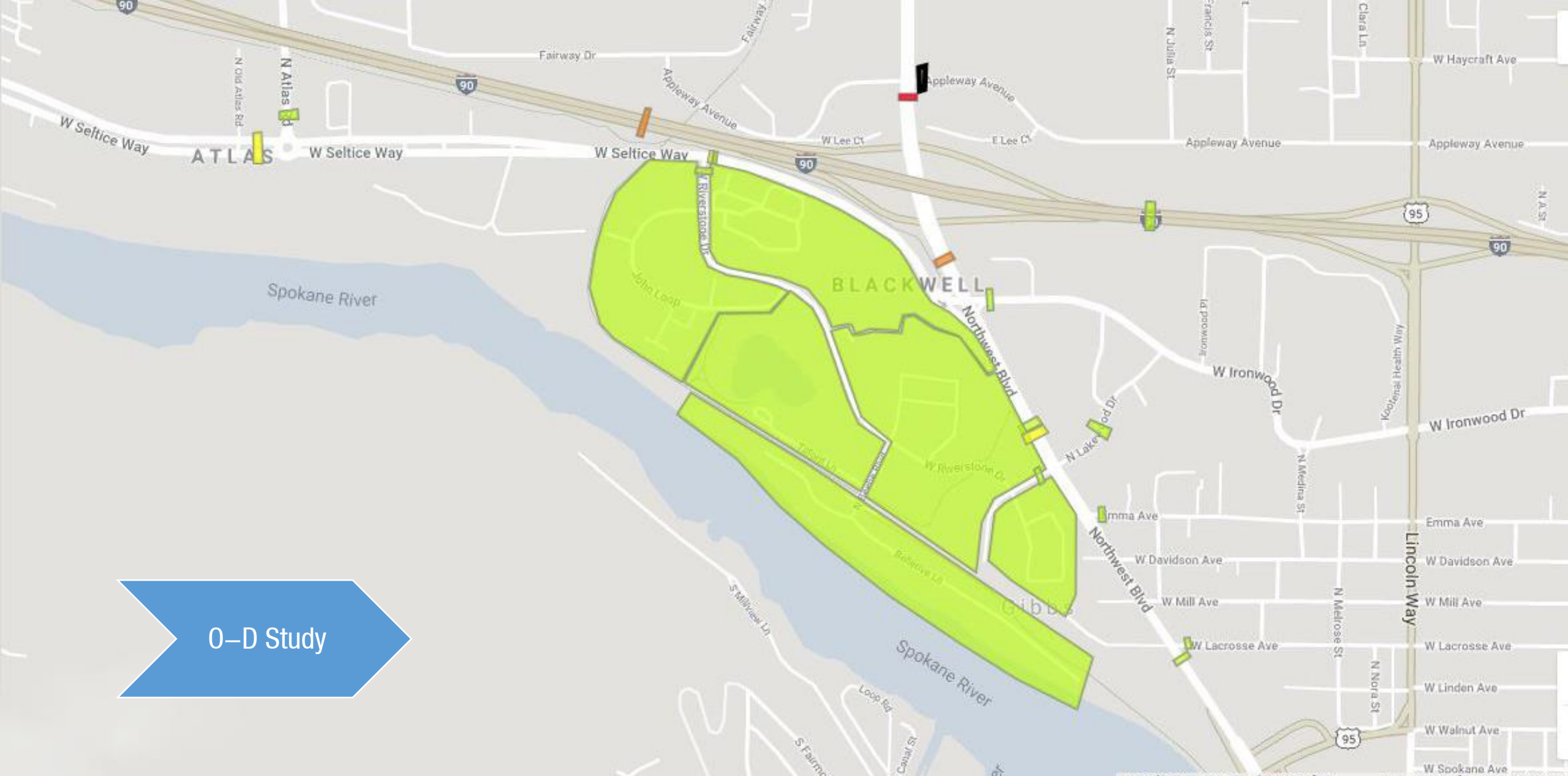
Traffic Impact Study Objectives



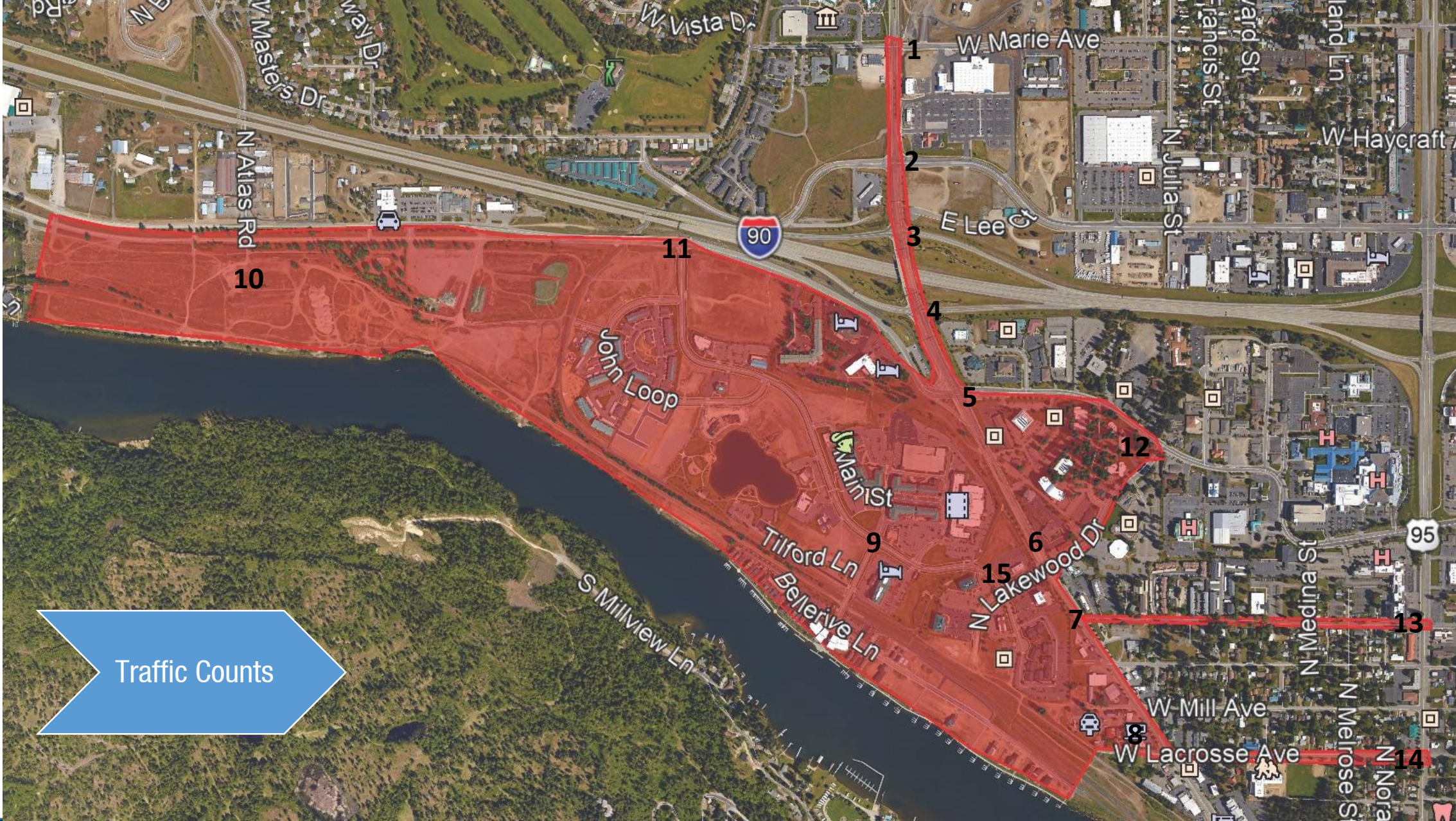
- Understand the surrounding existing transportation network conditions
- Understand the proposed development(s) impacts on the existing transportation network
- Identify short and long term improvements to mitigate impacts
- Obtain community input

Traffic Impact Study Process





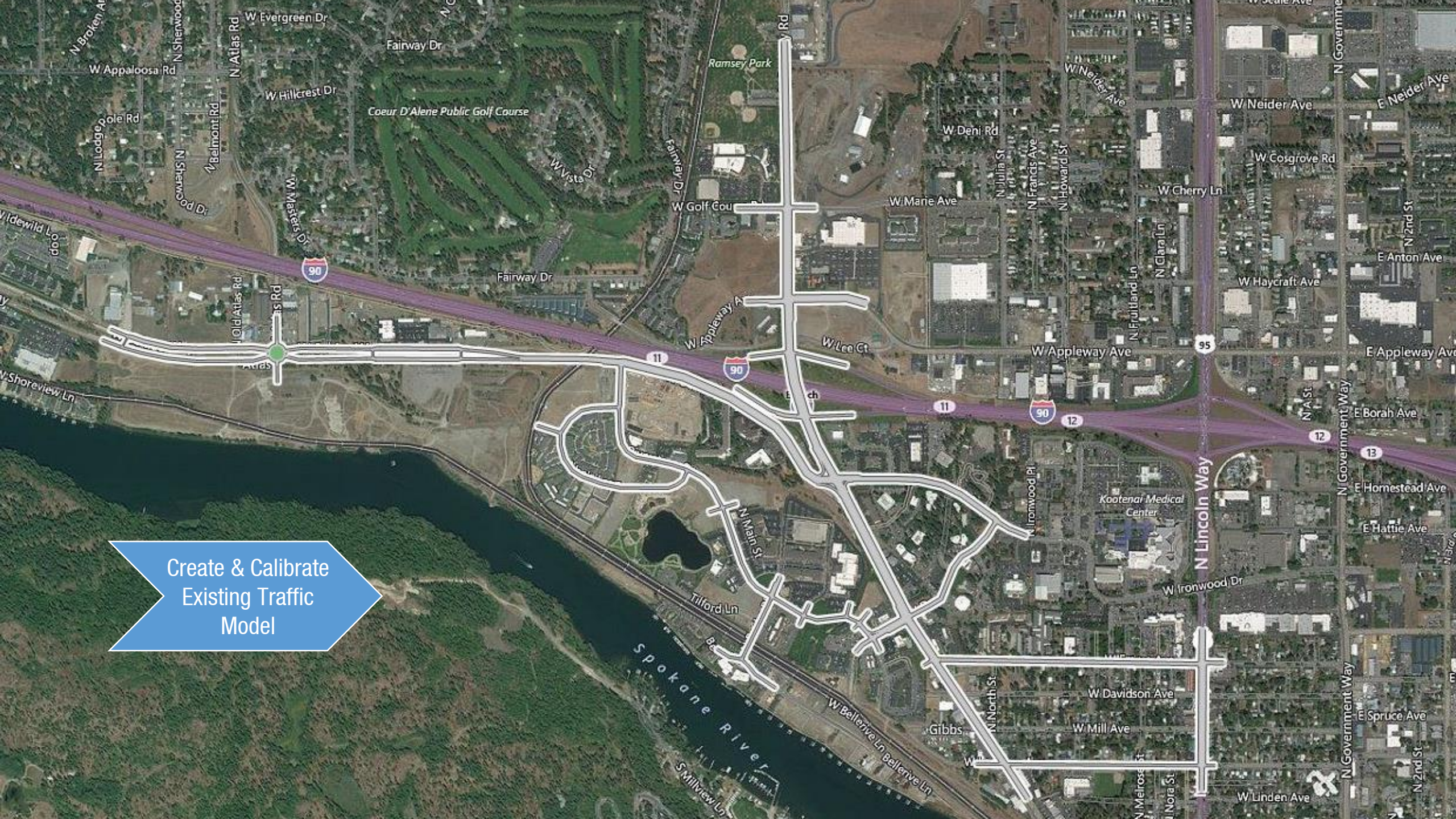
O-D Study





Traffic Counts





Create & Calibrate
Existing Traffic
Model

Measuring Traffic Network Performance



- Signalized Intersection Level of Service (“LOS”)
- Segment Travel Time
- Crash Data

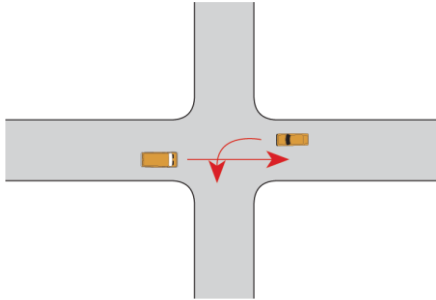
Signalized Intersection LOS



Intersection LOS is Expressed as the Average Delay of all the Intersection Legs

A

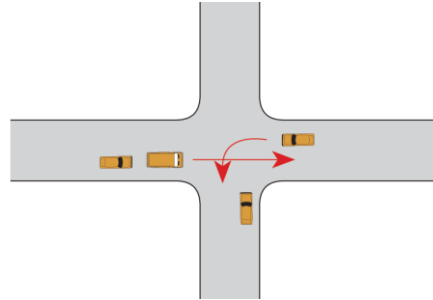
Minimal Delays



≤10 Sec/Veh

B

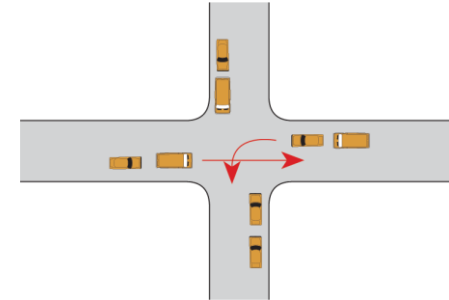
Slight Delays



>10-20 Sec/Veh

C

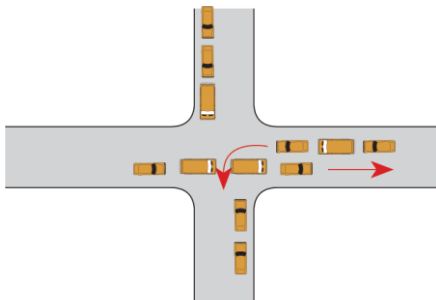
Acceptable Delays,
occasional backups



>20-35 Sec/Veh

D

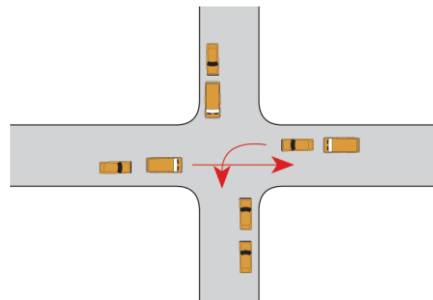
Tolerable delays, an
occasional vehicle waits
multiple signals



>35-55 Sec/Veh

E

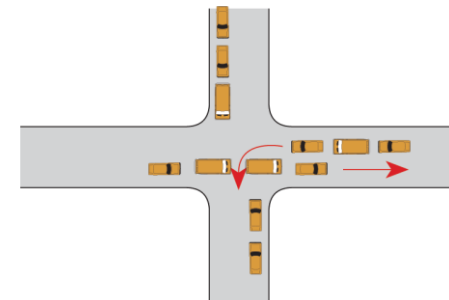
Intolerable delays, many
vehicles wait multiple
signal cycles



>55-80 Sec/Veh

F

Congested and queues fail to
clear, most vehicles wait
multiple signal cycles



>80 Sec/Veh

Signalized Intersection LOS

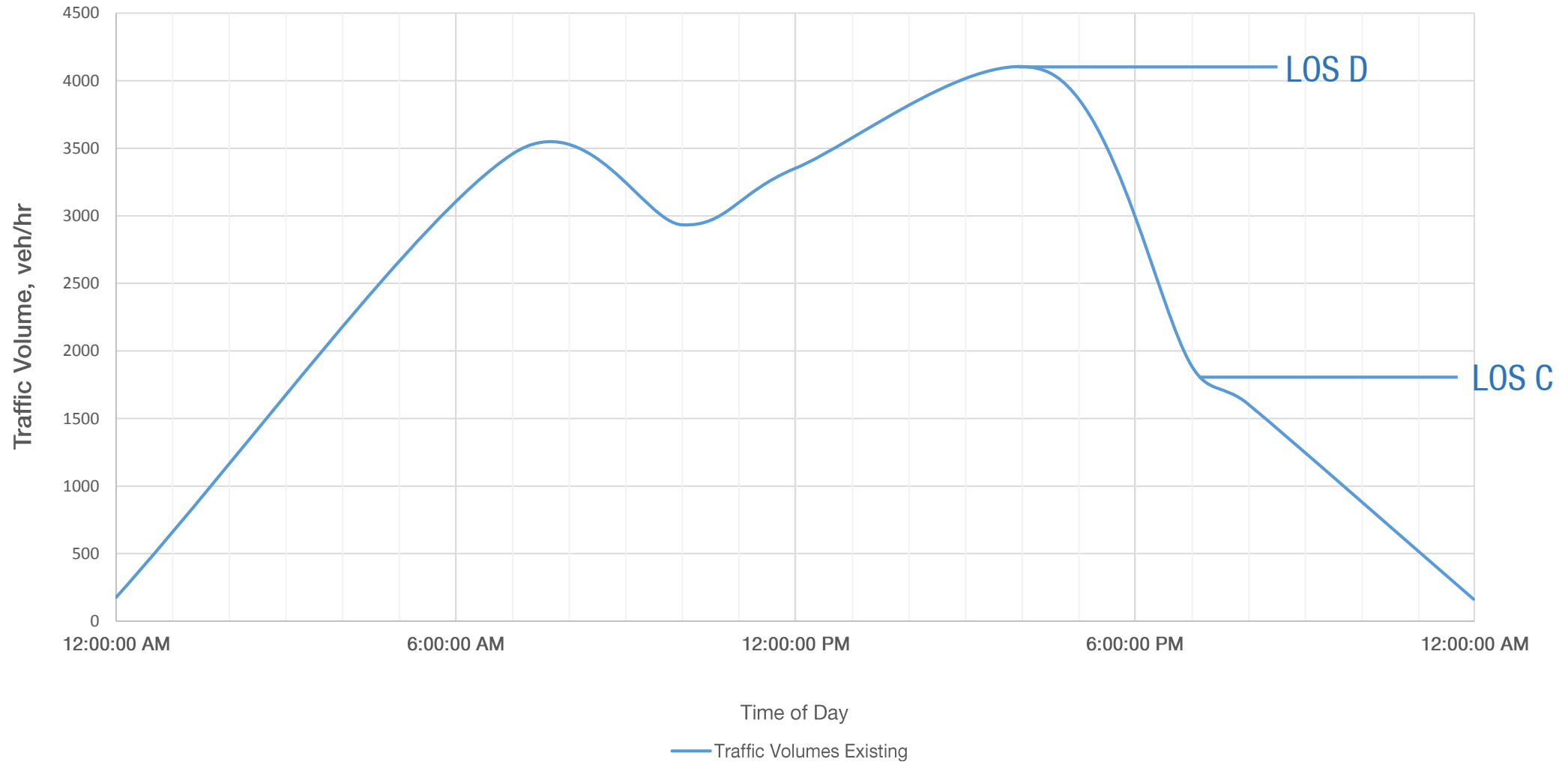


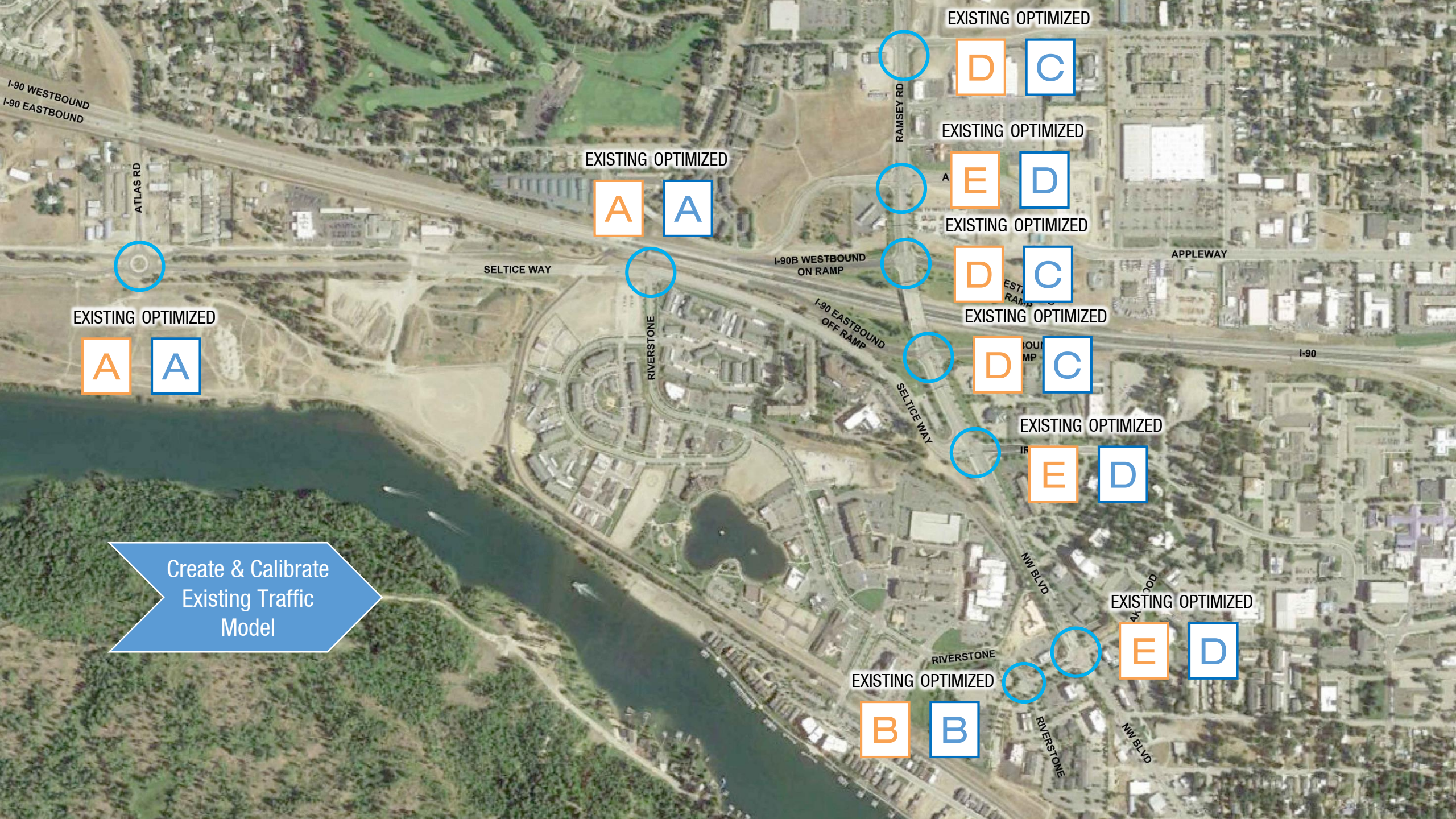
LOS C



LOS D

NW Blvd and Seltice Way Intersection





I-90 WESTBOUND
I-90 EASTBOUND

ATLAS RD

SELTICE WAY

RIVERSTONE

RAMSEY RD

APPLEWAY

I-90

NW BLVD

NW BLVD

RIVERSTONE

RIVERSTONE

EXISTING OPTIMIZED

A A

EXISTING OPTIMIZED

D C

EXISTING OPTIMIZED

A E D

EXISTING OPTIMIZED

D C

EXISTING OPTIMIZED

D C

EXISTING OPTIMIZED

E D

EXISTING OPTIMIZED

E D

EXISTING OPTIMIZED

B B

EXISTING OPTIMIZED

A A

Create & Calibrate
Existing Traffic
Model



Proposed Development Traffic Generation



Model
Development
Traffic Impacts

	SCENARIO 1		SCENARIO 2	
	Current River's Edge Zoning & Proposed Atlas Project (w/o Triangle Piece)		Proposed River's Edge & Atlas Project	
	Peak Hour	ADT	Peak Hour	ADT
Atlas	548	6,306	686	7,698
River's Edge	1,097	12,134	428	6,344
Riverstone	266	2,659	266	2,659
Total	1,911	21,099	1,308	16,702

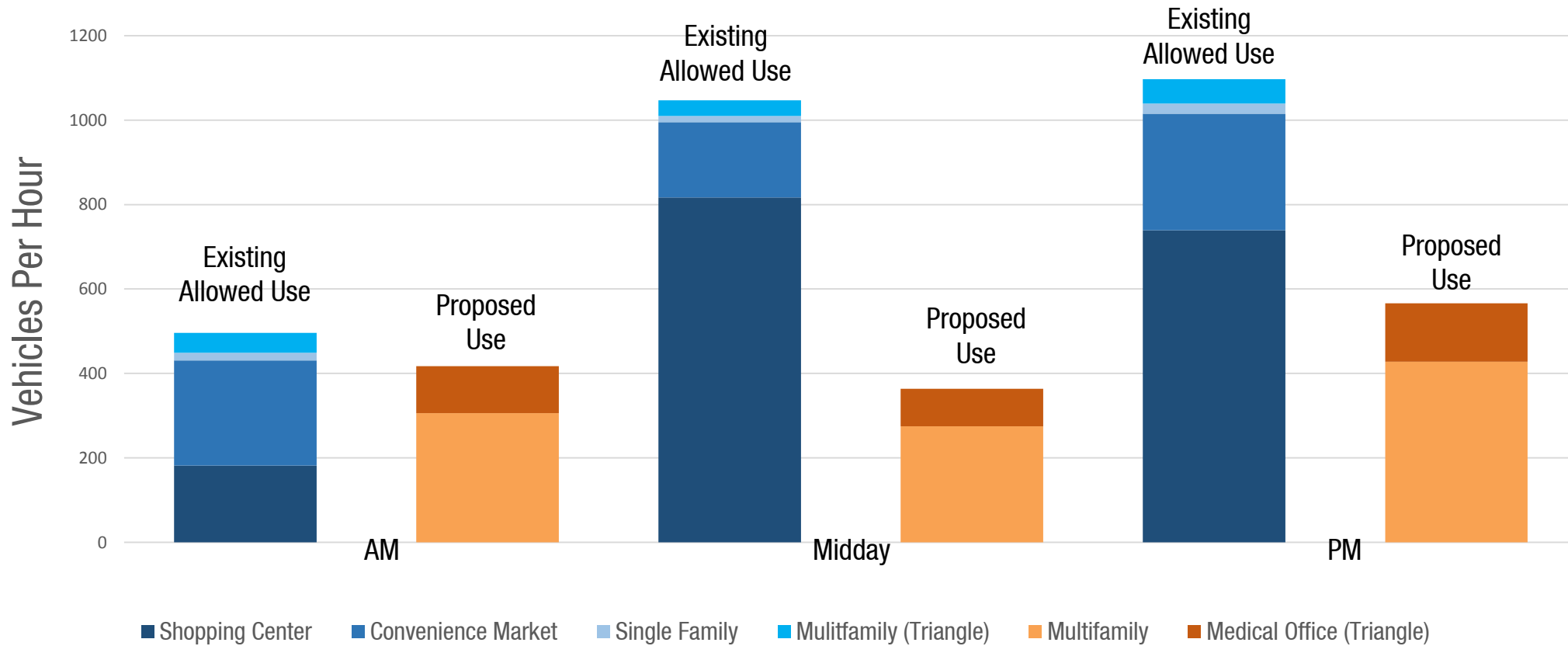
* Background growth has been included in both scenarios

River's Edge Existing and Proposed Land Use Traffic Generation Comparison

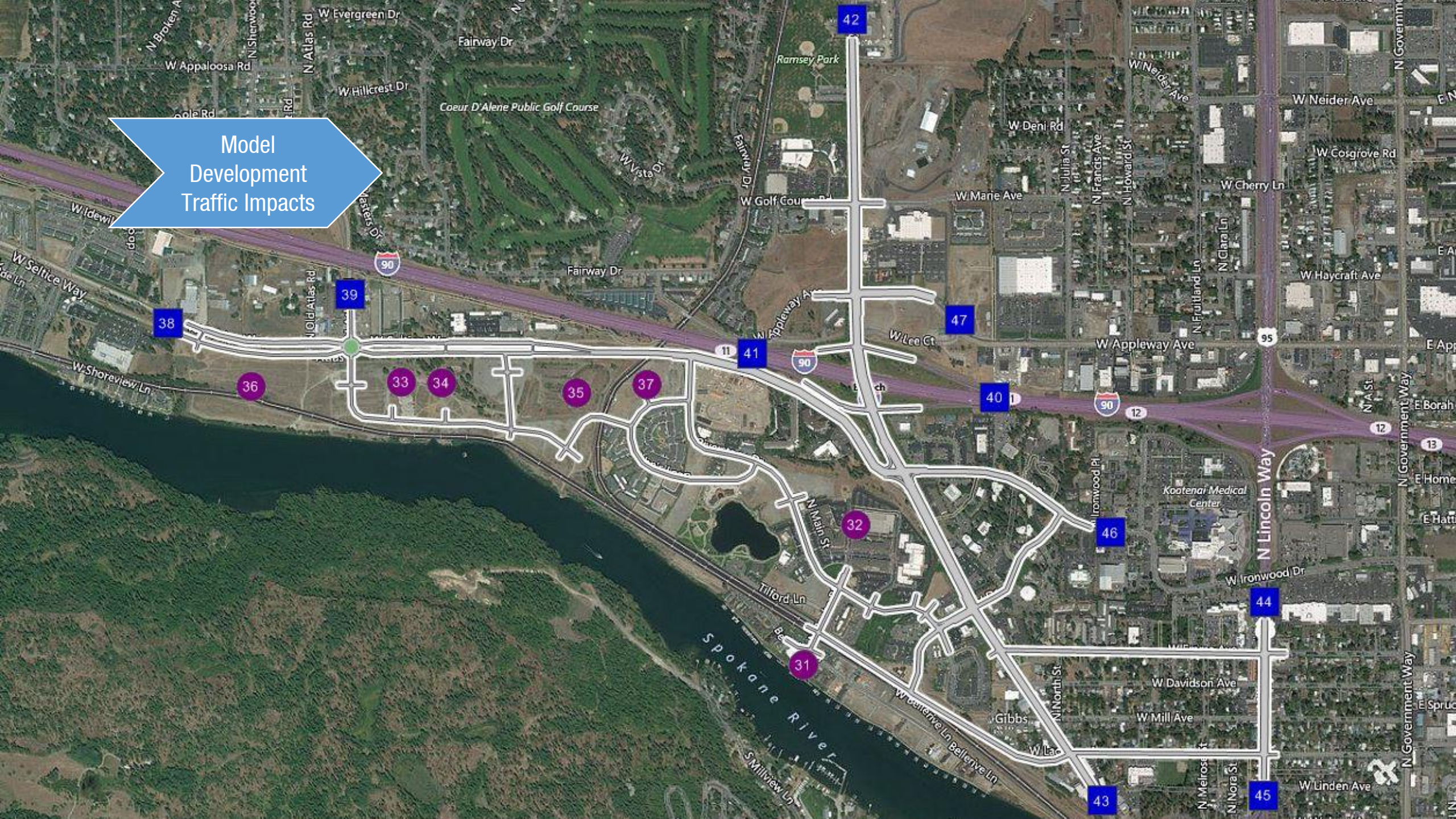


Model Development Traffic Impacts

Estimated Traffic Volumes



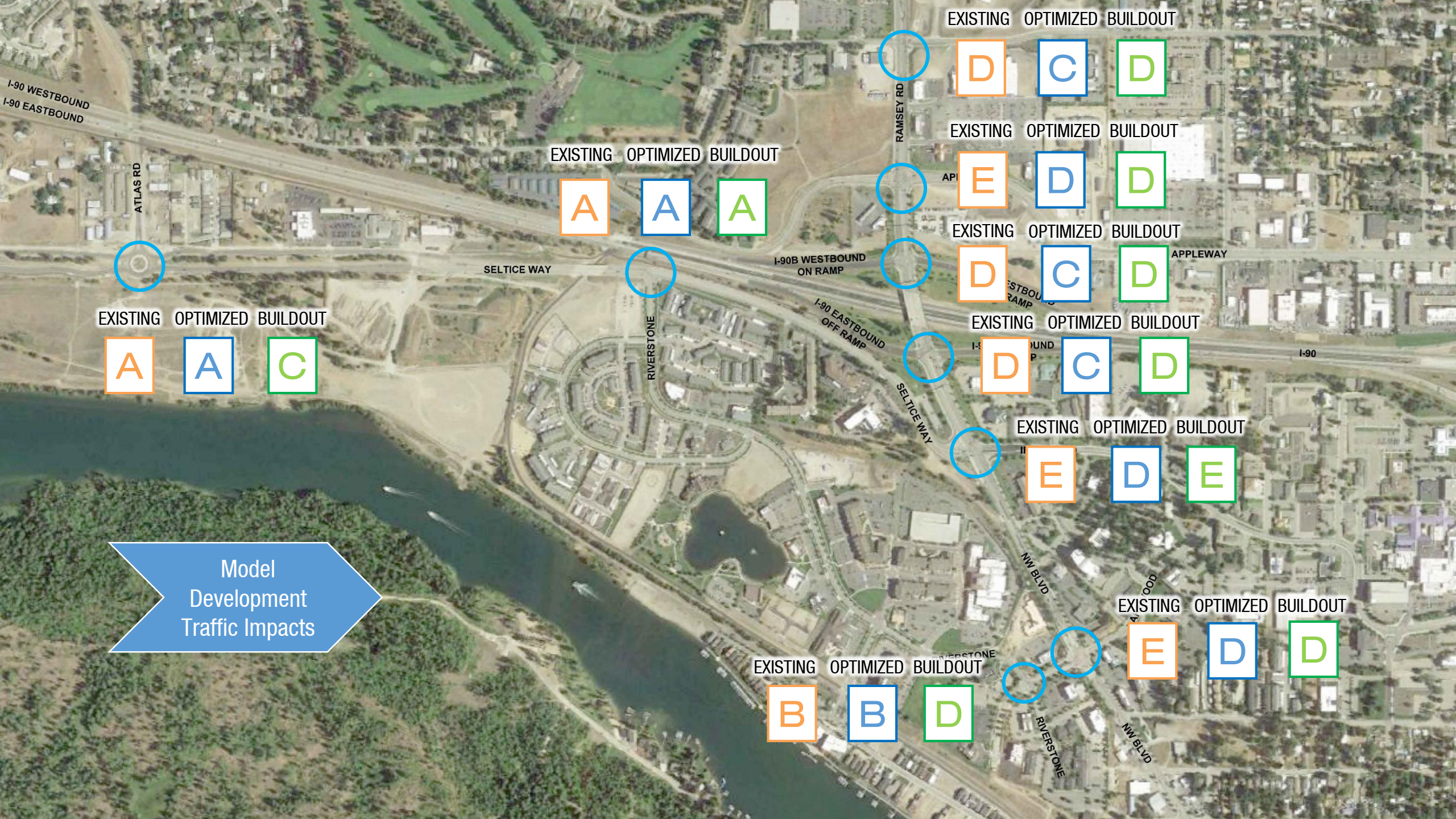
Model
Development
Traffic Impacts



Signalized Intersections Level of Service

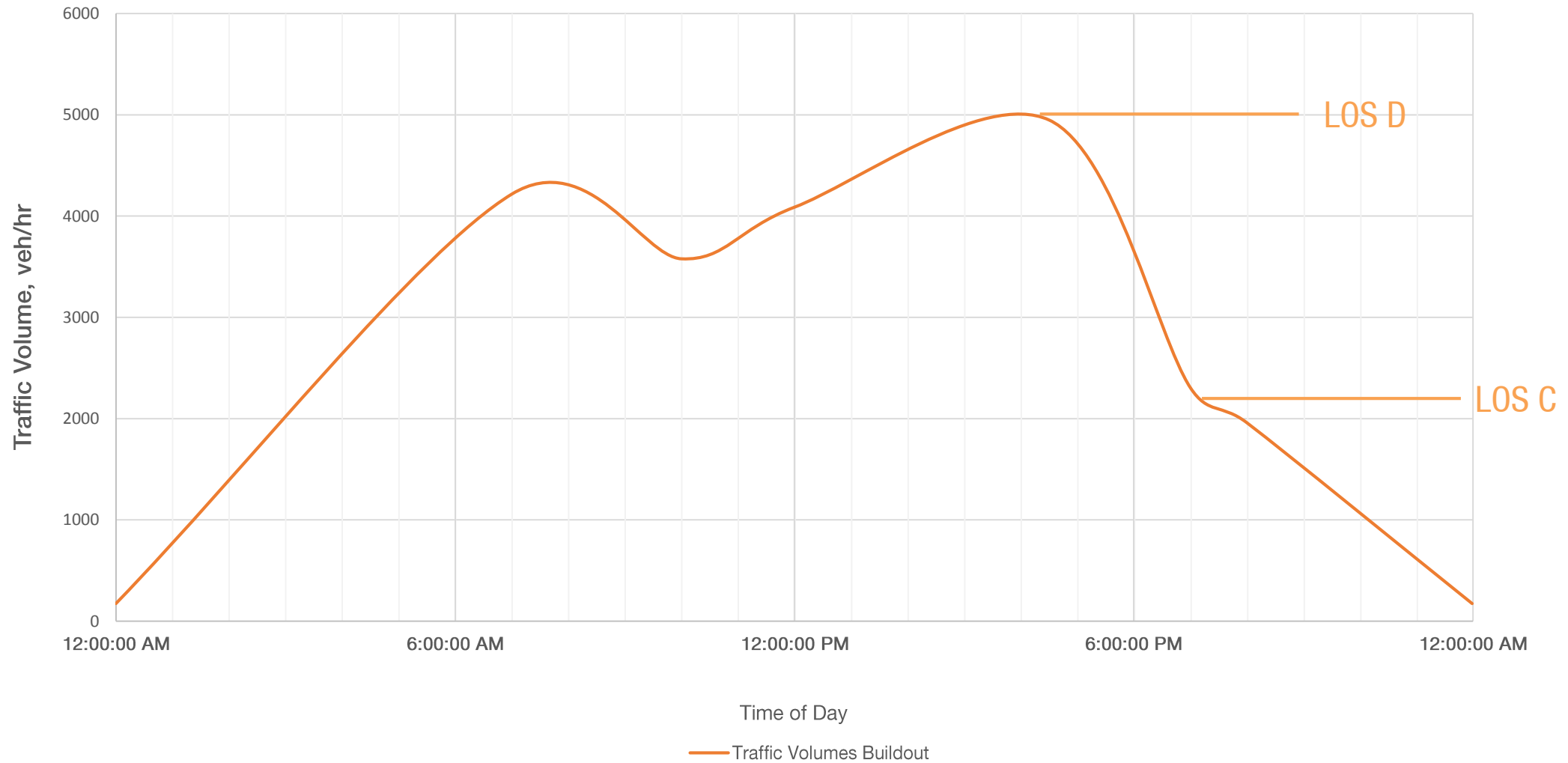


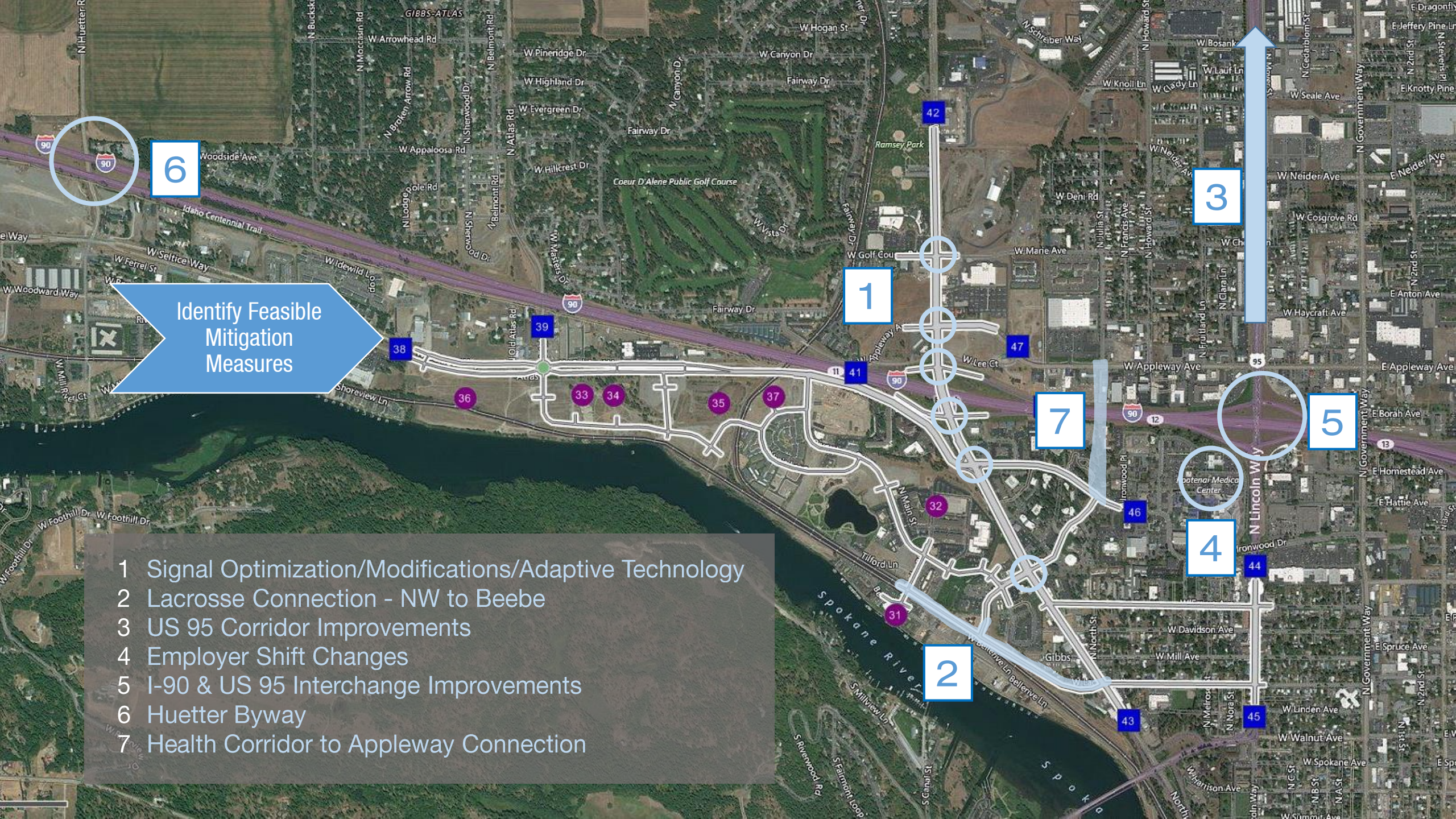
	2018 Existing LOS	Avg. Delay, s/veh	2018 Optimized Timing LOS	Avg. Delay, s/veh	2028 Buildout LOS	Avg. Delay, s/veh
Golf Course	D	46	C	33	D	37
Appleway	E	55	D	38	D	47
I90 WB	D	51	C	34	D	40
I90 EB	D	47	C	31	D	36
Seltice	E	73	D	44	E	62
Lakewood	E	62	D	41	D	40



Model
Development
Traffic Impacts

NW Blvd and Seltice Way Intersection





6

Identify Feasible Mitigation Measures

1

3

7

5

4

2

- 1 Signal Optimization/Modifications/Adaptive Technology
- 2 Lacrosse Connection - NW to Beebe
- 3 US 95 Corridor Improvements
- 4 Employer Shift Changes
- 5 I-90 & US 95 Interchange Improvements
- 6 Huetter Byway
- 7 Health Corridor to Appleyway Connection

Questions?



PUBLIC HEARINGS



**PLANNING COMMISSION
STAFF REPORT**

FROM: TAMI STROUD, PLANNER

DATE: DECEMBER 11, 2018

SUBJECT: **PUD-1-04.m6** – MODIFICATION OF THE BELLERIVE PLANNED UNIT DEVELOPMENT TO ALLOW FOR GATES

LOCATION: +/- 24 ACRES TO INCLUDE ALL ADDITIONS OF BELLERIVE, COURTYARD HOMES, RIVERFRONT HOUSE CONDOS, WHITEHAWK ADDITION AND BELLSTAR ADDITION

APPLICANT: BELLERIVE HOMEOWNER'S ASSOCIATION (HOA)
1110 W. PARK PLACE, SUITE 101
COEUR D'ALENE, ID 83814

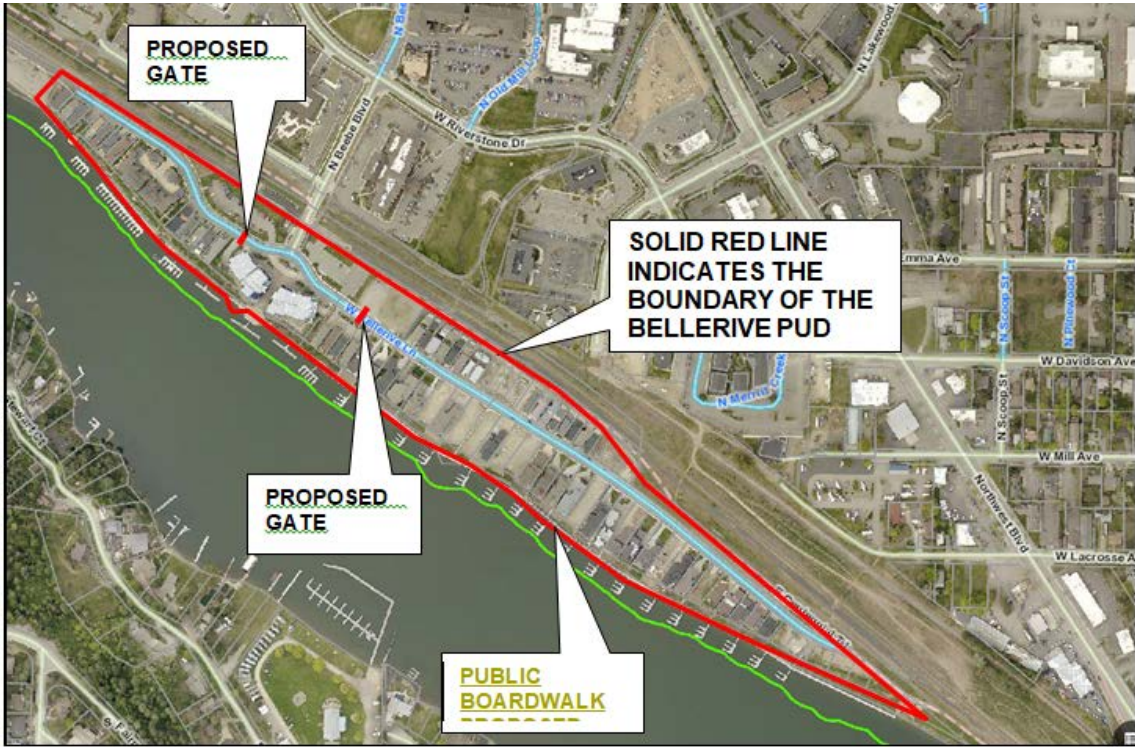
DECISION POINT:

The Bellerive Homeowner's Association (HOA) is requesting a modification to the existing Planned Unit Development known as "Bellerive" in the C-17 PUD (Commercial at 17 units/acre Planned Unit Development) zoning district to allow for the installation of gates at areas located east and west of Beebe Boulevard along Bellerive Lane.

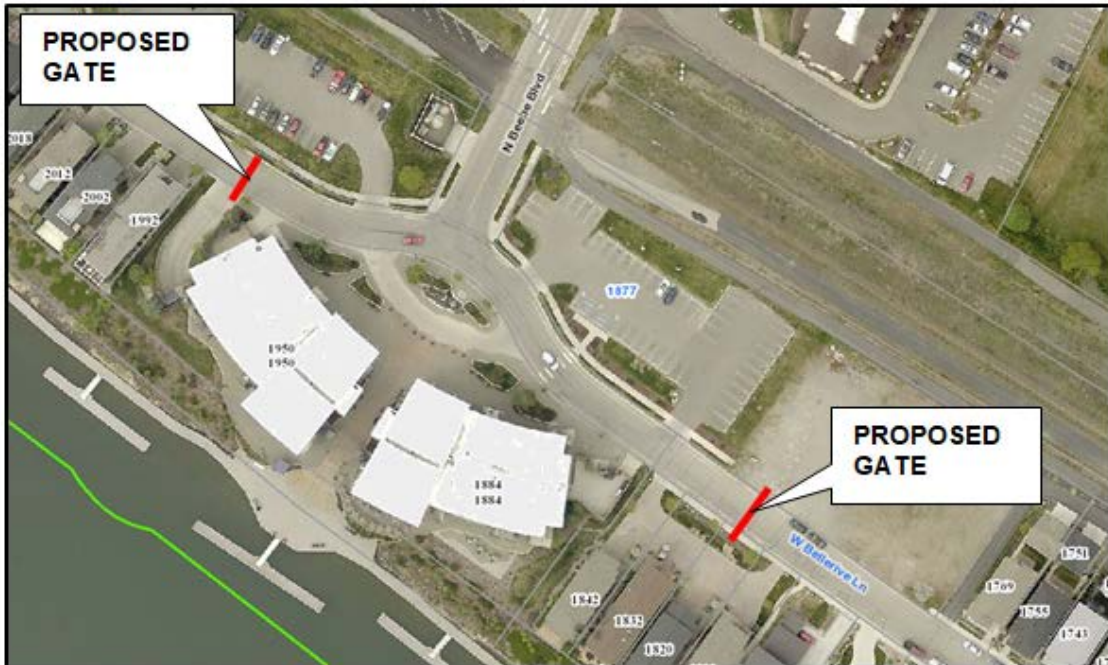
GENERAL INFORMATON:

The Bellerive PUD development is largely built out. However there are approximately 30 lots that have not been developed or are currently under construction within Bellerive and the 11 lots that are not part of Bellerive but are accessed from Bellerive Lane. Land uses in the area include single-family and multi-family residential, commercial, private and public open space and vacant land. The purpose of the request is for the installation of gates to restrict vehicular and bicycle access by the public along Bellerive Lane, which is a private street. The applicant indicates that pedestrians would still have access to the open space including the public boardwalk from sidewalks and the commercial area.

AERIAL PHOTO: BELLERIVE DEVELOPMENT (OUTLINED IN RED)



PROPOSED GATE LOCATIONS:



History:

The original PUD was approved in 2005 and known as the “Riverwalk/Bellerive” development. As the project evolved and as changes in the economy and property ownership occurred, amendments to the PUD were made to modify phasing, change housing types, and replat a number of lots along the river primarily for Boardwalk Homes. The most recent modification came before the commission in December 2015, when the open space requirement was modified to meet the mandated 10%. The modification to the open space was approved in May of 2016, and all of the required improvements were subsequently completed, including the extension of the boardwalk. The Bellerive Homeowner’s Association is now asking to install gates which will be located east and west of Beebe Boulevard on Bellerive Lane.

The Bellerive HOA has stated that in recent years, homeowners residing on Bellerive Lane have seen an increase in traffic and parking along Bellerive Lane, which is a private street. Motorists are parking in front of fire hydrants, in no parking zones, and blocking mail boxes and driveways, as well as parking in areas posted as “Fire Lane-do not block”. The Bellerive HOA contacted City staff due to the ongoing issues with the public parking along both sides of Bellerive Lane and submitted an application to modify the PUD to allow gates on both sides of Bellerive Lane east and west of Beebe Boulevard that would limit vehicular and bicycle access to residents only.

Looking northeast along Bellerive Lane, near the area for the proposed gates



Looking northwest toward the existing parking lot for Le Peep patrons and the Riverfront House



Looking east along Bellerive Lane where there are a number of new homes currently under construction



Looking west along Bellerive Lane toward the Riverfront House and Le Peep restaurant



Looking west along Bellerive Lane at the Riverfront House and restaurant on the left



Looking west along Bellerive Lane near the area for the proposed gates just west of the Riverfront House condo building



Looking north along Bellerive Lane at the existing parking area for Le Peep and the Riverfront House near the area proposed for one of the gates



Looking west along Bellerive Lane at the intersection of Beebe Boulevard. The Riverfront House is on the left and an existing surface parking lot for Bellerive residents and the businesses in the Riverfront House on the right.



REQUIRED FINDINGS (Planned Unit Development):

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

1. The subject property is within the existing city limits.
2. The City Comprehensive Plan Map designates this area as Stable Established-Spokane River District.

Stable Established:

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

Spokane River District Tomorrow

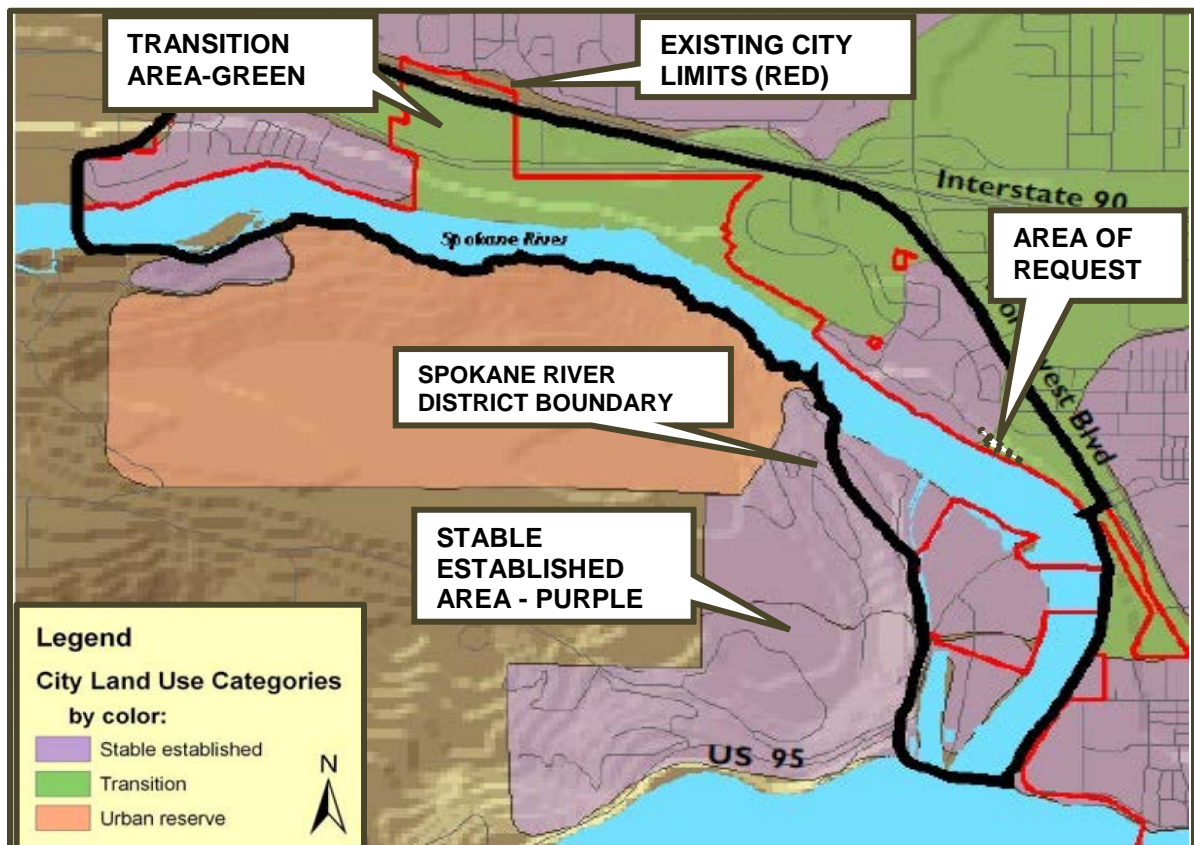
This area is going through a multitude of changes and this trend will continue for many years. Generally, the Spokane River District is envisioned to be mixed-use neighborhoods consisting of housing, and commercial retail and service activities that embrace the aesthetics of the proximity to the Spokane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

The characteristics of the Spokane River District will be:

- Various commercial, residential, and mixed uses.
- Public access should be provided to the river.

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

2007 COMPREHENSIVE PLAN MAP: SPOKANE RIVER DISTRICT – Stable Established



Significant Policies:

- **Objective 1.01 - Environmental Quality:**
Minimize potential pollution problems such as air, land, water, or hazardous materials.
- **Objective 1.02 – Water Quality:**
Protect the cleanliness and safety of the lakes, rivers, watersheds, and the aquifer.
- **Objective 1.03 – Waterfront Development:**
Encourage public and private development to incorporate and provide ample public access, both physical and visual, to the lakes and rivers.
- **Objective 1.04 – Waterfront Development:**
Provide strict protective requirements for all public and private waterfront developments.
- **Objective 1.05 – Vistas:**
Protect the key vistas and view corridors of the hillsides and waterfronts that make Coeur d’Alene unique.
- **Objective 1.09 – Parks:**
Provide an ample supply of urbanized open space in the form of beaches, squares, greens and parks whose frequent use is encouraged by placement, design, and access.
- **Objective 1.11 – Community Design:**
Employ current design standards for development that pay close attention to context, sustainability, urban design, and pedestrian access and usability throughout the City.
- **Objective 1.13 – Open Space:**
Encourage all participants to make open space a priority with every development and annexation.
- **Objective 3.05 – Neighborhoods:**
Protect and preserve existing neighborhoods from incompatible land uses and developments.
- **Objective 3.14 – Recreation:**
Encourage city sponsored and/or private recreation facilities for citizens of all ages. This includes sports fields and facilities, hiking and biking pathways, open space passive parks, and water access for people and boats.

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

Shorelines:

- Policy: Make public access to river and lake shorelines a priority.
- Methods:
 - Ensure scale, use, and intensity are suitable with location.
 - Promote protection and connectivity along shorelines.

Resolution 14-049 – Maximizing Public Riverfront Property, Protection of Riverfront and Comprehensive Planning of the Spokane River Corridor:

The City Council adopted **Resolution 14-049** on November 18, 2014 directing staff members to consider maximizing public riverfront property, protection of the riverfront and providing comprehensive planning of the Spokane River Corridor from Riverstone to Huetter Road.

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

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

The project was approved as a mixed use development offering a mix of residential housing types. The project was also approved with public open space that includes the boardwalk and nine public connections to the boardwalk from Bellerive Lane. Previously approved deviations to the performance standards within the Bellerive PUD were to allow for additional height, reduced setbacks, density increase for condominium lots within Riverfront House, modification of the Shoreline Regulations, and reduction in multi-family parking requirements, as well as deviations to the Subdivision requirements, and reduction in the open space.

The requested modification will not change the previously approved deviations. However, gates on Bellerive Lane may be incompatible with future uses on some of the undeveloped lots in Bellerive that have development rights for commercial or multi-family residential uses. In addition, there may be incompatibilities with associated parking requirements for new development and replacement of existing surface parking lots. The proposed gates may also be in conflict with the required connection to Lacrosse Boulevard from Northwest Boulevard that is an unfulfilled condition of approval for the Bellerive PUD project. If two gates are approved and constructed, and the Bellerive/Lacrosse connection is completed as required and designed, the new Lacrosse connection would result in an unencumbered public road that feeds into a gated private road. The City is willing to work with the Bellerive HOA, BLM, ignite and other property owners in the immediate vicinity to find a common and equitable solution to the Bellerive/Lacrosse connection that may involve redesigning the roadway with a connection to Beebe and an emergency-only access to Bellerive Lane. However, at this time the condition has not been met and could be in conflict with the requested gates.

The BLM/Four Corners Master Plan shows improved parkland adjacent to the Centennial Trail and Bellerive. It is anticipated to include a public parking lot next to the Lacrosse Boulevard connection to Bellerive Lane. The future public parking lots as part of the BLM/Four Corners Master Plan will also remove parking impacts from the public on the Bellerive neighborhood. The City's preference would be for Bellerive to enforce parking rather than install gates.

There are also 11 undeveloped lots that are accessed from the northern terminus of Bellerive Lane that are not part of Bellerive and could be impacted by the gates.

Because the public open space was an original condition of the PUD approval (and includes the existing boardwalk) gates would largely limit public access to the Spokane River which contradicts **Resolution 14-049**. Staff has serious concerns about reducing access in any form, does not support the request for the proposed gates, and feels parking management is a better solution for all.

Evaluation: *The Planning Commission must determine, based on the information before them, that the request is compatible with uses on adjacent properties in terms of density, design, parking, and open space and landscaping. (See Finding B8E with regards to open space.)*

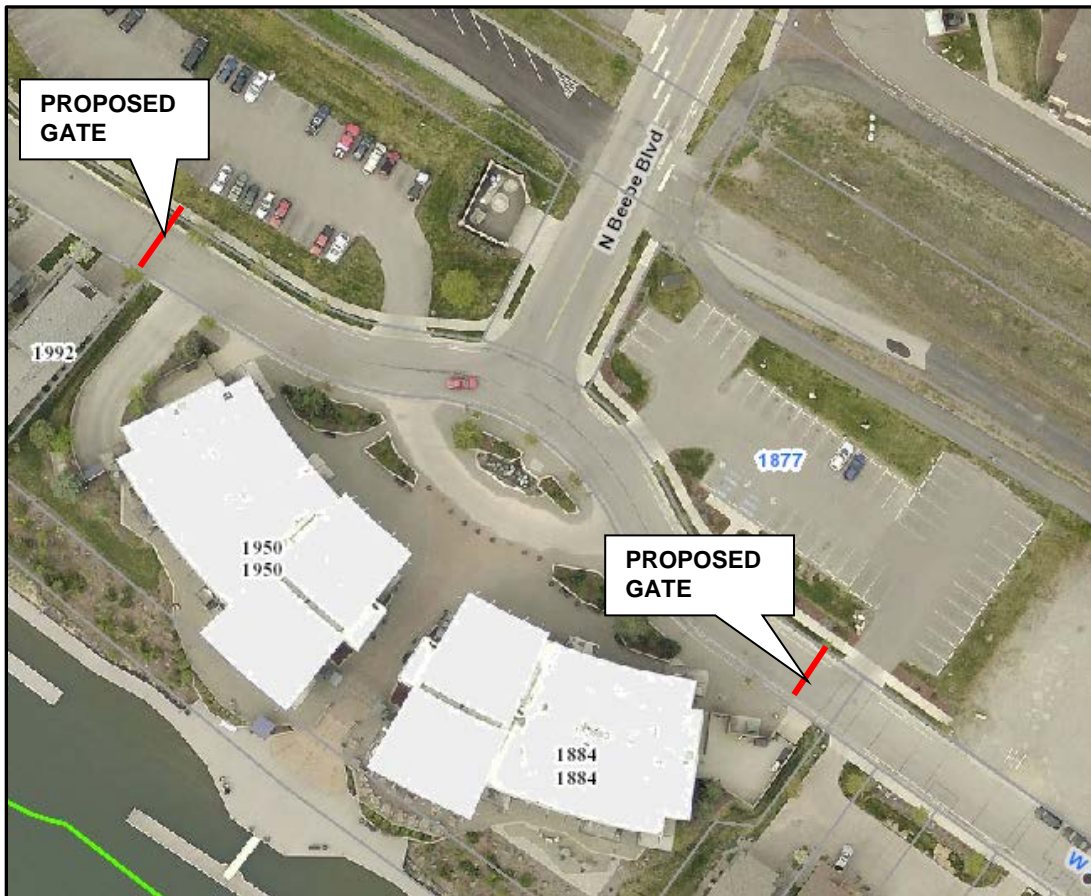
Finding #B8C: The proposal (is) (is not) compatible with natural features of the site and adjoining properties.

While the proposed gates would not technically restrict pedestrian access to the open space in Bellerive, they would definitely be a deterrent by giving the appearance that the open space and boardwalk are private and restricted from public access. Additionally, citizens and visitors with a disability would be challenged to access the public portions of Bellerive if gates are installed.

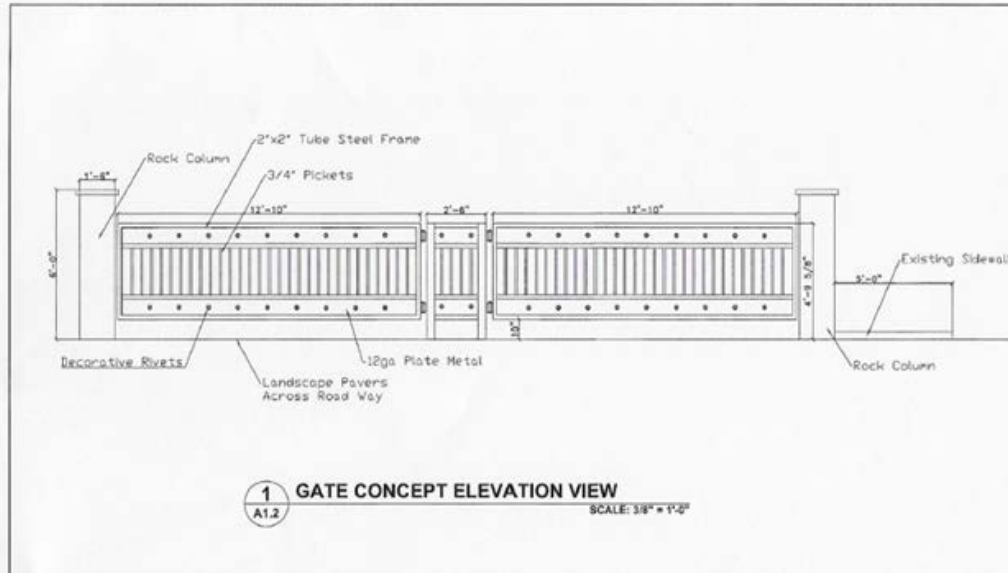
If approved, the proposed gates will be installed on Bellerive Lane, which is a private street. A large portion of the Bellerive development has been built out. However; there are approximately 30 lots remaining within the Bellerive development that will eventually be under construction and utilizing Bellerive Lane for access. This means that contractors will be going in and out of the project for the next several years, necessitating having the gates left open or giving every contractor a passcode for the gates.

As noted, gates on Bellerive Lane may be incompatible with future uses of some of the undeveloped lots in Bellerive that have development rights for commercial or multi-family residential uses, associated parking requirements for new development, and the replacement of existing surface parking lots. The proposed gates are also in conflict with the required connection to Lacrosse Boulevard and Northwest Boulevard that is an unfulfilled condition of approval for the Bellerive PUD project.

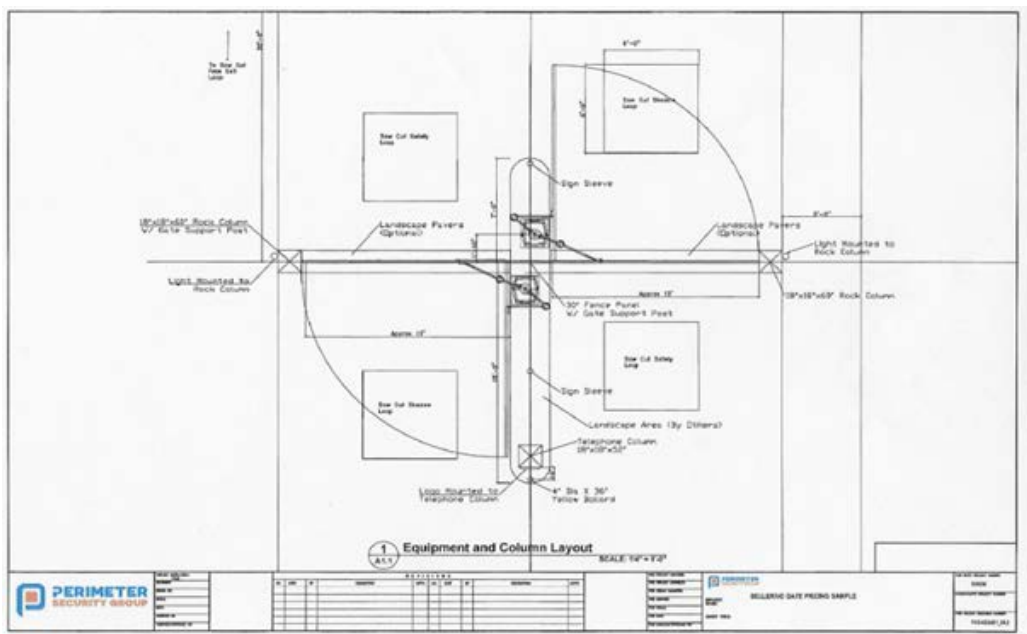
APPROXIMATE AREA OF PROPOSED GATES: (NOTED IN RED)



PROPOSED GATE DESIGN:



EXAMPLE OF GATE DESIGN:



Evaluation: *The Planning Commission must determine, based on the information before them, that the request is compatible with natural features of the site and adjoining properties.*

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

Necessary findings were made with the original PUD approval and subsequent PUD amendments with regard to the location, design and size of the proposal and the City's ability to provide service with a private ungated road. There are public utility easements within Bellerive for the following City utilities: sanitary sewer, water, stormwater, and fire standpoints. Comments have been provided by the Water, Wastewater and Fire Departments with regard to the installation of a gated access over public underground utilities and if it would impact public services. Idaho Department of Lands also provided comments with regard to the gate request.

FIRE:

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

Fire department access to the site (Road widths, surfacing, maximum grade and turning radiuses), in addition to, fire protection (Size of water main, fire hydrant amount and placement, and any fire line(s) for buildings requiring a fire sprinkler system) will be reviewed prior to final plat recordation or during the Site Development and Building Permit, utilizing the currently adopted International Fire Code (IFC) for compliance. The CD'A FD can address all concerns at site and building permit submittals with the corrections to the below conditions.

-Submitted by Bobby Gonder, Fire Inspector

WASTEWATER:

Per Sewer Policy 719 (RES. 15-007) "Manholes within the easement will require access by maintenance vehicles and equipment via an all-weather surface approved by the Wastewater Department". Sanitary Sewer Manhole BEL-2B1 must be unobstructed within the gate improvement area. The City's Wastewater Utility must have approved access through the gate for maintenance, construction, or reconstruction activities related to the sewer system.

Per Sewer Policy 719 (RES. 15-007) "Construction of structures within the easement is prohibited. Landscaping within the easement shall be limited to shallow rooted vegetation, concrete curbing, and asphalt surfaces." Controls mounted on fence posts, or similar structures that do not required a foundation, footing or equivalent will be permitted.

In the event sewer maintenance work reasonably requires the removal or displacement of gate or gate related improvements within the easement, the City should not be obligated to restore or replace said improvements as the gates are optional.

-Mike Becker, Utility Project Manager

IDAHO DEPARTMENT OF LANDS:

I have discussed this project with our CDA Area Manager as well as our Bureau Chief down in Boise.

Idaho Department of Lands (IDL) has issued 7 encroachment permits for the community dock system and boardwalk at Bellerive, along with permits for bank stabilization, installation of boat lifts, and additional boardwalk to be installed. The first permit was issued August 31, 2006, and

the most recent permit was issued on October 25, 2018. There have been numerous challenges with this project dating back to July 2006 when IDL received the 1st original application.

One of the big issues with this project was that the boardwalk be available and open to the public. In fact, one of the terms and conditions of the permit was that the boardwalk was to be made available to the public in perpetuity. IDL feels that installing a gate that would restrict vehicular access could also restrict public access to the boardwalk. IDL needs to ensure that terms, conditions, and conditions of approval of previous permits are still being adhered to. IDL is opposed to any projects or actions that would reduce the public's ability to recreate and utilize this area as was originally agreed upon.

Thank you again for the opportunity to comment on this proposed project. Please let me know if you have any further questions and please keep me posted on any meetings regarding this project.

-Mike Ahmer- Resource Supervisor- Lands and Waterways

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

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

All open space areas will remain unchanged if the proposed gates are approved. However; installation of gates to the east and west of Beebe Boulevard on Bellerive Lane, will only allow for the public to access the development on foot from sidewalks and the commercial area, and would restrict bicycle and vehicular access. The gates would give the appearance that open space (including the boardwalk) is for private use and not open to the public. The Bellerive PUD is a total of 24.3 acres in size. The approved open space for the project was 4.42 acres, which equates to 18%, and later reduced to 2.4 acres or the required 10% open space requirement. All required open space areas have been improved.

The approved Riverwalk/Bellerive Final PUD Application included the project Narrative, as part of the PUD requirement. The Narrative included the overall description of the location and intensity of uses, including public and private open space areas throughout the P.U.D. A primary component of the Riverwalk/Bellerive PUD included specific language detailing the areas and uses of the Open Space areas for public and private use. In addition the narrative states in the project description, "The intent is to avoid creating a wall of homes along the water's edge."

There are a few examples of PUD projects in the City that have gated access to restrict vehicular access into the project. However, those projects do not include public open space areas. Bellerive is unique in how it was approved and developed which includes the public boardwalk feature that runs the full length of the project along the bank of the Spokane River. There are public access easements providing pedestrian connections to the boardwalk at nine locations noted in the below graphic, showing the Public Access points on the Interpretative Signage for the development. Pedestrian access to the boardwalk was designed with an elevator at the River House to provide accessibility to the boardwalk, but the elevator is not currently operational. There is also a public moorage dock for day use.

The PUD section of the Zoning Code requires open space to be usable with amenities. Open space must be free of buildings, streets, driveways and parking areas, accessible to all users of the development, and usable for open space and recreational purposes. The PUD section of the Code allows for projects to have private or public open space. While there are several PUD projects in the City that have all private or a mix of public and private open space, the Bellerive PUD was proposed and approved with public open space, including the boardwalk.

Evaluation: *The Planning Commission must determine based upon the information before them; whether or not the proposal provides adequate access to the public open space areas within the Bellerive Development. The code states that, no less than 10% of gross land area, free of buildings, streets, driveways, or parking areas. In addition, the Planning Commission must determine whether the requested modification to install gates, prohibiting vehicle traffic within the gated areas, and, limiting vehicle access to the required open space would satisfy the public access to the open space requirement of the Bellerive PUD.*

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

Standard parking requirements for the proposed use in Bellerive/Riverwalk PUD were approved as follows:

- Single-family dwellings: 2 spaces per unit.
- Courtyard Homes: 1.5 spaces per unit.

The request for gates would not impact previously approved parking requirements for the project. As staff has reviewed the previous project approvals and modifications, it became clear that the two surface parking lots are providing parking for the commercial areas because the needed parking was not fully met with the underground parking for the Riverfront House. The two properties that are functioning as surface parking lots have development rights, but parking for any new uses along with replacement parking will be required at the time of development. Staff acknowledges that there is currently a parking challenge in Bellerive, but it appears this is due to the lack of sufficient parking for the commercial, residential, and public open space uses, and is likely a result of the reduced parking that was requested by the original developer, and the number of contractor vehicles along Bellerive Lane while homes are being constructed.

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

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

The Bellerive Homeowner's Association was a part of the original approval and Final Development Plan. The open space areas will continue to be maintained by the HOA in accordance with the existing governance documents. The gates would also be owned and maintained by the HOA, if the request is approved.

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

PLANNED UNIT DEVELOPMENT CONDITIONS:

Staff recommends that the following conditions be required if the gate request is approved. The following conditions would apply to this PUD amendment and would not negate or replace any of the previously approved conditions for Bellerive unless specifically noted. There are still some outstanding conditions that have been delayed to future phases and remain unfulfilled at this time, some of which are noted below.

1. Welcoming Wayfinding Signage shall be posted at the gated entries at the time the gates are installed to inform the public of the usable open space within the development and that the public is welcome in the neighborhood on sidewalks, paths, on the boardwalk, and in the commercial area.
2. The installation of a bicycle rack accommodating a minimum of 10 bicycles shall be provided near the "Riverfront House" for bicycle parking prior to installation of the gates.
3. The Boardwalk Lift shall be in working order to provide accessibility to the boardwalk prior to installation of the gates.
4. The HOA shall work with the City and other property owners to determine an equitable solution for the Lacrosse connection from Bellerive Lane to Northwest Boulevard (which is an unfulfilled condition of the Bellerive PUD project approval) prior to installation of gates and/or by a date certain.
5. Prior to installation of the gates, ADA parking stalls and accessible route(s) to the commercial areas and public open space shall be provided in one or both of the surface parking lots, or access to the below grade parking in the Riverfront House shall be open for ADA parking from 6AM to 10PM.
6. A third gate may be required for emergency access only if an alternate connection to Lacrosse can be made to fulfill the condition requirement noted in condition 4 above.
7. All City departments with easements for public utilities and emergency service providers shall be provided with keys/keypad access to open the gates.
8. All gate related improvements shall be approved by the City's Wastewater Utility such that said improvements do not impede access to Sanitary Sewer System within the utility easement.
9. Construction of permanent structures and deep rooted flora within the utility easement will not be permitted.
10. The HOA shall not impair, or allow others to impair, the sewer easement. If the gate improvements impair the ability of the Wastewater Utility to maintain, construct, or reconstruct the sewer system, the Wastewater Utility give reasonable notice to the HOA so that the HOA can move the gate improvements prior to maintenance, construction or reconstruction. If the HOA fails or refuses to move the gate improvements, or in the event of an emergency, the HOA agrees that the Wastewater Utility may move the gate improvements without liability or the obligation to restore the gate improvements.
11. The HOA will have full responsibility to repair the gates if they are damaged as a result of emergency or routine repair of the City's sewer and water facilities.
12. The applicant must follow the International Fire Code 2015 Edition Section 503.5 to 503.6 and D103.5 regarding fire department access through gates. For a divided street, the

minimum lane width shall be 12 feet. Fire Department access thru the gate shall be manual or electric using Knox products such as Knox keyway switch or Knox padlock that are keyed for Coeur d'Alene Fire Department. The applicant can contact Inspector Bobby Gonder for further on the Knox products that are used in Coeur d'Alene.

ORDINANCES AND STANDARDS USED IN EVALUATION:

Comprehensive Plan - Amended 1995
Transportation Plan
Municipal Code
Idaho Code
Wastewater Treatment Facility Plan
Water and Sewer Service Policies
Urban Forestry Standards
Transportation and Traffic Engineering Handbook, I.T.E.
Manual on Uniform Traffic Control Devices
Coeur d'Alene Bikeways Plan
Resolution 14-049

ACTION ALTERNATIVES:

The Planning Commission must consider this request and make appropriate findings to approve, approve with additional conditions, deny or deny without prejudice.



**APPLICANT'S
NARRATIVE**



Bellerive

LAKE COEUR d'ALENE

Bellerive Homeowners Association, Inc.



Bellerive HOA – PUD Amendment Request

- Per the approved PUD, Bellerive Lane was established as a private road. It is owned by the Bellerive Homeowners Association (“Association”). The Association maintains the road at its own expense.
- In recent years, homeowners residing on Bellerive Lane have seen a great increase in traffic and parking. It is common to see vehicles park in front of fire hydrants, in no parking zones, block mailboxes, ignore driveways, and even in areas posted as "fire lane - do not block."

Bellerive HOA – PUD Amendment Request

- On weekends, especially in summer, Bellerive Lane is extremely congested with vehicles parked bumper-to-bumper on both sides of Bellerive Lane; this obstructs emergency vehicles access to homes when time is critical.
- This congestion is also dangerous to pedestrians, particular children.
 - Note: This danger is increased due to the low profile curbs, many vehicles park on the sidewalk, leaving pedestrians to navigate the street.

Bellerive HOA – PUD Amendment Request

- Bellerive Lane has become an ideal parking spot for pedestrians and cyclist to access the Centennial Trail.
- It is commonplace for vehicles, RVs and boat trailers to spend the day parked on Bellerive Lane.
- Daily during peak season, literally hundreds of people visit Le Peep and partake in its outdoor dining.
 - Note: Le Peep's parking lot's capacity is inadequate for the volume of its dinners.
 - Suggestion: Install a sign at Tilford Lane directing drivers to the parking lot in Riverstone Park.

Bellerive HOA – PUD Amendment Request

- On a personal level, residents would like to have space for visiting friends and family to conveniently park nearby.
 - One homeowner, who is handicapped, has difficulty in summer parking in front of his home.
- This excessive vehicular traffic creates additional wear and tear on Bellerive Lane, which requires the Association to repair at the cost of our homeowners.

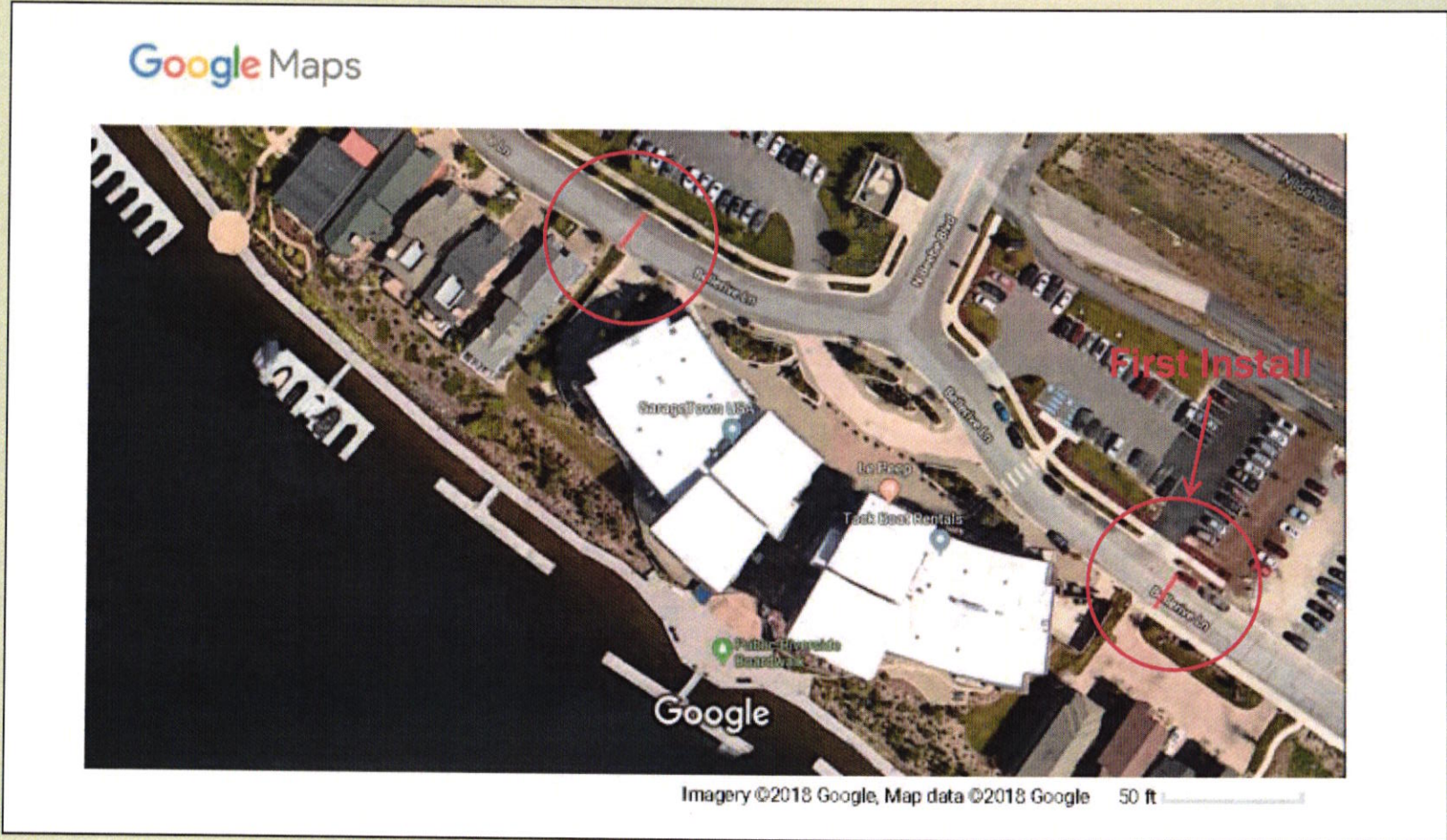
Bellerive HOA – PUD Amendment Request

- The proposed gate will not affect the public's ability to enjoy the public boardwalk because the current pedestrian access will not be obstructed in any way by the gate.
 - We love the Bellerive community and welcome people to stroll and enjoy our amenities, particularly the boardwalk.
- Most **IMPORTANTLY**, the gate will open immediately for emergency vehicles via a Siren Operated Sensor - SOS (see slide # 14).
 - Its entry touch screen is state-of-the-art and easily programmable to many user needs and situations.

Bellerive HOA – PUD Amendment Request

- The gate's footprint is minimal and will not interfere with utilities.
 - Like other gates in the community, it will need an electrical connection.
- The Association will use an underground utility location service prior to install to avoid interfering with utilities.
- In the future, the Association plans to install a similar gate on the west side of Bellerive Lane.

Proposed Gate Locations Marked in Red



Gate Location – Street View

This part of Bellerive Lane is a no parking zone

Le Peep parking lot east exit



Looking north towards the Centennial Trail

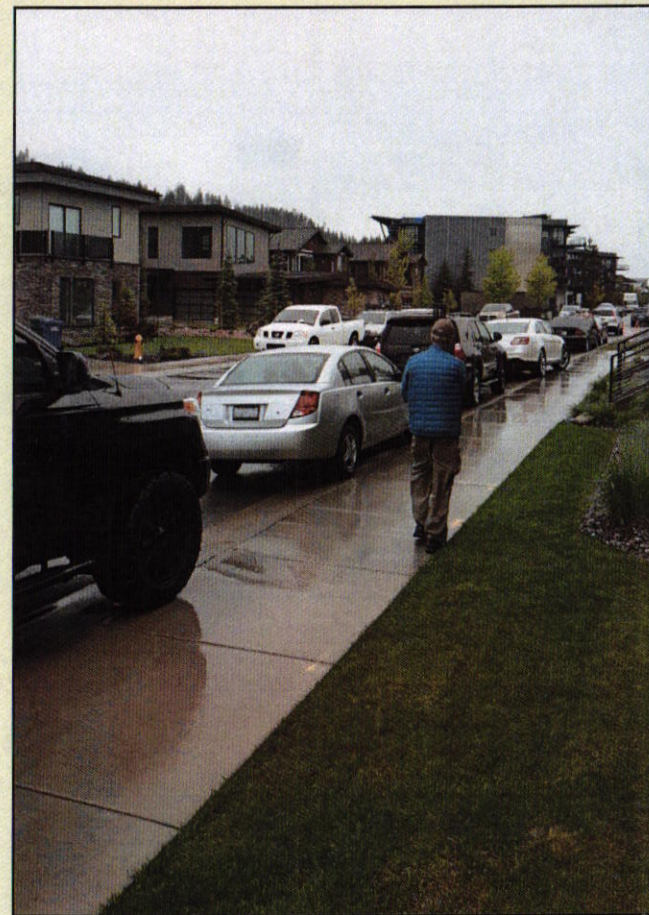
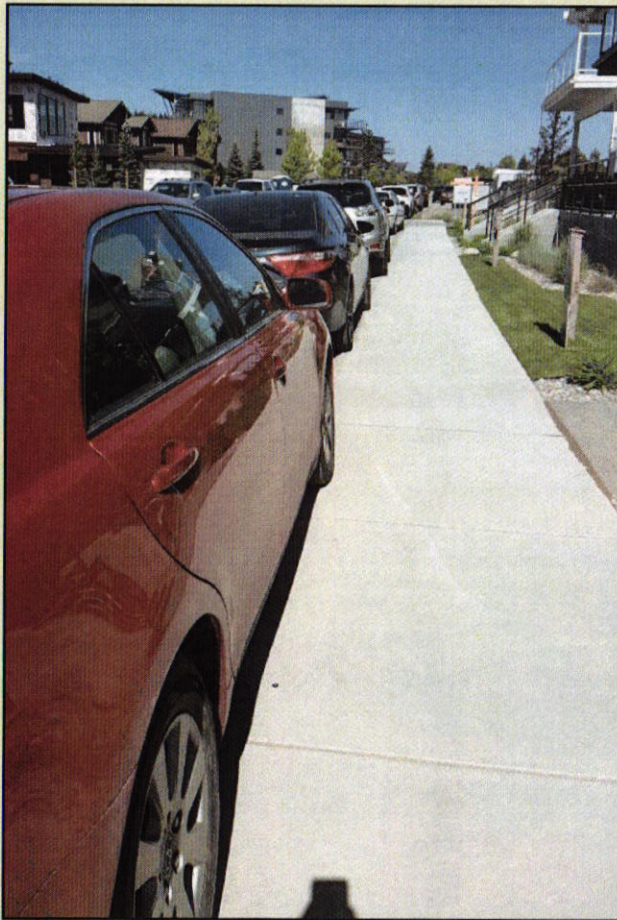


Looking south towards the river

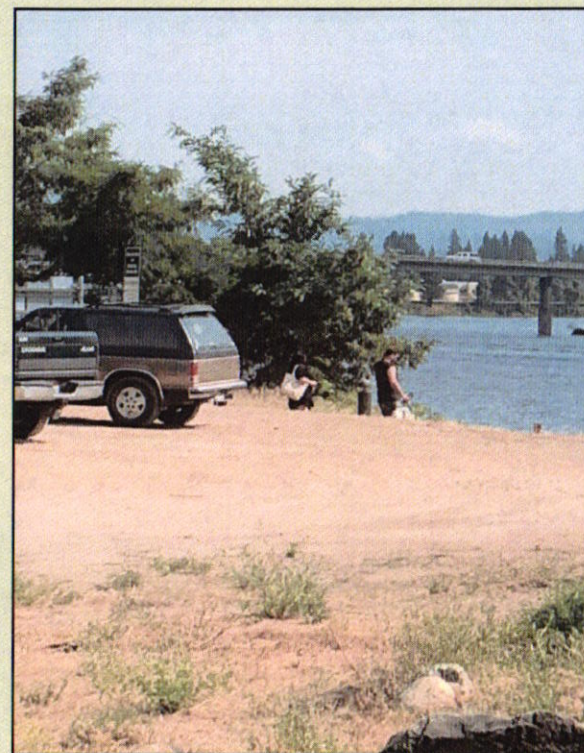
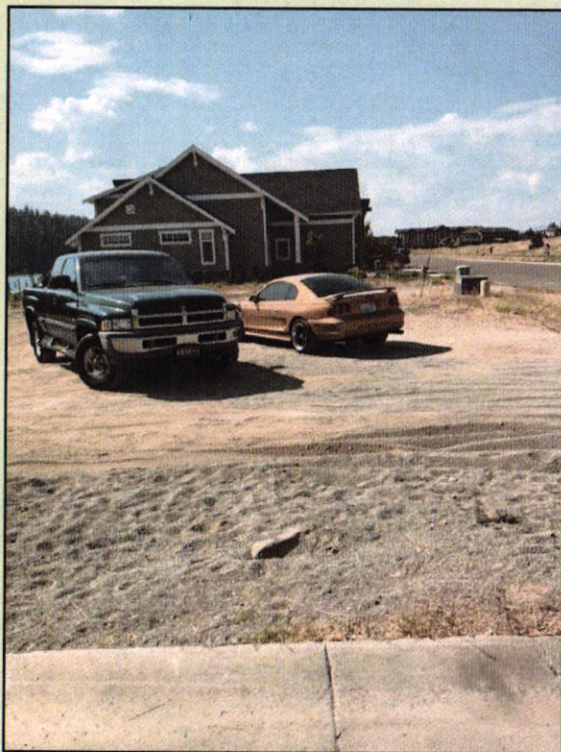
Typical Parking Congestion on Bellerive Lane



Typical Parking Congestion on Bellerive Lane



Overflow Parking on Bellerive Lane Dirt Lots



Emergency Entry Siren Operated Sensor – SOS

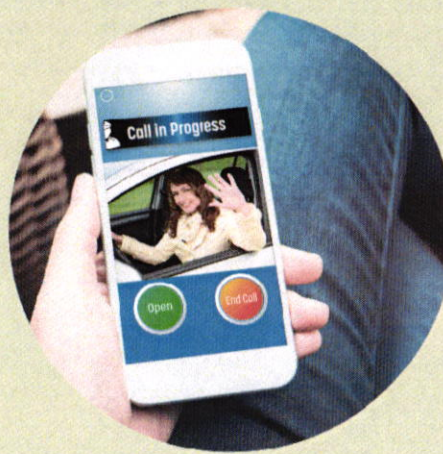
- State-of-the-art entry system used to open residential, commercial, airport, government and military gates during an emergency
- So reliable that it is mandatory in many communities
- Emergency responders gain access without stopping or leaving their vehicle to enter a code or use a key
- Customizable to individual frequencies



State-of-the-art Entry System

■ Watchman by Cellgate

- iOS/Android App for smart devices
- Phone entry system with live streaming video
- Extremely customizable
- Brilliant 7" Touchscreen
- Up to 1,000 directory codes, 64K access codes, and streaming video or telephone entry options



State-of-the-art Entry System

TELEPHONE ENTRY SYSTEM with
LIVE STREAMING VIDEO



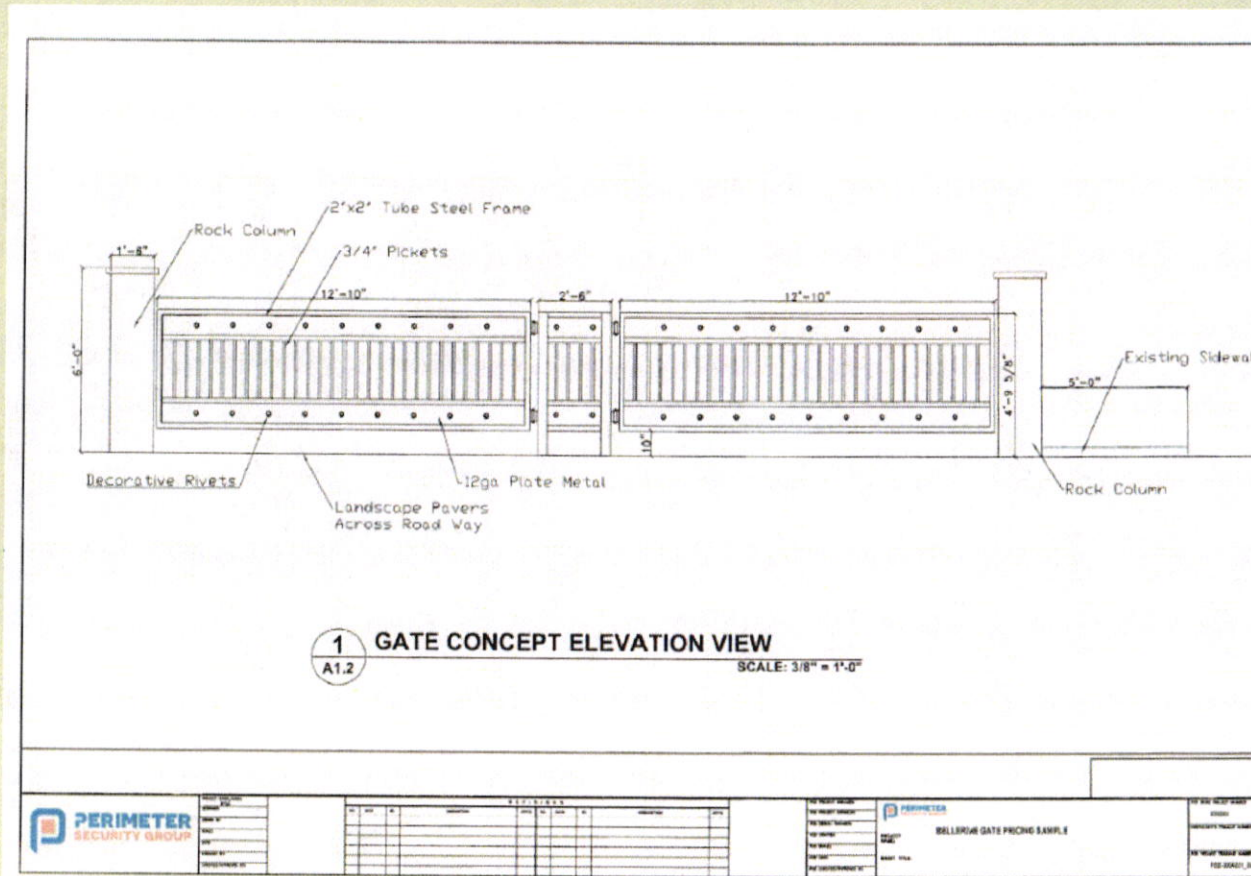
The image displays a telephone entry system for gated communities. On the left is a physical black and silver unit with a screen showing 'Press to CALL' and 'Press to ENTER CODE' options, and a 'cellgate' logo at the bottom. To the right are two smartphones. The first smartphone shows an 'Incoming Call' screen with 'Visitor' at the top and 'Answer' and 'Reject' buttons at the bottom. The second smartphone shows a 'Call in Progress' screen with a live video stream of a woman in a car and 'Open' and 'End Call' buttons at the bottom. The background features a photograph of a modern apartment building with balconies and a paved walkway.

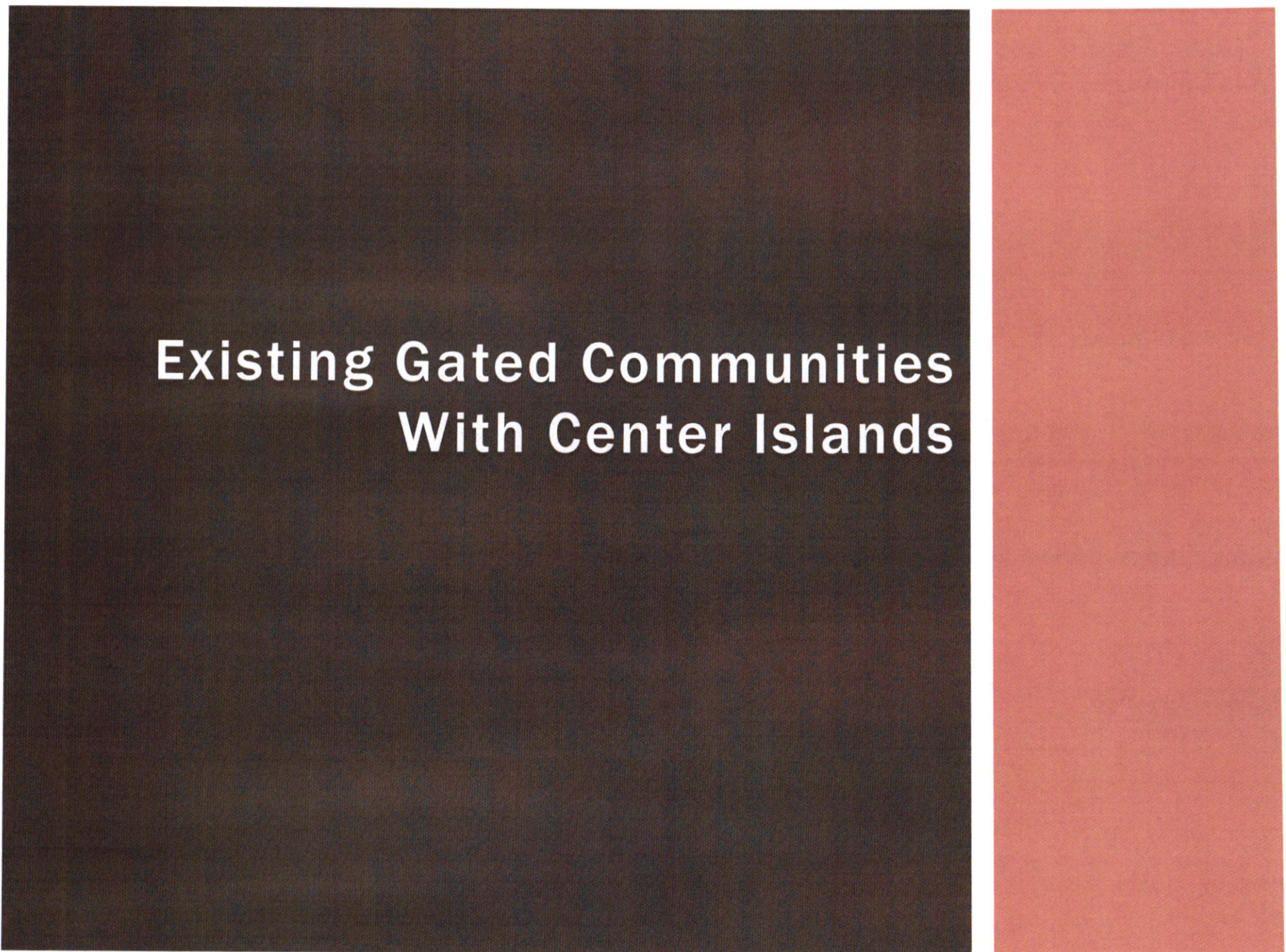
cellgate

Apartment / Gated Communities

Example of Gate Design

- Installation: Perimeter Security Group (Subject to Change)

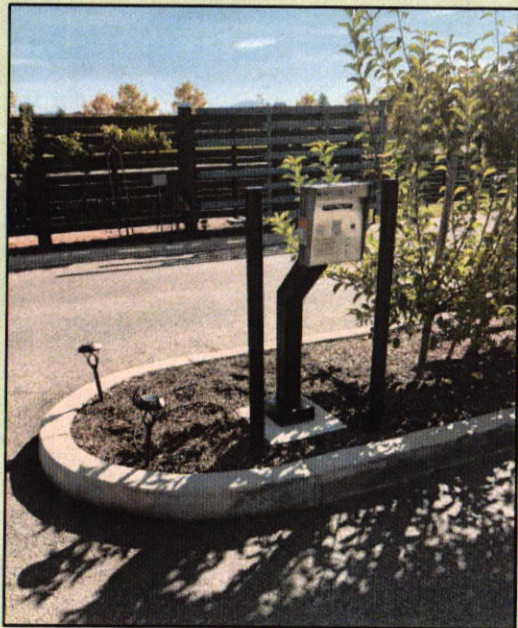
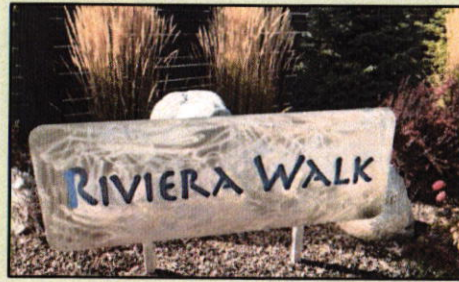




**Existing Gated Communities
With Center Islands**



Rivers Edge



Riviera Walk



Seltice Way & Atlas



Bellerive

LAKE COEUR d'ALENE

**Bellerive Homeowners
Association, Inc.**



PUBLIC COMMENTS

FOR

PUD-1-04m.6

STUHMILLER, SHANA

From: STROUD, TAMI
Sent: Tuesday, November 27, 2018 2:58 PM
To: STUHMILLER, SHANA
Subject: Bellerive Gate Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Shana:

Please provide the below comments to the Planning Commission with regard to the proposed gates. This "Bellerive" resident wishes to remain anonymous.

To Whom it May Concern:

This concern is the proposed gates on Bellerive Lane. I live there during the summer and walk the area. Bellerive has Public Access at numerous areas. Gating off any of Bellerive down by the Restaurant would cause more congestion to an area that is "Public Use". The only area that would make any sense to gate off is at the west end having a closed gate so traffic will not be coming thru from the future Atlas Project and another emergency exit. As there is much construction still going on, gating at this time would cause a back up because of the gates. Since we only have one road out if you gate off Bellerive it would cause BeeBe to be jammed up and parking on either side of that street. If speed is a problem on West Bellerive, then possibly a speed bump.

As long as this is an area of Public Access and construction, there should not be gates.

Sent from my iPad

Tami Stroud
Associate Planner

710 E. Mullan Avenue
Coeur d'Alene, ID 83814-3958

Telephone: (208) 666-5740

Fax: (208) 769-2284

Email: tstroud@cdaid.org



From: weimer5
To: [STUHMILLER, SHANA](#)
Subject: December 11, 2018 Public Hearing
Date: Monday, November 26, 2018 11:38:21 AM

I live in the Bellerive condos in the summer. I wanted to voice my support for the gates on Bellerive Lane. I am all for preventing some of the sketchy people from hanging out at the ends of the street. I have two issues. First, what are the mitigation plans for someone driving into the parking lot entrance that will be before the gate and just driving over the sidewalk between the trees bypassing the gate and gaining access to Bellerive Lane. My suggestion is to post some signage on the gate that says something like this. "It is illegal to drive a motorized vehicle on or across the sidewalk to bypass the gate. Violation will result in a fine of \$200. The number to call to report a violation is xxx-xxx-xxxx." I think after a few fines are levied, the word will get out. My second issue is a concern I have about the noise level of the gate apparatus. Are steps being taken to make these gates as quiet as possible? Thank you.

Janet and Scott Weimer

STUHMILLER, SHANA

From: L A <laprim613@yahoo.com>
Sent: Thursday, December 06, 2018 11:38 AM
To: STUHMILLER, SHANA
Subject: re: Bellerive gates

Hello,

Our home is located in the Bellerive Addition, our address is : 2140 W. Bellerive Lane
We are joining our neighbors in requesting approval of a modification to the Bellerive Planned Unit Development.

The request is to place gates on Bellerive Ln. at areas located east and west of Beebe Boulevard.
If there is any other information you need, please feel free to contact me:

Ben Primrose
214-794-3506

Thank you.

Ben Primrose

PLANNING COMMISSION STAFF REPORT

FROM: MIKE BEHARY, ASSOCIATE PLANNER
DATE: DECEMBER 11, 2018
SUBJECT: ZC-4-18 ZONE CHANGE FROM R-12 TO C-17
LOCATION: +/- 7.8 ACRE PARCEL LOCATED AT 3528 W. SELTICE WAY

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

DECISION POINT:

The applicant is requesting approval of a zone change from R-12 to C-17 zoning district.

BACKGROUND INFORMATION:

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

The applicant owns a triangle parcel ("RE Exchange Property") that is surrounded by the City owned Atlas Mill site. The City also owns the old abandoned BNSF Railroad right-of-way ("City Exchange Property") that bisects the applicant's overall proposed project area. The applicant and the City have executed a Memorandum of Understanding (MOU) that expresses the applicant's and City's desire to complete a land exchange of the two mentioned properties. See the map on page 5 that illustrates the proposed land swap between the City and the applicant. The MOU between the applicant and the City is located at the end of this report in (Attachment 1).

The applicant's overall proposed project has split zoning with R-12 Zoning District on the southern portion of the property along the river and C-17 zoning district on the northern portion of his overall site. The majority of the applicant's proposed project is zoned C-17 and the smaller portion is zoned R-12. The applicant has indicated they would like to correct the split zoning issue with his proposed project and to have one uniform zoning district over the whole project. See the attached Narrative/Justification at the end of this report for a complete overview of the request and compliance with the required findings. (Attachment 2)

The applicant has stated that he intends to develop the property with a residential use only. If the zone change request is approved the applicant intends to build a multi-family apartment complex on the overall 25 acre site. The applicant has submitted a site plan showing how the proposed project will be developed. *See Site Plan on Page 5*

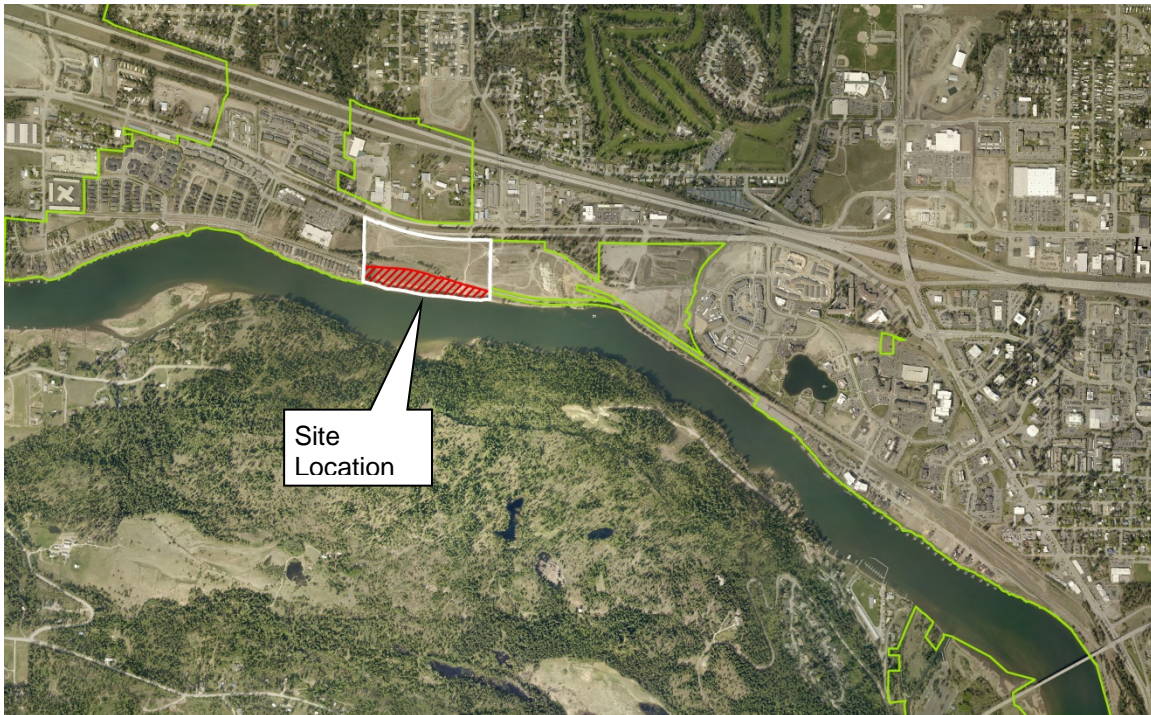
The applicant has made application for a density increase in item SP-7-18. The density increase request is from 17 units to 34 units per acre. The applicant has also made application for a Limited Design PUD in item LDPUD-1-18. The three requests are tied together and will be conducted as one public hearing with three separate findings.

The applicant has stated that a commercial use on this site would generate more traffic than a residential use. As part of this application, the applicant has submitted a Trip Generation and Distribution Letter (TGDL). The TGDL was prepared by the applicant's Engineer and it discusses in depth the potential traffic that could be generated by commercial and residential uses. The TGDL dated December 6, 2018 is located at the end of this report in (Attachment 3).

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

See full list of uses allowed in the C-17 on pages 20 and 21.

LOCATION MAP:



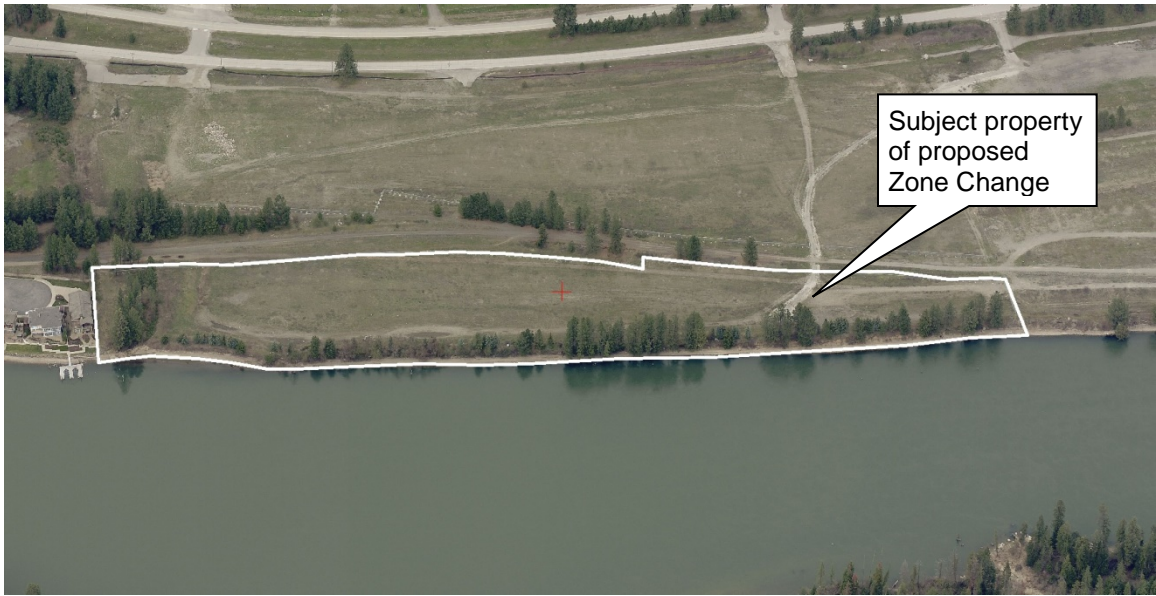
AERIAL PHOTO: OVERALL PROPERTY



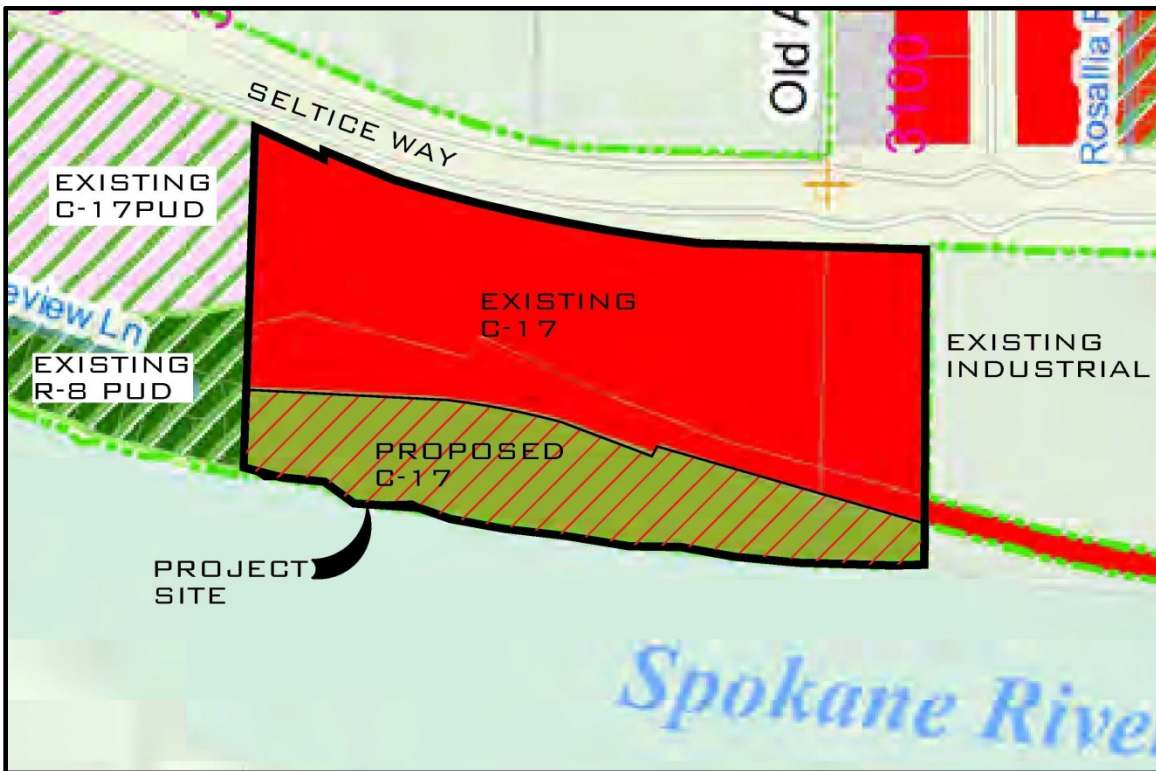
AERIAL PHOTO: PROPOSED ZONE CHANGE



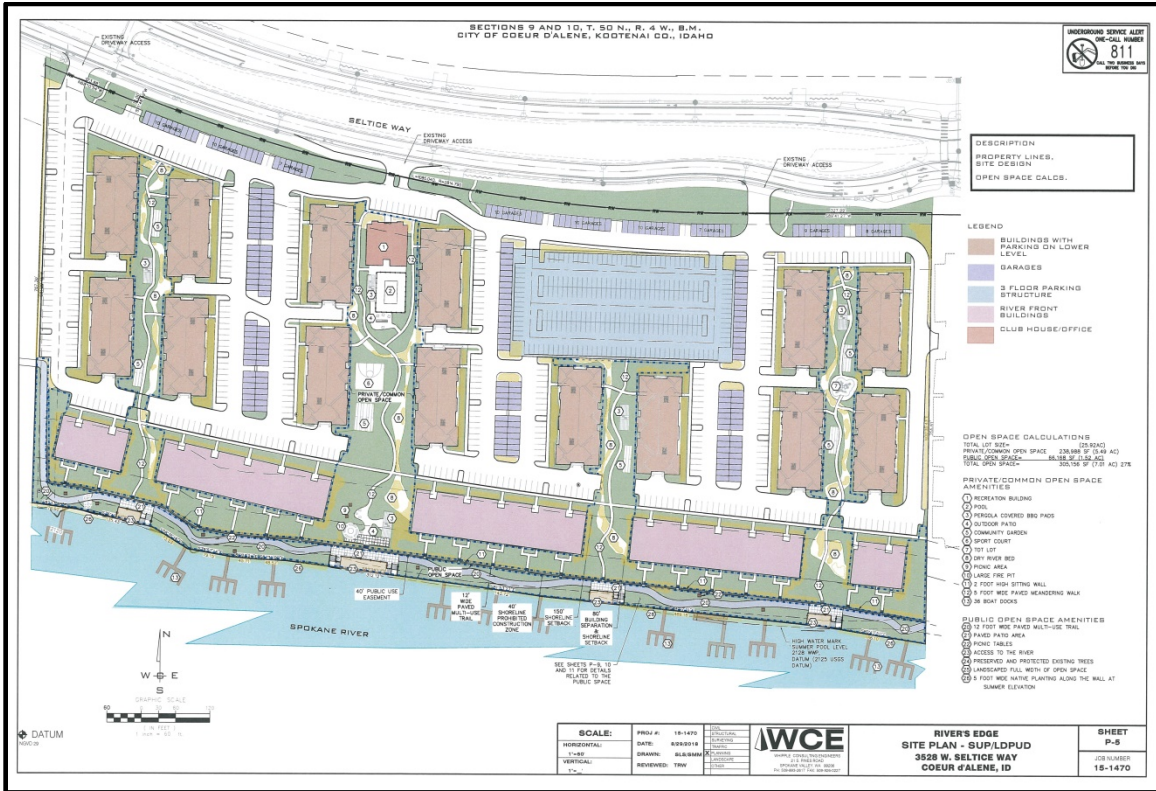
BIRDS EYE AERIAL PHOTO:



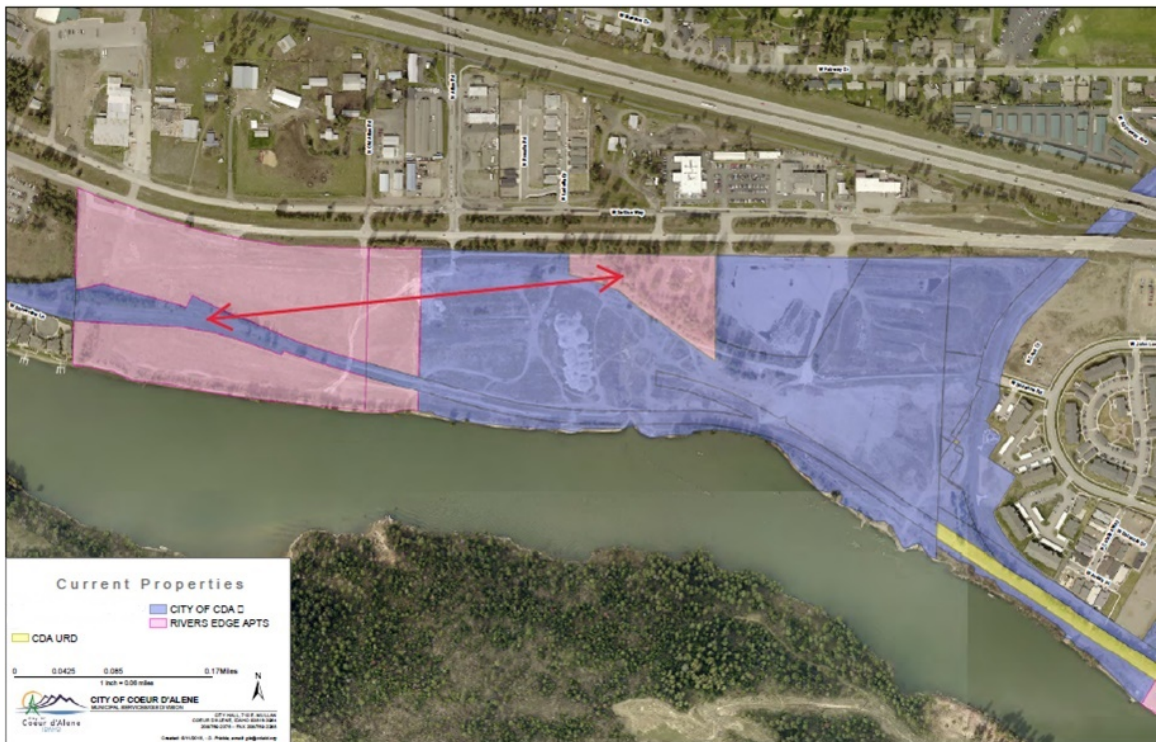
APPLICANT'S EXHIBIT OF PROPOSED ZONE CHANGE:



APPLICANT'S EXHIBIT OF PROPOSED SITE PLAN:



LAND SWAP MAP:



PRIOR ZONE CHANGE ACTIONS:

Planning Commission and City Council approved multiple zone change requests in item ZC-4-04 west of the subject property from R-3, R-8, R-17, and C-17 to R-3, R-8, R-17, C-17L, and C-17 in 2004. To the north of the subject site a zone change was approved by the Planning Commission and City Council in 1987 to change the zoning classification from C-17 to LM in item ZC-11-87. To the east is the Atlas Mill site that is zoned C-17 and was approved as part of the Annexation process in 2018. As seen in the map provided below, the area is relatively established with approved zone changes to C-17 in the vicinity of the subject property.

See Prior Zone Change Actions Map below.

PRIOR ZONE CHANGE ACTIONS MAP:



Past Zone Changes:

ZC-4-04	<u>Existing zoning</u>	<u>Proposed zoning</u>	Approved
	R-3 26.1 acres	25.9 acres	
	R-8 37.3 acres	31.6 acres	
	R-17 22.4 acres	13.1 acres	
	C-17 14.1 acres	19.7 acres	
	C-17L None	10.1	
ZC-11-87	C-17 to LM		Approved

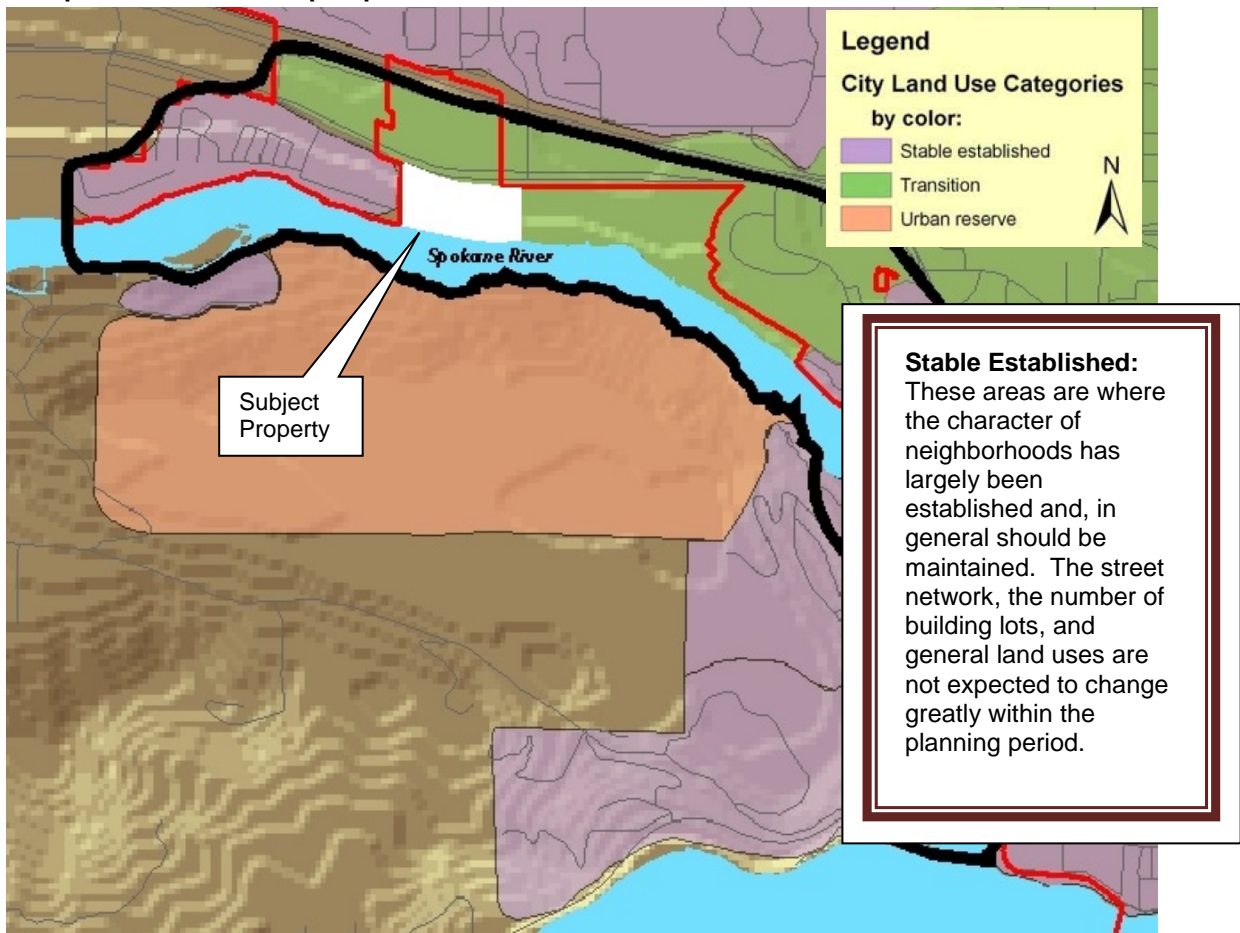
REQUIRED FINDINGS:

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

2007 COMPREHENSIVE PLAN- LAND USE CATEGORY:

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

Comprehensive Plan Map: Spokane River District



Spokane River District Tomorrow:

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

The characteristics of the Spokane River District neighborhoods will be:

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

Transition Areas:

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

COMPREHENSIVE PLAN GOALS & OBJECTIVES THAT APPLY:

Goal #1: Natural Environment

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

Objective 1.01 Environmental Quality:

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

Objective 1.02 Water Quality:

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

Objective 1.03 Waterfront Development:

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

Objective 1.04 Waterfront Development:

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

Objective 1.05 Vistas:

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

Objective 1.09 Parks:

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

Objective 1.11 Community Design:

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

Objective 1.12 Community Design:

Support the enhancement of existing urbanized areas and discourage sprawl

Objective 1.13 Open Space:

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

Objective 1.14 Efficiency:

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

Objective 1.15 Natural Terrain:

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

Objective 1.16 Connectivity:

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

Objective 1.17 Hazardous Areas:

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

Goal #2: Economic Environment

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

Objective 2.01 Business Image & Diversity:

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

Objective 2.02 Economic & Workforce Development:

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

Objective 2.05 Pedestrian & Bicycle Environment:

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

Objective 2.06 Cooperative Partnerships:

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

Goal #3: Home Environment

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

Objective 3.01 Managed Growth:

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

Objective 3.02 Managed Growth:

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

Objective 3.05 Neighborhoods:

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

Objective 3.06 Neighborhoods:

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

Objective 3.08 Housing:

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

Objective 3.13 Parks:

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

Objective 3.14 Recreation:

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

Objective 3.16 Capital Improvements:

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

Objective 3.18 Transportation:

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

Goal #4: Administrative Environment

Our Comprehensive Plan advocates efficiency and quality management.

Objective 4.01 City Services:

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

Objective 4.06 - Public Participation:

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

2007 COMPREHENSIVE PLAN – SPECIAL AREAS - SHORELINES:

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

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

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

Comprehensive Plan Shoreline Policy:

Make public access to river and lake shorelines a priority.

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

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

STORMWATER:

Stormwater issues are not a component of the proposed zone change. Any stormwater issues will be addressed at the time of development on the subject property. City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site.

- Submitted by Chris Bosley, City Engineering

STREETS:

The subject property is bordered by Seltice Way (formerly Highway 10) to the north, which is a principal arterial connecting the cities of Coeur d'Alene and Post Falls. This existing roadway is a newly constructed street section and will not require street improvements. When Seltice Way was designed and constructed, development on the subject property was anticipated. The applicant's engineer provided trip generation data to the design team to ensure that the roadway was designed to handle the development potential of the site and surrounding properties. Additionally the Seltice Way roadway design included three access points to the subject property and a right-turn lane. The Streets and Engineering Department has no objection to the zone change as proposed.

- Submitted by Chris Bosley, City Engineer

WATER:

The newly reconstructed Seltice Way includes a 12" water main at the property frontage, which was a requested upgrade that was paid for by the applicant in anticipation of future development of the property. The applicant will be required to provide a looped system within the property. There is adequate capacity in the public water system as a whole to support domestic, irrigation and fire flow for the proposed zone change. However due to the proposed increased density, we will need a hydraulic study by a third party to determine if the local existing infrastructure can handle the increase in use. The Water Department has no objections to the zone change as proposed.

-Submitted by Kyle Marine, Assistant Water Superintendent

PARKS:

The 2018 Trails and Bikeways Master Plan requires a twelve foot wide shared use path located along the north side of the Spokane River. The Parks Department has no objection to the zone change as proposed.

-Submitted by Monte McCully, Trails Coordinator

WASTEWATER:

Based on the 2013 Sewer Master Plan (SMP) Appendix J, this subject property falls under the Mill River Sewer Lift Station Basin which was modeled for 17 units per acre. Public sewer is available to this project at the east end of Shoreview Lane as a 10" line within the adjacent Mill River 1st Addition Development to the west. The Wastewater Department has no objection to the zone change as proposed.

-Submitted by Mike Becker, Utility Project Manager

FIRE:

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

Fire department access to the site (road widths, surfacing, maximum grade, and turning radiuses), in addition to, fire protection (size of water main, fire hydrant amount and placement, and any fire line(s) for buildings requiring a fire sprinkler system) will be reviewed prior to building permit or during site development, and building permit, utilizing the currently adopted International Fire Code (IFC) for compliance. The City of Coeur d'Alene Fire Department can address all concerns at site and building permit submittals. The Fire Department has no objection to the zone change as proposed.

-Submitted by Bobby Gonder, Fire

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

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

PHYSICAL CHARACTERISTICS:

The subject property is higher along Seltice Way and slopes downward toward the Spokane River to the south. There is an approximately thirty foot elevation drop on the applicants overall property and a fifteen foot elevation drop on the subject property. There are no topographical or other physical constraints that would make the subject property unsuitable for the annexation request.

See topographic map below and site photos that are provided on the next few pages.

TOPOGRAPHIC MAP:



SITE PHOTO - 1: North central part of property looking west.



SITE PHOTO - 2: North central part of property looking south.



SITE PHOTO - 3: Northeast part of property looking west.



SITE PHOTO - 4: Northeast part of property looking south.



SITE PHOTO - 5: Southwest part of property looking east.



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

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

TRAFFIC:

As noted above, the subject property is bordered by Seltice Way to the north, which is a principal arterial connecting the cities of Coeur d'Alene and Post Falls. When Seltice Way was designed, the applicant's engineer provided trip generation data to the design team to ensure that the roadway was designed to handle the development potential of the site and surrounding properties. The proposed zone change will allow the developer to construct commercial, multi-family or residential uses on the property, or a mix of uses permitted under C-17. The anticipated traffic under the proposed rezoning is not easily definable because no proposed developments have been identified for this property under C-17 zoning. However, if multifamily units are developed on the 7.8 acres to maximum allowable density, approximately 399 trips per day could be expected. If a department store comparable to Kohl's (which has a similar property size) was developed, approximately 1933 trips per day could be expected. Traffic volumes are estimated from the ITD Trip Generation Manual, 9th Addition. This, as with any development, is expected to have some traffic impact on Seltice Way and Northwest Boulevard. However, under the proposal, zoning would be changed to R-34 through an SUP/LPUD and a commercial property would not be developed. Traffic studies performed

by the applicant's engineer, Whipple Consulting Engineers, and by Welch Comer Engineers demonstrate expected impacts from the proposed development. The zone change by itself would not increase traffic. How the site is developed and the mix of uses will potentially affect traffic. The Streets & Engineering Department has no objection to the zone change as proposed. Any development will have to comply with City policies and ordinances under the conditions existing at the time of construction and, therefore, the Streets & Engineering Department will review the final plans at that time.

-Submitted by Chris Bosley, City Engineering

NEIGHBORHOOD CHARACTER:

2007 Comprehensive Plan: Spokane River District Today

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

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

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

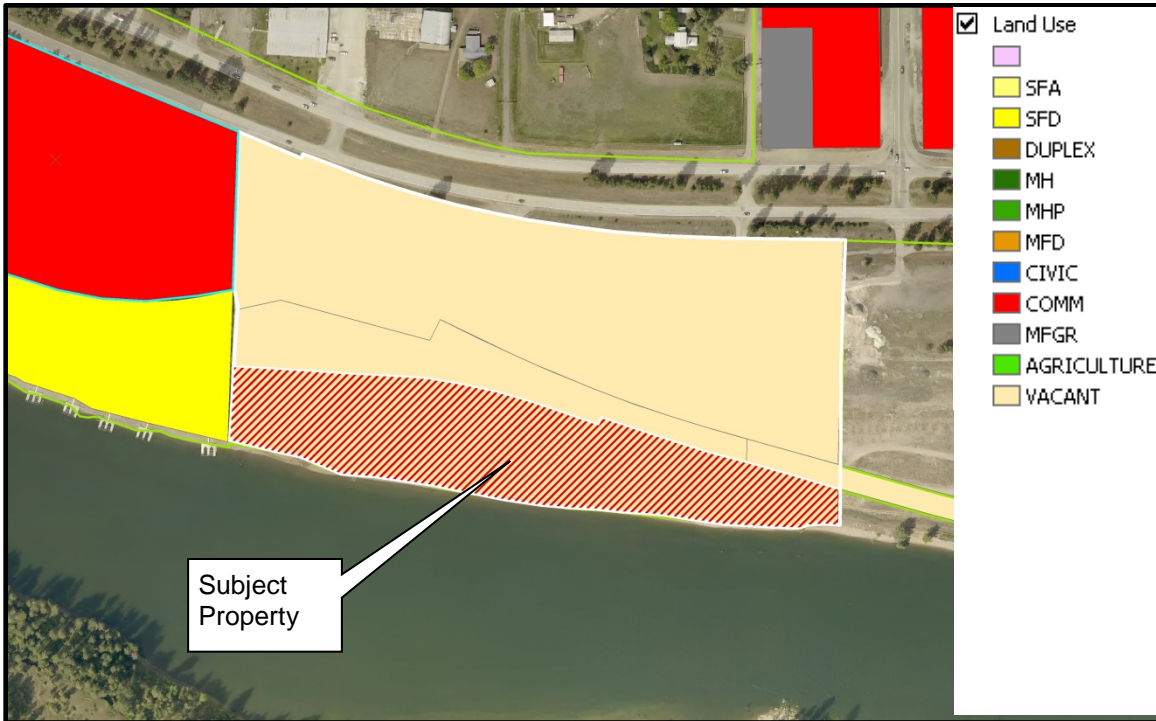
SURROUNDING LAND USES AND ZONING:

The property to the north of the subject site is vacant and is zoned C-17. The properties along the north side of Seltice Way have residential and commercial uses on them with commercial zoning that is in the County. The properties to the west have single family dwellings on them and are zoned R-8PUD. The approximately 45-acre property to the east is currently vacant and undeveloped and is the Atlas Mill site that has recently been annexed into the city with a C-17 zoning designation.

Seltice Way runs along the applicant overall property along the northern boundary. Seltice Way is close to being finished with its overall upgrade. The revitalized Seltice Way includes a new roundabout at the Atlas intersection and the applicant has three access points at which will provide access to the northwestern portion of the property.

The Spokane River runs along the southern edge of the property. The river is primarily used for recreational activities and has the Navigable Water Zoning District designation. *See Generalized Land Use map and Zoning Map on the next page.*

GENERALIZED LAND USE PATTERN:



ZONING MAP:



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

EXISTING ZONING: R-12 RESIDENTIAL ZONING DISTRICT

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

17.05.180: PERMITTED USES; PRINCIPAL:

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

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

17.05.190: PERMITTED USES; ACCESSORY:

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

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

17.05.200: PERMITTED USES; SPECIAL USE PERMIT:

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

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

17.05.240: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

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

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

17.05.245: NONRESIDENTIAL SITE PERFORMANCE STANDARDS; MINIMUM YARD:

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

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

PROPOSED C-17 ZONING DISTRICT:

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

17.05.500: PERMITTED USES; PRINCIPAL:

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

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

17.05.510: PERMITTED USES; ACCESSORY:

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

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

17.05.520: PERMITTED USES; SPECIAL USE PERMIT:

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

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

17.05.320: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

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

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

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

APPLICABLE CODES AND POLICIES:

UTILITIES:

- All proposed utilities within the project shall be installed underground.
- All water and sewer facilities shall be designed and constructed to the requirements of the City of Coeur d'Alene. Improvement plans conforming to City guidelines shall be submitted and approved by the City Engineer prior to construction.
- All water and sewer facilities servicing the project shall be installed and approved prior to issuance of building permits.

STREETS:

- Street improvement plans conforming to City guidelines shall be submitted and approved by the City Engineer prior to construction.
- All required street improvements shall be constructed prior to issuance of, or, in conjunction with, building permits.

- An encroachment permit is required to be obtained prior to any work being performed in the existing right-of-way.

STORMWATER:

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

PLANNING:

- All improvements and construction must adhere to the Shoreline Ordinance.

PROPOSED CONDITIONS:

1. The annexation agreement for the subject property will need to be amended if the applicant's request is approved. The annexation fees would need to be adjusted for the increased density and all other fees and applicable conditions would be addressed in the amended annexation agreement, as well as any conditions that have already been satisfied.
2. The applicant will be required to pay all impact and capitalization fees at the time of building permits. If the City's impact fees haven't been updated at the time of permits, the applicant would also be subject to paying an additional proportionate traffic mitigation fee to cover traffic mitigation measures recommended in the Atlas/Riverstone Traffic Impact Study.
3. An extension of a City approved public sanitary sewer "to and through" the subject property and conforming to City Standards and Policies shall be required prior to building permits.
4. Wastewater will require the property to pay for their equitable upsizing of the sewer main in Shoreview Lane or equivalent.
5. The applicant will be required to provide a looped water system with the property at the time of development.
6. A hydraulic study must be completed by the applicant prior to development.

ORDINANCES & STANDARDS USED FOR EVALUATION:

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

ACTION ALTERNATIVES:

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

Attachments:

Attachment 1 – Memorandum of Understanding - MOU

Attachment 2 – Applicant's Narrative

Attachment 3 – Trip Generation and Distribution Letter - TGDL

**PLANNING COMMISSION
STAFF REPORT**

FROM: MIKE BEHARY, ASSOCIATE PLANNER

DATE: DECEMBER 11, 2018

SUBJECT: SP-11-18: A SPECIAL USE PERMIT FOR A DENSITY INCREASE FROM R-17 TO AN R-34 DENSITY.

LDPUD-1-18: A LIMITED DESIGN PLANNED UNIT DEVELOPMENT THAT WILL ALLOW THE CONSTRUCTION OF AN 850 UNIT RESIDENTIAL MULT-FAMILY APARTMENT FACILITY.

LOCATION: +/- 25.92 ACRE PARCEL LOCATED AT 3528 W. SELTICE WAY

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

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

TWO DECISION POINTS:

The applicant River's Edge Apartments, LLC (REA LLC) is requesting approval of a Special Use Permit for a density increase to an R-34 density that will allow the construction of an 850 unit residential apartment complex on approximately 25 acres.

AND;

The applicant REA LLC is requesting approval for a Limited Design Planned Unit Development that will allow the construction of an 850 unit residential apartment complex on approximately 25 acres, with the following modifications from the required code.

1. Maximum Building Height of 85 feet rather than 63 feet as required for multi-family residential.
2. Maximum Building Height of 75 feet within the 150 foot shoreline setback rather than 32 feet as required for structures within the 150 foot shoreline setback.
3. Side Yard Setback of 20 feet within the 150 foot shoreline setback rather than 20% of the average width of the lot as required for structures within the 150 foot shoreline setback. (1,600 x .20 = 320 feet)
4. To allow construction of the public open space adjacent to the shoreline within the 40' shoreline prohibited construction zone.
5. To allow construction of boat docks and the ramp connection from the water area to the 40' shoreline prohibited construction zone.

6. To allow this project to be exempt from the City's Hillside Ordinance requirements.
7. To allow a minimum of two parking spaces per unit, which is more than the Zoning Code requires.
8. To allow the construction of a multi-story parking garage to help accommodate for the parking requirement that will allow the parking spaces to be located outside of the 200' feet from a living unit requirement.

This staff report includes an analysis and findings for both requests. The Special Use Permit discussion starts on page 18 and the Limited Design Planned Unit Development discussion starts on page 31.

BACKGROUND INFORMATION:

The subject site is located south of Seltice Way, north of the Spokane River, and is west of and adjacent to the Atlas Mill site. The approximately 25-acre subject site is currently vacant and undeveloped. Prior to 2004, the subject site was once part of a large saw mill facility that was active on this site for many years. The saw mill has since closed and all the buildings have been removed from this site. The applicant's overall property was annexed into the city in early 2014 with C-17 and R-12 zoning.

The applicant owns a triangle parcel ("RE Exchange Property") that is surrounded by the City owned Atlas Mill site. The City also owns the old abandoned BNSF Railroad right-of-way ("City Exchange Property") that bisects the applicant's overall proposed project area. The applicant and the City have executed a Memorandum of Understanding (MOU) that expresses the applicant's and City's desire to complete a land exchange of the two mentioned properties. See the map on page 5 that illustrates the proposed land swap between the City and the applicant. The MOU between the applicant and the City is located at the end of this report in (Attachment 1).

The applicant's overall proposed project has split zoning with R-12 Zoning District on the southern portion of the property along the river and C-17 zoning district is on the northern portion of his overall site. The majority of the applicant's proposed project is zoned C-17 and the smaller portion is zoned R-12. There is approximately 7.8 acres that is zoned R-12 and the remainder is zoned C-17. The applicant has indicated that he would like to correct the split zoning issue with his proposed project and to have one uniform zoning district over the whole project. The applicant has applied for a zone change in item ZC-4-18 for C-17 zoning over the southern portion of his property. This proposed special use in item SP-11-18 and the Limited Design PUD in item LDPUD-1-18 are contingent on the zone change in item ZC-4-18 being approved by the Commission and/or City Council.

The applicant has stated that he intends to develop the property with a residential use only and not a mixed use development. The applicant intends to build a multi-family apartment complex on the overall 25 acre site. See the attached Narrative/Justification by the Applicant at the end of this report for a complete overview of the request and compliance with the required findings. (Attachment 2)

The applicant's proposed development will have 19 apartment buildings that will contain up to a total of 850 dwelling units. The applicant is proposing a maximum building height of 85 feet

outside of the 150 foot shoreline area and a maximum building height of 75 within the 150 foot shoreline area. The applicant is proposing to position the apartment buildings on his property such that there will be four view corridors that allow views of the river looking south from Seltice Way. The applicant has submitted a View Corridor Map as part of this application. See *View Corridor Map on Page 7*

There will be an overall total of 1,747 parking spaces on the proposed development. Fourteen of the apartment buildings will have lower level parking. A separate multi-story parking garage is also shown that is centrally located on the proposed project site and will have a total of 711 parking spaces. There will also be a clubhouse with a swimming pool. Other amenities included within this development are a sports court, community gardens, a tot lot, picnic areas, a fire pit area, three access areas to the river, and 36 boat docks. The applicant has stated that the development is proposed to be phased over many years. The applicant has submitted a site plan that depicts how the proposed project will be developed. See *Site Plan on Page 6*

The applicant is proposing both public and private open space areas as part of this project. The open space requirement for a Limited Design PUD is no less than 10% of the gross land area and the applicant's proposed project will have a total of 27% of open space. The applicant is proposing a total of 7.01 acres of open space that will consist of 1.52 acres of public open space and 5.49 acres of private open space. There will be a two foot sitting wall that will separate the public open space areas from the private open space areas.

The public open space is located adjacent to the river and is 40 foot wide by approximately 1,600 feet long. A twelve foot wide multipurpose trail is shown in the public open space area that will traverse the property and will have trail connections to the adjacent properties to the east and the west of the subject site. There are three public access areas to the river that are located in the 40 foot public open space area. See *Public Open Space Plan on Pages 10 & 11*

The applicant is also proposing a 40 foot wide private open space that is located adjacent to the public open space area. This public open space area will have connections to the public trail in addition to other amenities for the residents of the proposed project. The combination of the public and private open space will consist of an open space area that will be 80 feet in width and will stretch from the river's edge to the closest structure.

The applicant has stated that a large commercial use on this site would generate more traffic than the proposed residential use. As part of this application the applicant has submitted a Trip Generation and Distribution Letter (TGDL). The TGDL was prepared by the applicant's Engineer and discusses in depth the potential traffic that could be generated by commercial and residential uses. The TGDL dated December 6, 2018 is attached at the end of this report. (Attachment 3).

The applicant's property is currently encumbered by the terms of an existing Annexation Agreement. The MOU between the applicant and the City states that if the Special Use Permit and Limited Design PUD are approved the parties will amend the current Annexation Agreement to incorporate changes and additions necessary or advisable to complete the proposed land exchange between the parties and to allow for the development of the property.

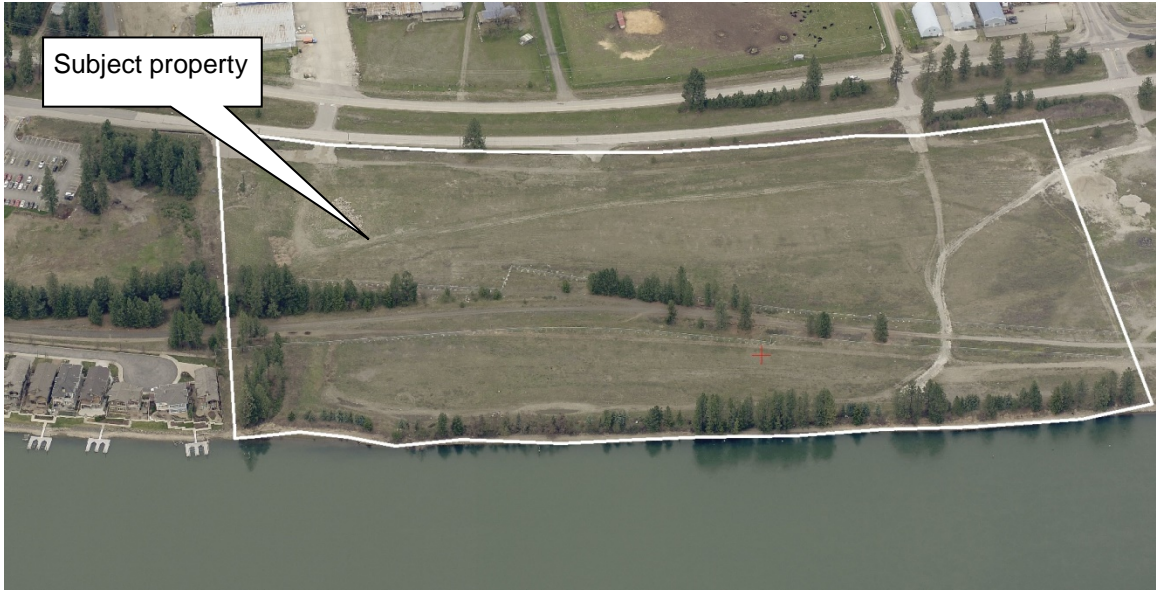
LOCATION MAP:



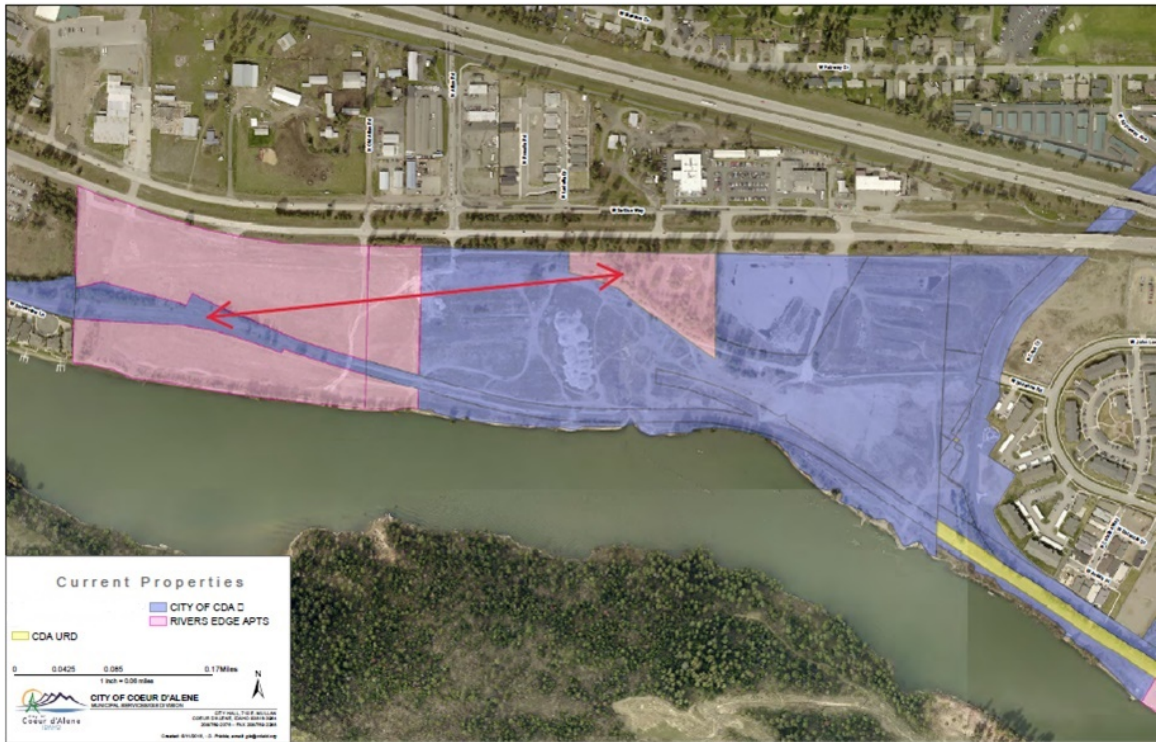
AERIAL PHOTO:



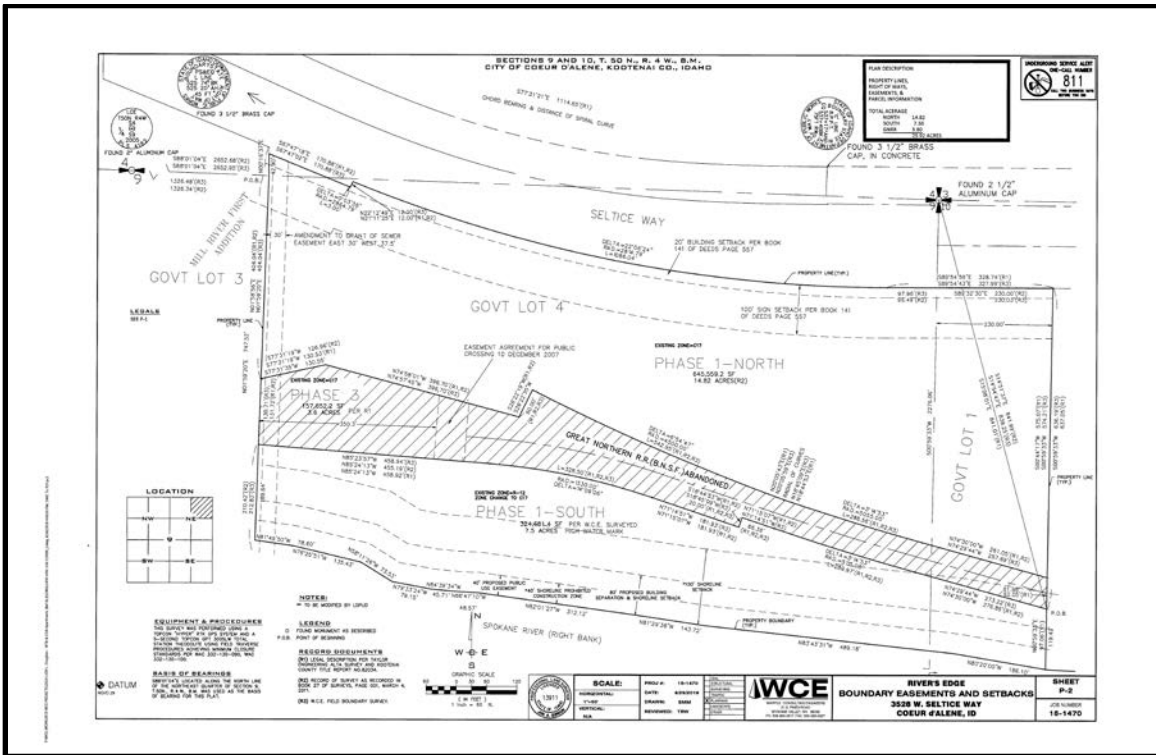
BIRDS EYE AERIAL PHOTO:



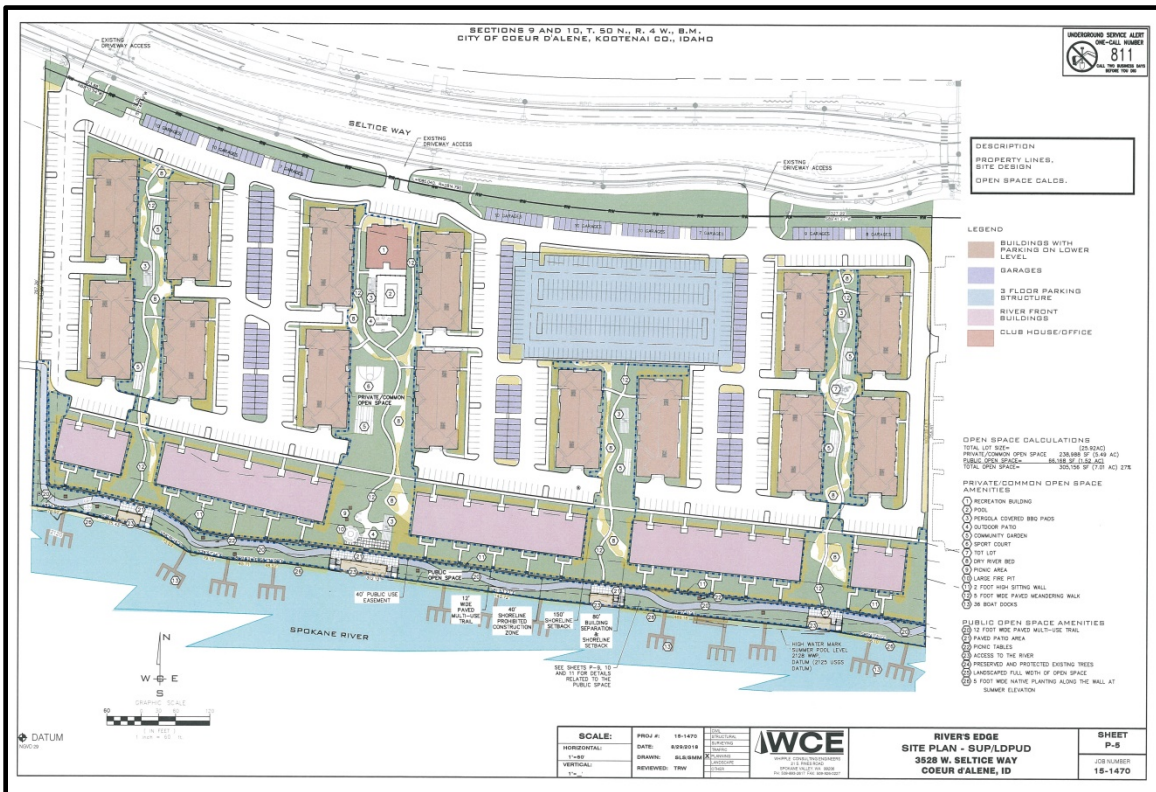
PROPOSED LAND EXCHANGE MAP:



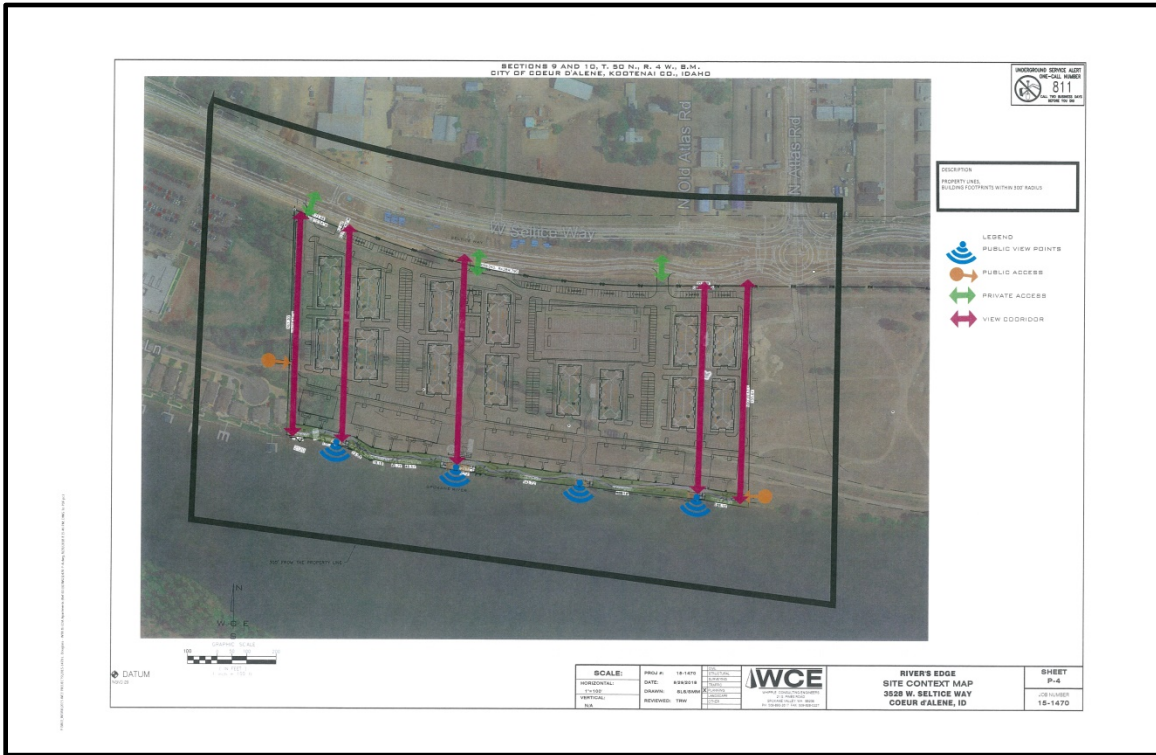
APPLICANT'S SURVEY OF SITE:



APPLICANT'S EXHIBIT OF PROPOSED SITE PLAN:



APPLICANT'S VIEW CORRIDOR MAP:



APPLICANT'S BIRDS EYE VIEW – 1:



APPLICANT'S BIRDS EYE VIEW – 2:



APPLICANT'S BIRDS EYE VIEW – 3:



APPLICANT'S BIRDS EYE VIEW – 4:



APPLICANT'S BUILDING ELEVATION – 1:



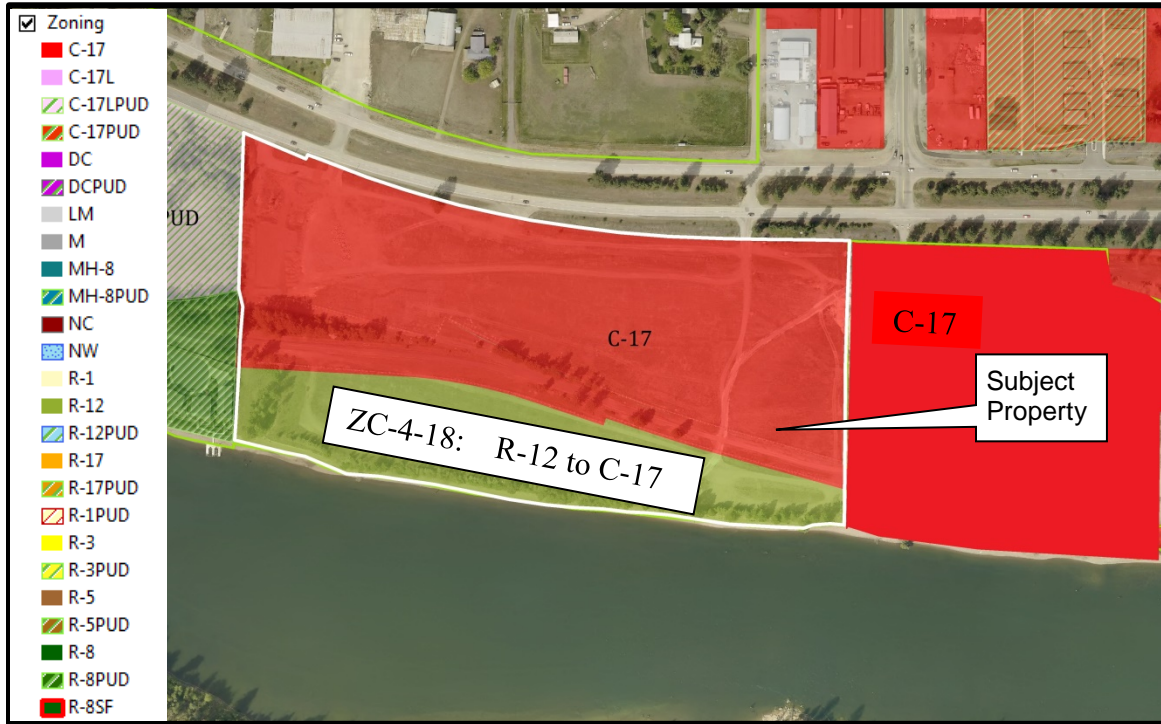
SOUTH ELEVATION
1/8" = 1'-0"

APPLICANT'S BUILDING ELEVATION – 2:



SOUTH ELEVATION
1/8" = 1'-0"

ZONING MAP:



C-17 ZONING DISTRICT:

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

17.05.500: PERMITTED USES; PRINCIPAL:

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

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

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

17.05.510: PERMITTED USES; ACCESSORY:

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

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

17.05.520: PERMITTED USES; SPECIAL USE PERMIT:

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

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

R-34 RESIDENTIAL ZONING DISTRICT:

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

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

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

17.05.340: PERMITTED USES; PRINCIPAL:

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

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

17.05.350: PERMITTED USES; ACCESSORY:

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

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

17.05.360: PERMITTED USES; SPECIAL USE PERMIT:

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

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

17.05.370: SITE PERFORMANCE STANDARDS; MAXIMUM HEIGHT:

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

- 63 feet for multiple-family and nonresidential structures.

17.05.320: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

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

1. Front: The front yard requirement shall be twenty feet (20').
2. Side, Interior: The interior side yard requirement shall be ten feet (10').
3. Side, Street: The street side yard requirement shall be twenty feet (20').

4. Rear: The rear yard requirement shall be twenty feet (20'). However, the rear yard will be reduced by one-half (1/2) when adjacent to public open space.

17.44.030: OFF STREET PARKING - RESIDENTIAL USES:

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

SHORELINE REGULATIONS:

17.08.205: TITLE, PURPOSE AND APPLICABILITY:

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

17.08.210: DISTRICT BOUNDARY DEFINED:

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

17.08.215: OVERLAY DISTRICT ESTABLISHED:

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

17.08.220: BUILDING HEIGHT DETERMINATION:

- A. Building height shall be determined in accordance with the provisions of subsection 17.02.065C of this title except that in cases where site work, such as a retaining wall or an earth berm is utilized to create finished grades higher in elevation than preexisting grade, then preexisting grade shall be used in the determination of building or structure height.
- B. For the purposes of the shoreline regulations, "preexisting grade" is defined as the ground level elevation which existed prior to any site preparation related to, or to be incorporated into, the proposed new development or alteration.

17.08.225: SIDE YARD DEFINITION:

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

17.08.230: HEIGHT LIMITS AND YARD REQUIREMENTS:

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

17.08.235: PROJECTIONS ABOVE MAXIMUM HEIGHT:

Limitations on projections above maximum height are as follows:

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

17.08.240: NONCONFORMING FACILITIES:

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

17.08.245: PROHIBITED CONSTRUCTION:

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

17.08.250: ALLOWABLE CONSTRUCTION:

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

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

17.08.255: VARIANCES:

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

SPECIAL USE FINDINGS:

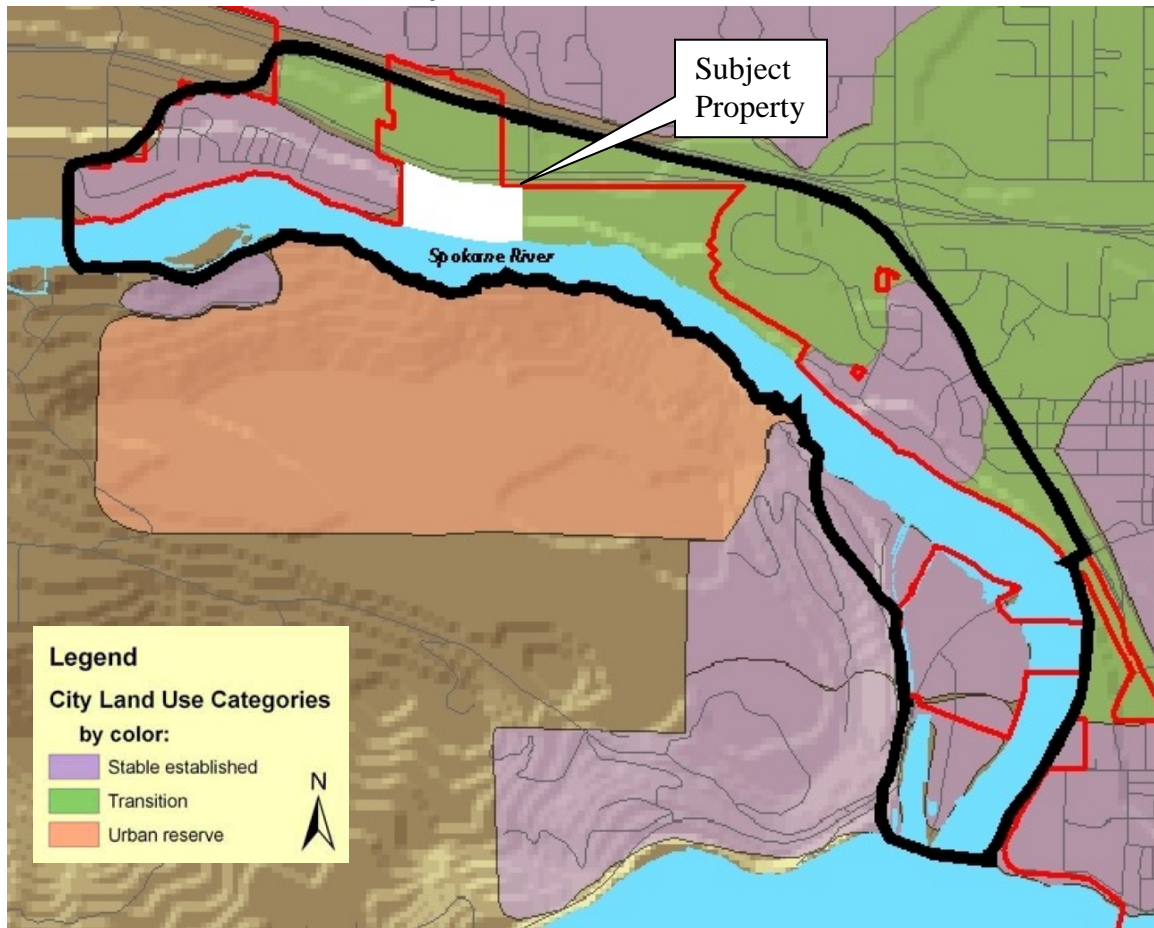
REQUIRED FINDINGS FOR SPECIAL USE PERMITS:

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

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

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

COMPREHENSIVE PLAN MAP: Spokane River District



Transition Areas:

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

Spokane River District Tomorrow:

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

The characteristics of the Spokane River District neighborhoods will be:

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

NEIGHBORHOOD CHARACTER:

2007 Comprehensive Plan: *Spokane River District Today*

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

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

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

2007 COMPREHENSIVE PLAN GOALS & OBJECTIVES THAT APPLY:

Goal #1: Natural Environment

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

Objective 1.01 Environmental Quality:

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

Objective 1.02 Water Quality:

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

Objective 1.03 Waterfront Development:

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

Objective 1.04 Waterfront Development:

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

Objective 1.05 Vistas:

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

Objective 1.09 Parks:

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

Objective 1.11 Community Design:

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

Objective 1.12 Community Design:

Support the enhancement of existing urbanized areas and discourage sprawl

Objective 1.13 Open Space:

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

Objective 1.14 Efficiency:

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

Objective 1.15 Natural Terrain:

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

Objective 1.16 Connectivity:

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

Objective 1.17 Hazardous Areas:

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

Goal #2: Economic Environment

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

Objective 2.01 Business Image & Diversity:

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

Objective 2.02 Economic & Workforce Development:

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

Objective 2.05 Pedestrian & Bicycle Environment:

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

Objective 2.06 Cooperative Partnerships:

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

Goal #3: Home Environment

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

Objective 3.01 Managed Growth:

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

Objective 3.02 Managed Growth:

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

Objective 3.05 Neighborhoods:

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

Objective 3.06 Neighborhoods:

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

Objective 3.08 Housing:

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

Objective 3.13 Parks:

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

Objective 3.14 Recreation:

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

Objective 3.16 Capital Improvements:

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

Objective 3.18 Transportation:

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

Goal #4: Administrative Environment

Our Comprehensive Plan advocates efficiency and quality management.

Objective 4.01 City Services:

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

Objective 4.06 - Public Participation:

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

2007 COMPREHENSIVE PLAN – SPECIAL AREAS - SHORELINES:

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

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

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

Comprehensive Plan Shoreline Policy:

Make public access to river and lake shorelines a priority.

Additional Background Information and Analysis Related to the Comprehensive Plan

In 2013, the City Council formed the Spokane River Corridor Advisory Committee, an ad hoc committee, tasked with studying potential development on the north shore of the Spokane River West of Riverstone in consideration of other developments along the river, the 2007 Comprehensive Plan and Zoning Code related to the shoreline, the 2008 Parks Master Plan, and public input from the CDA 2030 visioning process. The committee presented their findings to the City Council after their 6-month effort was completed. In 2014, the City Council adopted **Resolution 14-049** further supporting public acquisition of the waterfront for public use, protection of the riverfront and directing staff to conduct comprehensive planning for the Spokane River corridor from Riverstone to Huetter Road. See Attachment 4.

Additionally, there are at least six related action items in the CDA 2030 Implementation Plan that are in support of providing more public access to the waterfront, recreation opportunities, and preservation of view corridors. There are additional action items supporting job creation as well. See Attachment 5.

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

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

To the South:

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

To the North:

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

To the East:

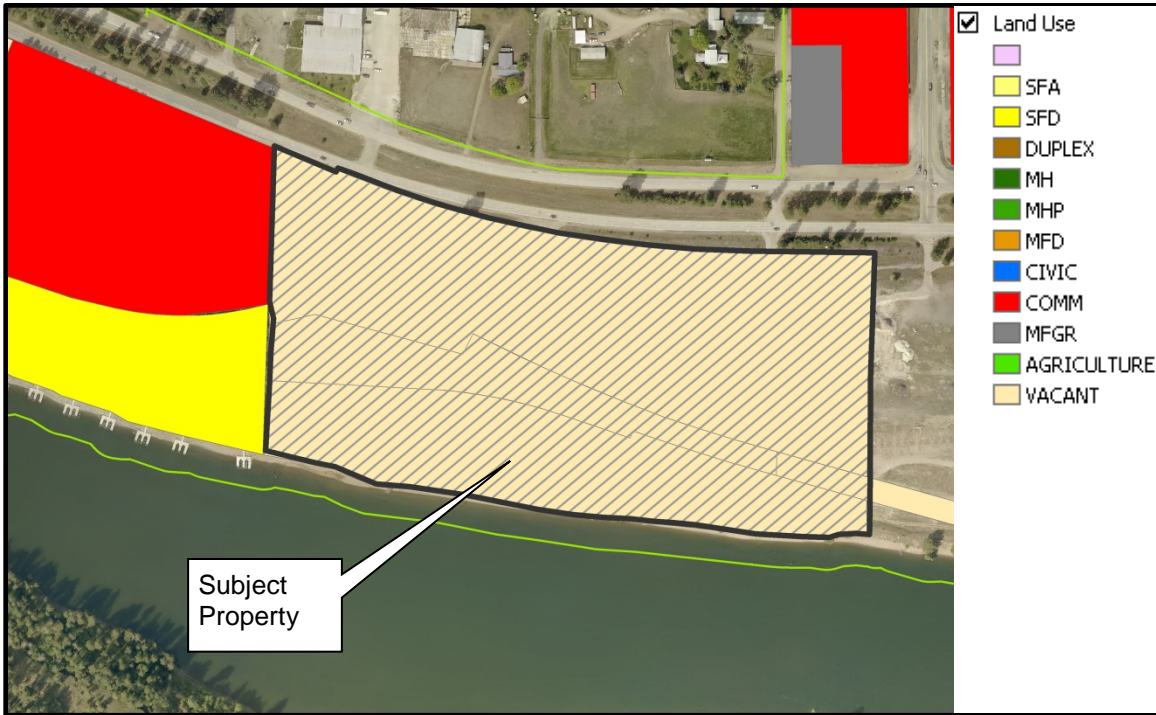
To the east of the subject site is the approximately 45-acre property that is currently vacant and undeveloped that the city owns. The Atlas Mill Site has been vacant for the past 12 years since the Atlas Mill closed in 2005. Eastward beyond the Atlas Mill Site are the Riverstone and the Bellerive subdivisions, as well as the Centennial Trail and a dog park. Uses within Riverstone include multi-family apartments, a retirement community, single family dwellings, restaurants, a mixed use village with retail uses, and other commercial uses. The Atlas Mill site has recently been annexed into the city with a C-17 zoning designation.

To the West:

To the west of the subject site are single family dwellings and a commercial office space that is used as a call center. There is also a vacant undeveloped property that is owned by the City that will be developed with a 12 foot wide multi-use trail. The trail will connect to the proposed site on the west part of the applicant's property. The properties to the west that have single family dwellings on them and are zoned R-8PUD. The commercial call center property is zoned C-17LPUD

See Generalized Land Use Map on Page 24

GENERALIZED LAND USE PATTERN:



PRIOR SPECIAL USE PLAN ACTIONS:

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

There have been two density increases special use request that have been approved in the vicinity of the subject property. The Planning Commission approved those special use requests for a density increase in items SP-1-14 SP-21-17 as shown in the map provided below.

See Prior Special Use Actions Map on Page 25.

PRIOR SPECIAL USE ACTIONS MAP:



Past Special Use Permits:

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

SITE PHOTO - 1: Central part of property looking south



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



SITE PHOTO - 3: Central part of property looking east.



SITE PHOTO - 4: Southeast part of property looking west.



SITE PHOTO - 5: North part of property looking south.



SITE PHOTO - 6: North part of property looking southeast.



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

- C. Finding #B8C: The location, design, and size of the proposal are such that the development (will) (will not) be adequately served by existing streets, public facilities, and services.**

STORMWATER:

Stormwater issues are not a component of the proposed special use and limited design planned unit development. Any stormwater issues will be addressed at the time of development on the subject property. City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site.

- Submitted by Chris Bosley, City Engineering

STREETS:

The subject property is bordered by Seltice Way (formerly Highway 10) to the north, which is a principal arterial connecting the cities of Coeur d'Alene and Post Falls. This existing roadway is a newly constructed street section and will not require street improvements. When Seltice Way was designed and constructed, development on the subject property was anticipated. The applicant's engineer provided trip generation data to the design team to ensure that the roadway was designed to handle the development

potential of the site and surrounding properties. Additionally the Seltice Way roadway design included three access points to the subject property and a right-turn lane. The Streets and Engineering Department has no objection to the special use and limited design planned unit development as proposed.

- Submitted by Chris Bosley, City Engineer

TRAFFIC:

As noted above, the subject property is bordered by Seltice Way to the north, which is a principal arterial connecting the cities of Coeur d'Alene and Post Falls. When Seltice Way was designed, the applicant's engineer provided trip generation data to the design team to ensure that the roadway was designed to handle the development potential of the site and surrounding properties. The proposed special use and limited design planned unit development will allow the developer to construct high density residential apartments, whereas the current zoning would allow commercial facilities, residential uses (single-family and multi-family), and/or a mix of uses permitted under C-17 on the majority of the property. The anticipated traffic under the proposed rezoning is expected to be approximately half of the traffic volumes that could be expected from a commercial development on the property. According to the December 6, 2018 traffic generation letter by Whipple Consulting Engineers, approximately 6,386 trips per day could be generated by the development at full build-out, compared to 11,421 trips per day generated from a mix of commercial and residential as allowed under current zoning. This is expected to have some traffic impacts on Seltice Way and Northwest Boulevard, but less than what could be generated from a development allowed under the current zoning. A Traffic Impact Study has also been conducted by Welch-Comer Engineers to quantify the impacts of all proposed developments in the area. The findings and recommendations of the report have been considered in this analysis for the applicant's requests. The Streets & Engineering Department has no objection to the special use and limited design planned unit development as proposed. Any development will have to comply with City policies and ordinances under the conditions existing at the time of construction and, therefore, the Streets & Engineering Department will review the final plans at that time.

-Submitted by Chris Bosley, City Engineer

WATER:

The newly reconstructed Seltice Way includes a 12" water main at the property frontage, which was a requested upgrade that was paid for by the applicant in anticipation of future development of the property. The applicant will be required to provide a looped system within the property. There is adequate capacity in the public water system as a whole to support domestic, irrigation and fire flow for the proposed zone change. However due to the proposed increased density, we will need a hydraulic study by a third party to determine if the local existing infrastructure can handle the increase in use. The Water Department has no objections to the special use and limited design planned unit development as proposed.

-Submitted by Kyle Marine, Assistant Water Superintendent

PARKS:

The 2018 Trails and Bikeways Master Plan requires a twelve foot wide shared use path located along the north side of the Spokane River and the Site Plan indicated a twelve foot trail along the north side of the river. The Parks Department has no objection to the LDPUD and the special use as proposed.

-Submitted by Monte McCully, Trails Coordinator

WASTEWATER:

Based on the 2013 Sewer Master Plan (SMP) Appendix J, this subject property falls under the Mill River Sewer Lift Station Basin which was modeled for 17 units per acre. There is currently a ten inch (10") sewer line in Shoreview Lane. The SMP requires this property to connect to the public sewer at the east end of Shoreview Lane and extend said public sewer "to and through" the subject property to their easterly property line. Since sewer capacity falls under a "1st come 1st served basis", and while the City presently has the capacity to serve this Special Use's proposed density increase to R-34, depending on this Special Use's development and the adjacent Atlas Mill Project's Development schedule and sewer flows, the City will monitor sewer flows to evaluate available capacity in the public sewer and each development will be subject to paying for their respective equitable share of increasing the capacity of the Sewer Collection System within Shoreview Lane to the Mill River Sewer Lift Station or equivalent.

-Submitted by Mike Becker, Utility Project Manager

FIRE:

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

Fire department access to the site (road widths, surfacing, maximum grade, 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-2015) for compliance. The City of Coeur d'Alene Fire Department can address all concerns at site and building permit submittals. The Fire Department has no objection to the zone change as proposed.

-Submitted by Bobby Gonder, Fire

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

LIMITED DESIGN PLANNED UNIT DEVELOPMENT FINDINGS:

REQUIRED FINDINGS FOR LIMITED DESIGN PLANNED UNIT DEVELOPMENT:

Pursuant to Section 17.07.275, Limited Design Planned Unit Development Review Criteria, a limited design planned unit development may be approved only if the proposal conforms to all of the following criteria to the satisfaction of the Planning Commission:

A. Finding A: The proposal produces a functional, enduring, and desirable environment.

The applicant has submitted a site plan, site renderings, and building elevations that indicates how the project is to be developed. See the applicant's site plan on page 6 and the building elevations and renderings on pages 7 through 10 of this report.

The applicant has indicated to how they propose to meet this finding in the below response.

Applicant's Response:

The purpose of this proposal is to provide for a unique apartment living community. Approval of this limited design PUD will allow for construction of Coeur d'Alene's only true waterfront apartment community, complete with approximately 1,600 feet of riverfront and those associated amenities. This project proposes to work on harmony with the City and extend public water front access along the entire waterfront. The pedestal style interior corridor apartments, complete with below grade parking garages, will provide a type of living opportunity in Coeur d'Alene currently only found in condominiums or the Lake Tower Apartments. As such, this PUD will become a functional, enduring, and desirable community for Coeur d'Alene's residents. Additionally, this development fills a visible hole in the City's and Ignites River District Plan and compliments the city's own development proposal adjacent to and directly to the east, known as the City's Atlas Waterfront Project. This project would then provide the larger apartment community to supplement the proposed 'Neighborhood Retail' area on the Atlas sites westerly side.

Evaluation: The Planning Commission must determine, based on the information before them, whether or not the proposal would produce a functional, enduring and desirable environment.

B. Finding B: The proposal is consistent with the city comprehensive plan.

Please see staffs comments on pages 18 thru 22 of this report in regards to the City's Comprehensive Plan. A map of the 2018 Trails and Bikeways Master Plan showing the location of a 12 foot shared-use path transecting the subject site is located below, on page 35 of this report.

The applicant has indicated to how they propose to meet this finding in the below response.

Applicant's Response:

The City's 2007 Comprehensive Plan places the subject property within the Spokane River District with a land use designation of Transition. This District is envisioned to consist of mixed use neighborhoods consisting of housing and commercial retail and service activities that embrace the aesthetics of the proximity to the Spokane River. Within this district, the comprehensive plan states that pockets of denser housing are appropriate and encouraged, and that the scale of the development will be urban in nature, promoting multi-modal connectivity to downtown and the adjoining Atlas site. In order to achieve the desired development patterns within each district, the Comprehensive Plan utilizes a collection of goals, policies, and objectives. Please see attached documents for reference.

The development of the site will re- develop and enhance a blighted part of our community; provide high quality infill residential housing; and provide opportunity for many Coeur d'Alene residents to enjoy the unique qualities of living in a waterfront apartment community. Infrastructure to support this development is already in place, and will be enhanced as development progresses.

This unique proposal for waterfront apartment development will provide housing within comfortable walking/biking distances to commercial and recreational nodes such as Riverstone, the Kroc Center, the Centennial Trail and the proposed Atlas site. Any commercial development of C-17 zoned property adjacent to Seltice Way will provide live/work employment opportunities for the adjoining properties.

The proposed PUD will provide for continuity and support existing riverfront development, thus meeting the goals for maintaining compatible land uses adjacent to existing neighborhoods. The riverfront housing will add a quality riverfront neighborhood to the city's rental landscape. The extension of water and sewer through the property will also make service available to properties not currently serviced and facilitate development of the Atlas Mill site., an adjacent undeveloped waterfront site.

The comprehensive plan makes public access to the river and lake shorelines a priority. In order to accomplish that goal, we have provided for creation of an 80-foot-wide open space along the entire 1,600+/- feet of river frontage. The first 40' of open space from the river is public which include a 12-' wide multi-use paved trail connectivity and will be graded, landscaped with access to the river. The remaining 40' is private open space within the 80-' wide open space which provides for a maximized view corridor as required in the annexation agreement. There are a number of boat docks provided to the public.

The property south of the rail corridor lies within the Shoreline Overlay and within a flood hazard area. Historical heavy industrial activities along the shoreline associated with the mill operations have left much of the property within the shoreline overlay in poor condition. Shoreline erosion due to boat caused wave action and dilapidated bulkheads is problematic, and needs to be remedied. To that end, the owner is proposing to engage in grading operations along the shoreline so as to reshape and stabilize the area adjacent to the river. The result will be building envelopes located above base flood elevations and gentle slopes from the building envelopes to the river's edge. The slopes and shoreline will be stabilized and landscaped in such a way as to ensure future stabilized shoreline.

2018 TRAILS AND BIKEWAYS MASTER PLAN:



Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the proposal is or is not consistent with the city comprehensive plan. Specific ways in which the policy is or is not supported by this request should be stated in the finding.*

C. Finding C: The building envelope(s) is compatible with or sufficiently buffered from uses on adjacent properties. Design elements that may be considered include: building heights and bulk, off street parking, open space, privacy and landscaping.

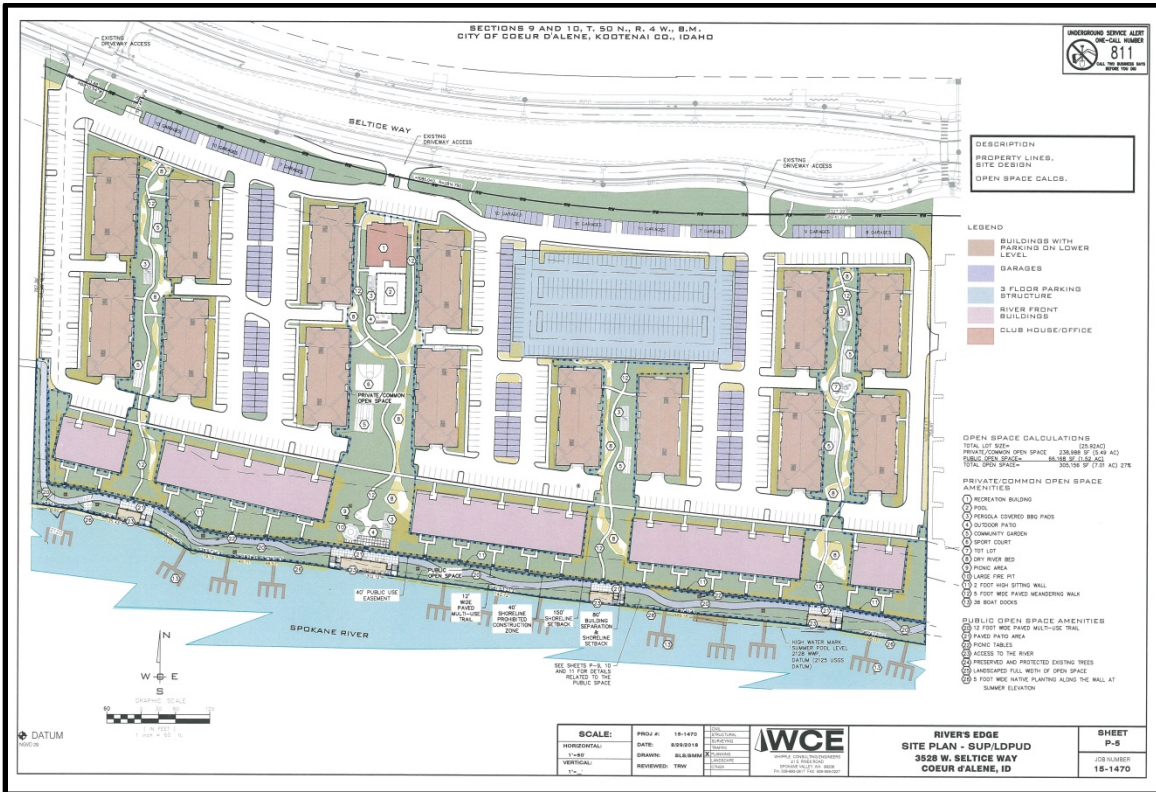
The applicant has submitted a site plan, off street parking plan, and a plan showing the building envelopes. See applicant's site plan and off street parking plan is on page 38 and the building envelop plan is on page 37 of this report.

The applicant has indicated to how they propose to meet this finding in the below response.

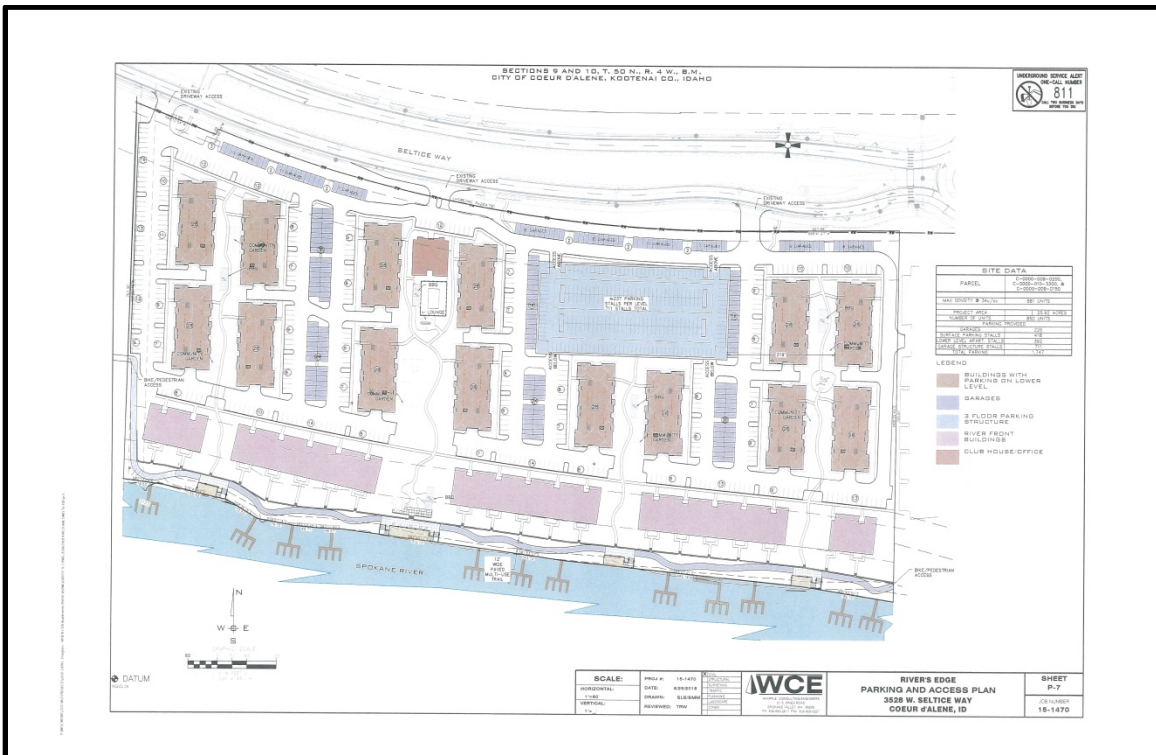
Applicant's Response:

The commercial properties located to the north of this PUD are buffered from any impact by the 140-180' wide Seltice Way right of way. The property to the west consists of the US bank call center and riverfront single family housing in the Mill River subdivision. The building envelopes are set back approximately 80 feet from the call center property, and the adjacent riverfront single family houses are located adjacent to the 80' wide riverside greenbelt. There is no anticipated impact to the vacant property to the east which is now the subject of the City's Atlas Mill Redevelopment project and for which we are or will be compatible use. Additionally, the design and planning of the site mimics that of the Mill River project located adjacent to the western boundary of the subject property in-so-much that residential uses span from the waterfront to Seltice Way. Properties across Seltice Way are commercial in nature, which is compatible and fitting with the proposed PUD. The influx of residents to this area will bring within it the financial surety to promote redevelopment of these properties.

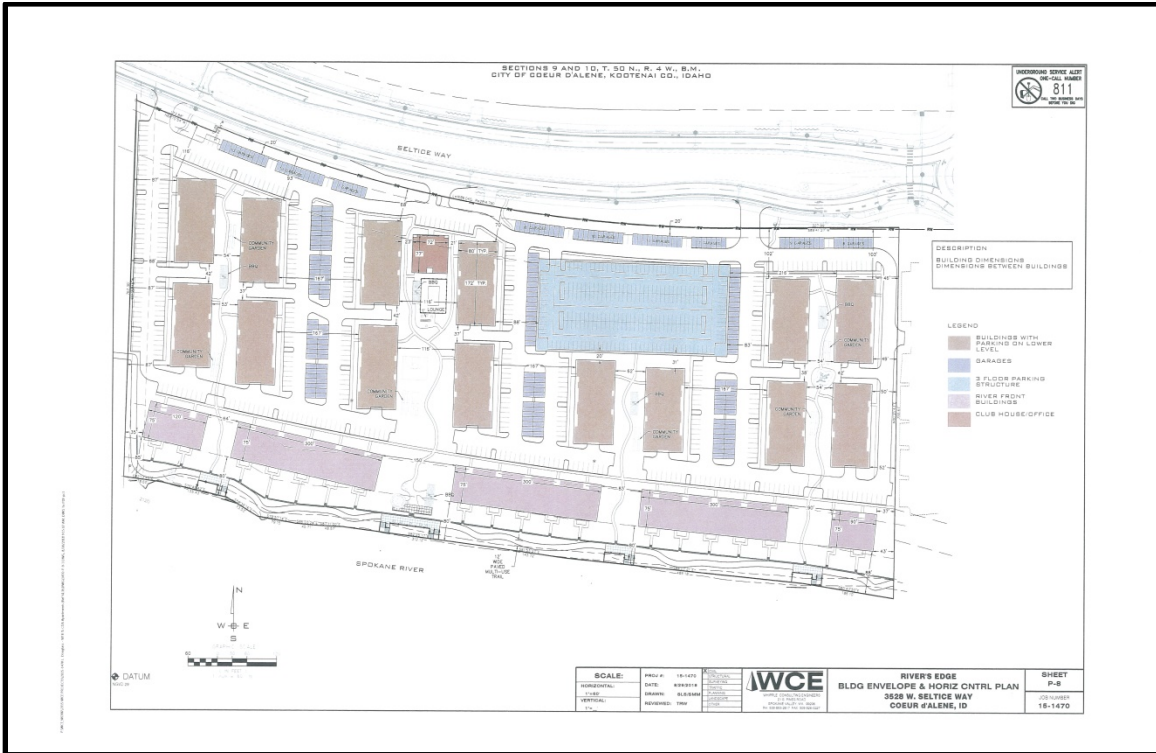
SITE PLAN:



OFF STREET PARKING PLAN:



BUILDING ENVELOPE PLAN:



Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the building envelope(s) is compatible with or sufficiently buffered from uses on adjacent properties. Design elements that may be considered include: building heights and bulk, off street parking, open space, privacy and landscaping.*

D. Finding D: **The proposal is compatible with natural features of the site and adjoining properties. Natural features to be considered include: topography, native vegetation, wildlife habitats and watercourses.**

The subject property is higher along Seltice Way and slopes downward toward the Spokane River to the south. There is an approximately thirty foot elevation drop on the applicants overall property and a fifteen foot elevation drop on the subject property. There are no topographical or other physical constraints that would make the subject property unsuitable for the annexation request.

TOPOGRAPHIC MAP:



The applicant has indicated to how they propose to meet this finding in the below response.

Applicant's Response:

The proposed PUD will utilize the natural features of the site, providing for an 80' building setback from the water. Generally speaking, the site slopes gently from the Seltice Way towards the river and the only grading proposed will be that associated with creating building pads, associated parking and access.

Additionally, the riverside greenbelt will be graded in such a manner so as to make it better accessible and useable for open space and recreation. As that area exists today, it still bears the scars left from nearly 100 years as an active mill site, thus the need for grading and other improvement. As mentioned above, the character of the development mimics the adjoining properties, and the development of the proposed PUD will result in the rejuvenation of an industrial site into a vibrant and unique waterfront neighborhood.

Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the proposal is compatible with natural features of the site and adjoining properties. Natural features to be considered include: topography, native vegetation, wildlife habitats and watercourses.*

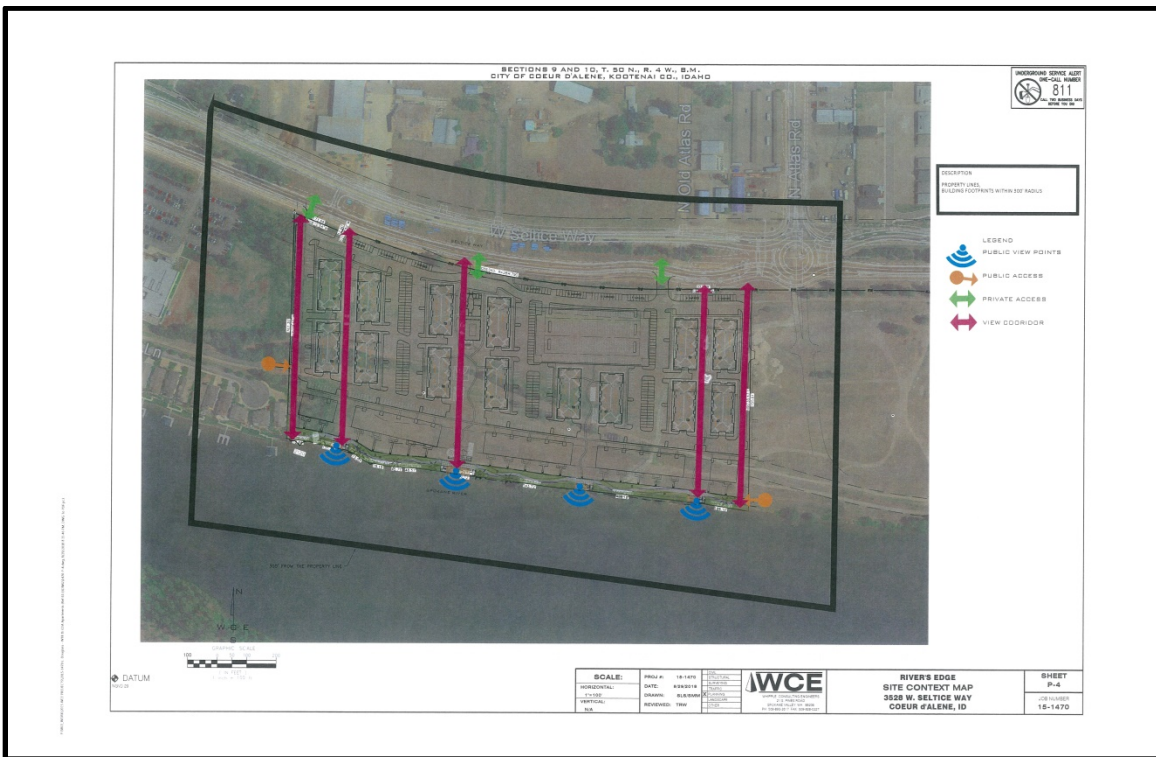
E. Finding E: The proposal provides adequate private common open space area, as determined by the planning commission, no less than ten percent (10%) of gross land area, free of buildings, streets, driveways or parking areas. The common open space shall be accessible to all users of the development and usable for open space and recreational purposes.

The applicant is proposing both public and private open space areas as part of this project. The open space requirement for a Limited Design PUD is no less than 10% of the gross land area and the applicant's proposed project will have a total of 27% of open space. The applicant is proposing a total of 7.01 acres of open space that will consist of 1.52 acres of public open space and 5.49 acres of private open space. There will be a two foot sitting wall that will separate the public open space area from the private open space areas.

The public open space is located adjacent to the river and is 40 foot wide by approximately 1,600 feet long. A twelve foot wide multipurpose trail is shown in the public open space area that will traverse the property and will have trail connections to the adjacent properties to the east and the west of the subject site. There are three public access areas to the river that is located in the 40 foot public open space area. See *Public Open Space Plan on Pages 11 & 12*

The applicant has also submitted a plan that shows where the public and residents of the development will be able to access the open space. Please see map of open space access points on the map below on page 43 of this report.

MAP OF PUBLIC AND PRIVATE ACCESS POINTS TO OPEN SPACE:



The applicant has indicated to how they propose to meet this finding in the below response.

Applicant's Response:

As proposed, we've provided nearly seven acres (approximately 27%) of recreational open space available and accessible to all users of the development. That open space consists of an 80' wide riverside greenbelt reminiscent of the one adjacent to the Dike Road at the NIC campus. Connecting greenspace corridors and landscape areas connect each one of the buildings to the riverside greenbelt, thus providing pedestrian accessibility to approximately 1600 feet of waterfront.

There are two types of open space provided with this development private and public open space. The common/private open space consists of approximately 5.49 acres of beautifully landscaped slopes with a number of amenities for the apartment dwellers. A 5,500-sf recreation building which houses a lounge and workout room opens to a fenced in pool with pergola covered BBQ pads and a large lounge area centralized for all residence in the complex. This main common/private open space corridor will vary in width from 115-feet to 150 feet with community gardens, a sport court, a 5' wide paved meandering path, picnic, BBQ and gathering areas with tables, the BBQ areas will be identified with pergolas for sense of space. There is a large fire pit proposed which extends into a large patio with tables at the same elevation as the River front buildings. Additional private open space has more gathering spaces, a tot lot, and community gardens throughout the property connected by the paved paths. Theses paths run throughout the site connecting residence to all amenities on site as well as the river and the east/west multi-use path for additional offsite connectivity. The open space corridors have dry stream beds incorporated within their landscape environments which run down each corridor leading the eye downstream toward the river. To add some additional northwest beauty and screening between buildings will be implemented with the use of evergreen and deciduous trees, shrubs and grasses for a unique outdoor experience.

The public open space is located in the first 40-feet north from the Spokane River, this public open space will cover nearly 1.5 acres across the full length of property. The public has access using the east and west entrances to the proposed 12' wide paved multi use trail from the City's proposed mixed-use property and the Mill River trail connections. The 12' wide paved multi-use

trail meanders across this swath of land joining in four places to paved patios with tables and chairs providing access to the vista viewpoints. These public patios will have access the Spokane River by stairs off of each patio. The bottom of the stairs is proposed to be constructed at summer pool level of the Spokane River so as to put visitors right at the summer river level

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

F. Finding F: **The location, design and size of the proposed building envelope is such that the traffic generated by the development can be accommodated safely on minor arterials and collector streets, and without requiring unnecessary utilization of other residential streets.**

The applicant is proposing the following modification in regards to building height:

1. Maximum Building Height of 85 feet rather than 63 feet as required for multi-family residential.
2. Maximum Building Height of 75 feet within the 150' foot shoreline setback rather than 32 feet as required for structures within the 150' shoreline setback.

As part of this application the applicant has submitted a Trip Generation and Distribution Letter (TGDL). The TGDL was prepared by the applicant's Engineer and discusses in depth about the potential traffic that could be generated by commercial and residential uses. The TGDL dated December 6, 2018 is attached at the end of this report. (Attachment 3).

The applicant has indicated to how they propose to meet this finding in the below response.

Applicant's Response:

The design of the proposed PUD is such that it can be adequately served by Seltice Way, which is considered an Arterial under the City's transportation master plan. There will be three access points to Seltice Way, the primary of which consist of a proposed roundabout similar to the one at the intersection of Grand Mill Blvd and Seltice Way.

The other two accesses will be right in/right out and are secondary in nature. They will be stop controlled like any other "commercial" approach to a public street. Alternatively, this project can be served by three stop

controlled right in/right out accesses. The 12' multi-use trail system will be designed with for east west travel between the Atlas Mill redevelopment and Mill River. Lastly vehicular access between this site and the Atlas Mill site can be accommodated along this project's easterly boundary to accommodate this connection which ultimately will provide access to the Seltice and Atlas roundabout.

STREETS:

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

- Submitted by Chris Bosley, City Engineer

TRAFFIC:

As noted above, the subject property is bordered by Seltice Way to the north, which is a principal arterial connecting the cities of Coeur d'Alene and Post Falls. When Seltice Way was designed, the applicant's engineer provided trip generation data to the design team to ensure that the roadway was designed to handle the development potential of the site and surrounding properties. The proposed special use and limited design planned unit development will allow the developer to construct high density residential apartments, whereas the current zoning would allow commercial facilities, residential uses (single-family and multi-family), and/or a mix of uses permitted under C-17 on the majority of the property. The anticipated traffic under the proposed rezoning is expected to be approximately half of the traffic volumes that could be expected from a commercial development on the property. According to the December 6, 2018 traffic generation letter by Whipple Consulting Engineers, approximately 6,386 trips per day could be generated by the development at full build-out, compared to 11,421 trips per day generated from a mix of commercial and residential as allowed under current zoning. This is expected to have some traffic impacts on Seltice Way and Northwest Boulevard, but less than what could be generated from a development allowed under the current zoning. A Traffic Impact Study has also been conducted by Welch-Comer Engineers to quantify the impacts of all proposed developments in the area. The findings and recommendations of the report have been considered in this analysis for the applicant's requests. The Streets & Engineering Department has no objection to the special use and limited design planned unit development as proposed. Any development will have to comply with City policies and ordinances under the conditions existing at the time of construction and, therefore, the Streets & Engineering Department will review the final plans at that time.

-Submitted by Chris Bosley, City Engineer

Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the location, design and size of the proposed building envelope is such that the traffic generated by the development can be*

accommodated safely on minor arterials and collector streets, and without requiring unnecessary utilization of other residential streets.

G. Finding G: The proposed setbacks provide:

- 1) Sufficient emergency vehicle access.**
- 2) That neighborhood character will be protected by adequate buffering.**
- 3) For maintenance of any wall exterior from the development's property.**

The applicant is proposing the following modification in regards to setbacks:

1. Side Yard Setback of 20 feet within the 150 foot shoreline setback rather than 20% of the average width of the lot as required for structures within the 150 shoreline setback. ($1,600 \times .20 = 320$ feet)
2. To allow construction of the public open space adjacent to the shoreline within the 40' shoreline prohibited construction zone.

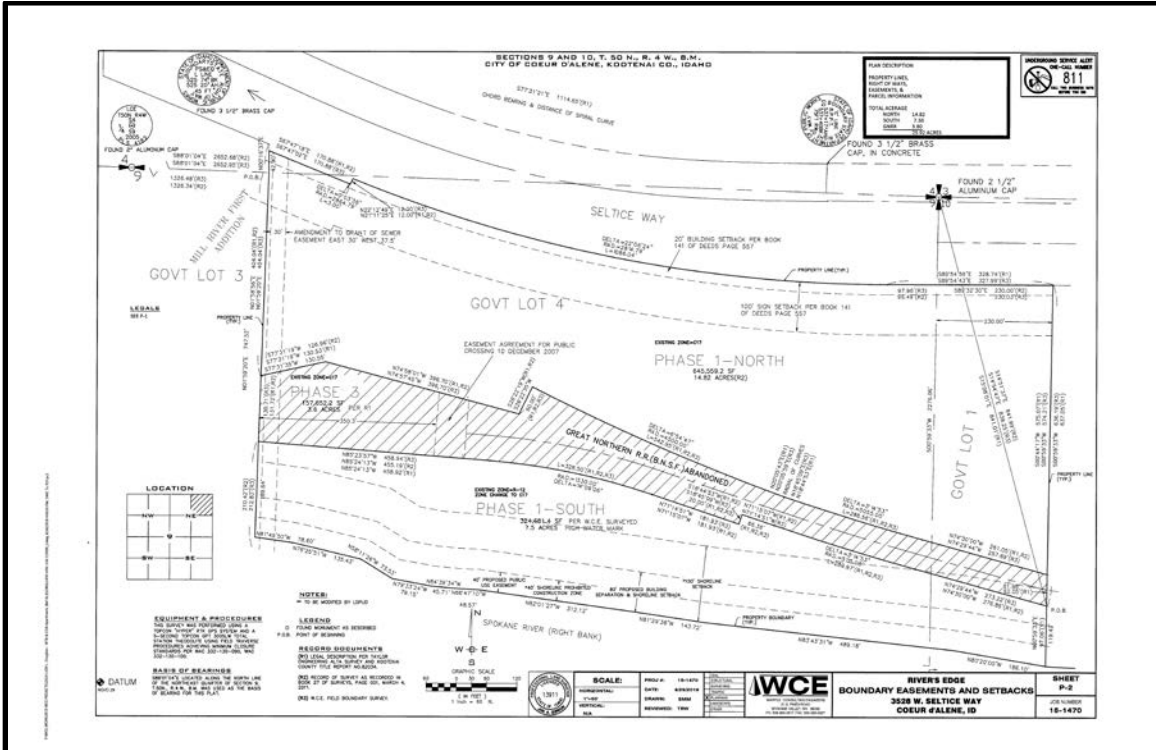
FIRE:

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.

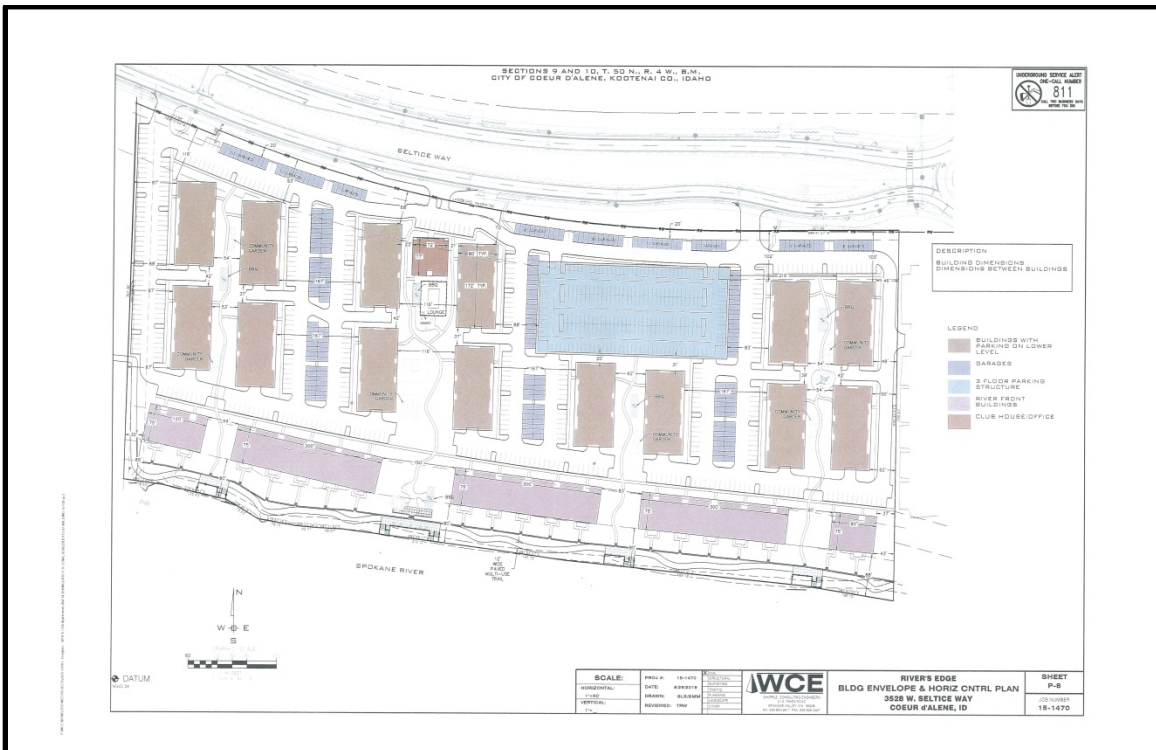
Fire department access to the site (road widths, surfacing, maximum grade, and turning radiuses), in addition to, fire protection (size of water main, fire hydrant amount and placement, and any fire line(s) for buildings requiring a fire sprinkler system) will be reviewed prior to final plat recordation OR during the Site Development and Building Permit, utilizing the currently adopted International Fire Code (IFC-2015) for compliance. The City of Coeur d'Alene Fire Department can address all concerns at site and building permit submittals. The Fire Department has no objection to the zone change as proposed.

-Submitted by Bobby Gonder, Fire

BOUNDARY EASEMENTS AND SETBACKS MAP:



BUILDING ENVELOPMENT MAP:



The applicant has indicated to how they propose to meet this finding in the below response.

Applicant's Response:

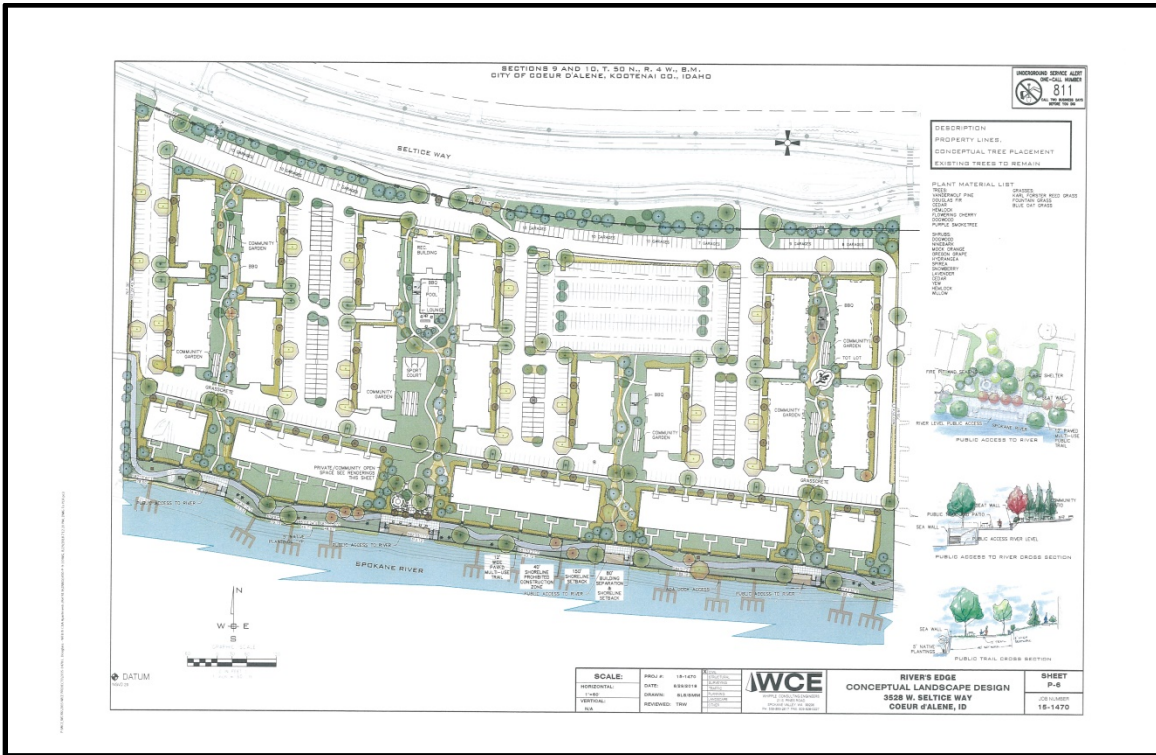
The site building envelopes are situated such that there is adequate access per fire code having drive aisles within 40 feet of all buildings. As described above, the setbacks are such that all adjacent uses are sufficiently buffered with setbacks well above those required by code. As such, all exterior wall maintenance can be adequately accomplished from within the boundaries of the site.

Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the proposals setbacks provide, for sufficient emergency vehicle access, that neighborhood character will be protected by adequate buffering, and for the maintenance of any wall exterior from the development's property.*

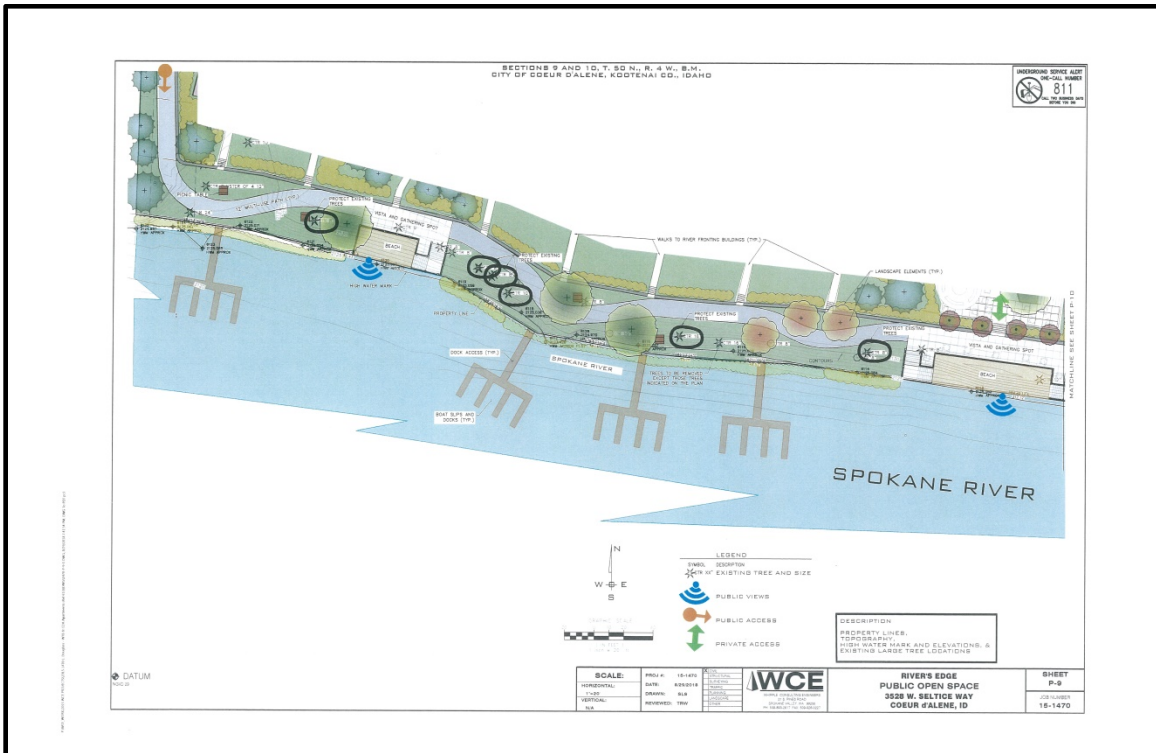
H. Finding H: The proposed building envelope(s) will provide for adequate sunlight, fresh air and usable open space.

In addition to the building envelop plan on page 44 of this report the applicant has also submitted a landscaping plan and open space plan as part of this application. See applicant's landscaping plan and open space plan below on pages 46 through 47 of this report.

LANDSCAPING PLAN:



PUBLIC OPEN SPACE – 1:



The applicant has indicated to how they propose to meet this finding in the below response.

Applicant's Response:

The site building envelopes have one full side which provides for unique private open space experience with beautifully landscaped corridors running north and south through the site down accessing the public open space adjacent to the River. These corridors are each unique with a variety of amenities of BBQ pads, community gardens, a sport court, tot lot and dry steam bed landscaped to enhance view to and from buildings. Meandering paths take one to any of the apartments, recreation building, lounge area and pool. Open space abounds this site allowing for needed sunlight in the open spaces. In addition to the nearly 5 acres of recreational open space described above, there is an additional 3+ acres of landscape area associated with this development. The result is over 27% of the site consists of open space and landscape corridors, providing more than adequate sunlight, fresh air, and usable recreational open space.

Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the proposed building envelope(s) will provide for adequate sunlight, fresh air and usable open space.*

APPLICABLE CODES AND POLICIES:

UTILITIES:

- All proposed utilities within the project shall be installed underground.
- All water and sewer facilities shall be designed and constructed to the requirements of the City of Coeur d'Alene. Improvement plans conforming to City guidelines shall be submitted and approved by the City Engineer prior to construction.
- All water and sewer facilities servicing the project shall be installed and approved prior to issuance of building permits.

STREETS:

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

STORMWATER:

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

PROPOSED CONDITIONS:

- 1) The Special Use Permit and Limited Design Planned Unit Development approvals would only go into effect if the Zone change is approved by City Council in item ZC-4-18
- 2) The Annexation Agreement must be revised if the requests are approved. The Annexation Fee will need to be adjusted to reflect the 34 units per acre calculation. All other fees and applicable conditions would be addressed in the amended annexation agreement, as well as any conditions that have already been satisfied. The Annexation Agreement should also include a Phasing Plan of the development.
- 3) Any additional water main extensions, fire hydrants, services, and related appurtenances will be the responsibility of the developer at their expense.
- 4) Any additional water service will have cap fees due at building permitting.
- 5) There will need to be a hydraulic study done by a third party to determine if the local existing infrastructure can handle the proposed increase in use.
- 6) The applicant will be required to provide a looped water system with the property at the time of development.
- 7) Wastewater will require this Special Use Development to pay for its equitable share upsizing of the sewer main in Shoreview Lane or equivalent.
- 8) An extension of a City approved public sanitary sewer "to and through" the subject property and conforming to City Standards and Policies shall be required prior to building permits.
- 9) A utility easement or R/W for the public sewer shall be dedicated to the City prior to building permits.
- 10) An unobstructed City approved "all-weather" access shall be required over all public sewers.
- 11) Payment of the Mill River Lift Station Surcharge Fee shall be required on all building permits.
- 12) This LDPUD shall be required to comply with the City's One Lot-One Lateral Rule.
- 13) All sewerage lines beyond and upstream of the public sewer connection shall be privately owned and maintained by the LDPUD's Owner at no cost to the City.
- 14) All public sewer plans require IDEQ or QLPE Approval prior to construction.
- 15) The first phase of the project must include the installation of Public Open Space and a twelve foot wide trail along the river.
- 16) An Open Space and Public Access easement with the City of Coeur d'Alene must be recorded prior to construction.
- 17) The applicant will be required to pay all impact and capitalization fees at the time of building permits. If the City's impact fees haven't been updated at the time of permits, the applicant would also be subject to paying an additional proportionate traffic mitigation fee to cover traffic mitigation measures recommended in the Atlas/Riverstone Traffic Impact Study.

ORDINANCES & STANDARDS USED FOR EVALUATION:

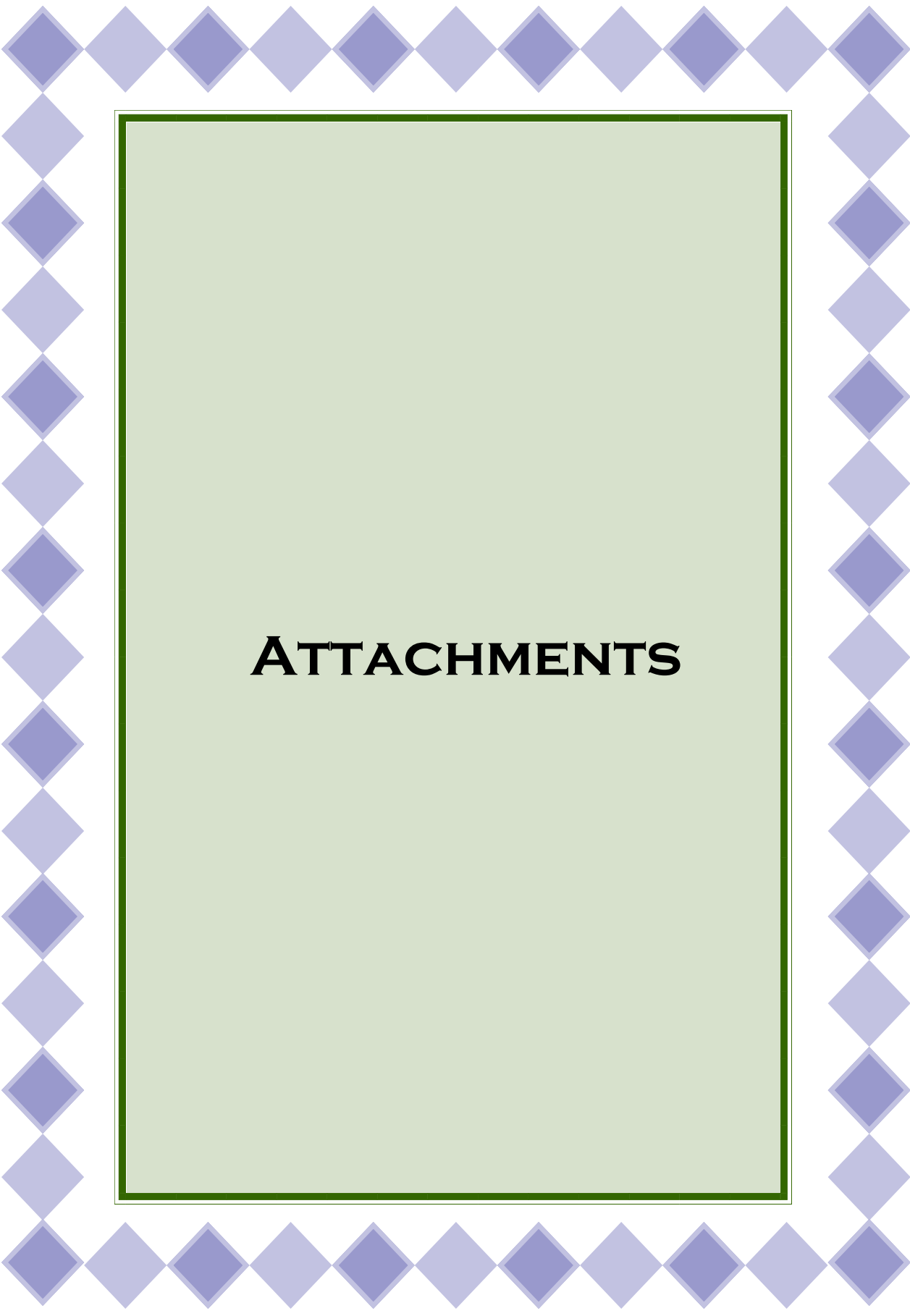
2007 Comprehensive Plan
Transportation Plan
Municipal Code
Idaho Code
Wastewater Treatment Facility Plan
Water and Sewer Service Policies
Urban Forestry Standards
Transportation and Traffic Engineering Handbook, I.T.E.
Manual on Uniform Traffic Control Devices
2017 Coeur d'Alene Trails and Bikeways Master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

ACTION ALTERNATIVES:

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

Attachments:

Attachment 1 – Memorandum of Understanding between the Applicant and the City - MOU
Attachment 2 – Applicant's Narrative
Attachment 3 – Trip Generation and Distribution Letter TGDL
Attachment 4 – Resolution 14-049 supporting public waterfront for public use
Attachment 5 – CDA 2030 Implementation Plan- Public access to waterfront



ATTACHMENTS

RESOLUTION NO. 18-030

A RESOLUTION OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, AUTHORIZING A MEMORANDUM OF UNDERSTANDING WITH RIVER'S EDGE APARTMENTS, LLC, SETTING OUT OVERARCHING AND GENERAL PRINCIPLES IN CONTEMPLATION OF A FUTURE TRANSACTION AND AGREEMENT INVOLVING THE EXCHANGE AND DEVELOPMENT OF CERTAIN PARCELS OF REAL PROPERTY IN THE CITY OF COEUR D'ALENE.

WHEREAS, it is recommended that the City of Coeur d'Alene enter into a Memorandum of Understanding with River's Edge Apartments, LLC, setting out overarching and general principles in contemplation of a future transaction and agreement involving the exchange and development of certain parcels of real property in the City of Coeur d'Alene, pursuant to terms and conditions set forth in the Memorandum of Understanding, a copy of which is attached hereto as Exhibit "1" and by reference made a part hereof; and

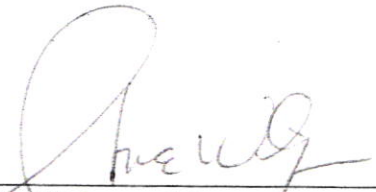
WHEREAS, it is deemed to be in the best interests of the City of Coeur d'Alene and the citizens thereof to enter such agreement;

NOW, THEREFORE,

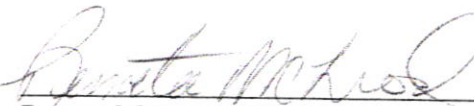
BE IT RESOLVED by the Mayor and City Council of the City of Coeur d'Alene that the City enter into a Memorandum of Understanding with River's Edge Apartments, LLC in substantially the form attached hereto as Exhibit "1" and incorporated herein by reference, with the provision that the Mayor, City Administrator, and City Attorney are hereby authorized to modify said Memorandum of Understanding to the extent the substantive provisions of the Memorandum of Understanding remain intact.

BE IT FURTHER RESOLVED that the Mayor be and is hereby authorized to execute such Memorandum of Understanding on behalf of the City.

DATED this 15th day of May, 2018.


Steve Widmyer, Mayor

ATTEST:


Renata McLeod, City Clerk

Motion by McEvers, Seconded by English, to adopt the foregoing resolution.

ROLL CALL:

COUNCIL MEMBER EVANS	Voted Aye
COUNCIL MEMBER MCEVERS	Voted Aye
COUNCIL MEMBER MILLER	Voted Aye
COUNCIL MEMBER ENGLISH	Voted Aye
COUNCIL MEMBER GOOKIN	Voted Aye
COUNCIL MEMBER EDINGER	Voted Aye

Motion Carried.

**MEMORANDUM OF UNDERSTANDING
BETWEEN THE CITY OF COEUR D'ALENE AND RIVER'S EDGE
APARTMENTS, LLC**

I. Introduction.

This memorandum sets forth proposed general and overarching principles, assumptions, statements of intention, and possible future terms; is solely for discussion; is intended to foster development and coordination of similar expectations between and amongst the parties in the hopes of developing a binding contract; is subject to the execution of specific, definitive, binding documents relating to an arrangement; and, imposes no obligation or liability on any Party, unless expressly stated elsewhere herein. In addition, no Party is under any obligation to enter any arrangement with any other Party. Where this Memorandum contemplates a future agreement on any term or terms, any such agreement shall be in writing.

II. General Principles.

A. The Parties confirm that the following overarching and general principles, assumptions, statements of intention, and possible future terms (collectively referred to as "**Terms**") reflect the Parties' mutual understanding of a possible transaction or transactions by which they plan to exchange and develop parcels of real property, and cooperate to create a strategy or plan to advance their individual private interests and the public welfare.

B. Whether or not the Parties enter any other, or further, agreement, partnership, joint venture or arrangement of any type, scope or purpose, they currently anticipate the following terms will become part of such future Arrangements.

III. Recitals.

The parties to this Memorandum of Understanding ("**Parties**") are the city of Coeur d'Alene ("**City**") and River's Edge Apartments, LLC, a/k/a Atlas Mill Development Corp ("**RE**").

Whereas the City desires to develop a pedestrian and bicycle path and public green space and water access along the Spokane River as well as beneficially develop the former Atlas Mill site; and,

Whereas the City Comprehensive plan calls out as a goal the protection and development of public access to the Spokane River; and,

Whereas the City has acquired the BNSF railroad right of way that bisects the approximately 23acre property owned by River's Edge ("**RE 23 Acre Parcel**"), approximately 3 acres of which railroad right-of-way is bounded by the RE 23 Acre Parcel ("**City Exchange Property**"); and,

Whereas the City has contracted to acquire the 47 acre former Atlas Mill site property owned by Bad Axe, LLC that includes waterfront property on the Spokane River; and,

Whereas the RE 23 Acre Parcel is waterfront property along the Spokane River adjacent to the former BNSF railroad right of way and west of the Bad Axe LLC property; and,

Whereas RE owns a 3+/- acre triangle piece of property along Seltice Road that is adjacent to the Bad Axe, LLC property (“**RE Exchange Property**”); and,

Whereas RE desires to combine the RE 23 Acre Parcel with the City Exchange Property and develop and construct residential housing on the combined property if a mutually agreeable land exchange with the City can be accomplished;

Whereas the Parties have had preliminary discussions about exchanging property to achieve each party’s goals and for their mutual benefit;

Whereas the Parties acknowledge that for a land exchange to occur (“**Transaction**”) it must go through a public hearing process and be approved by City Council;

Whereas the Parties acknowledge that for RE to develop its project as it desires it will need to participate in public hearings and obtain approval from the Coeur d’Alene Planning Commission and/or Coeur d’Alene City Council.

IV. Terms and Conditions.

Now therefore the Parties mutually agree as follows:

1. The City will accept and diligently and in good faith process RE’s updated Subdivision/PUD applications for RE’s 23 Acre Parcel;
2. The City will accept and support, and diligently and in good faith process a one-year extension of the Special Use Permit for the RE Exchange Property to allow for further negotiations between the Parties regarding the Transaction;
3. The City will start and diligently and in good faith pursue the Transaction for an exchange of the City Exchange Property for the RE Exchange Property and a permanent trail/greenbelt/public open space easement approximately 40’ wide from the summer pool along the Spokane River on the RE 23 Acre Parcel the exact location of which shall be determined during the entitlement process;
4. RE will file, and the City will accept and diligently and in good faith process, an application for a special use permit/PUD to request increased density on the RE 23 Acre Parcel and the City Exchange Property going from C17 to R34;

5. The City will cooperate with and support RE's application for a special use permit/PUD to allow for increased density and a 75' height limit on building structures which are stepped back from the public space;
6. The City will join with RE in amending the Annexation Agreement encumbering the RE 23 Acre Parcel to incorporate changes and additions necessary or advisable in connection with the Transaction. The Parties agree to and hereby do toll the application of all statutes of limitation to all claims, if any, based upon the said Annexation Agreement
7. The Parties agree that the consummation of any exchange of property and granting of easement is contingent upon RE obtaining the increased density it seeks;
8. The City will purchase the Bad Axe LLC property by or before May 16, 2018;
9. The City and RE will negotiate in good faith to design and build a waterfront trail/greenbelt within the 40' from the summer pool along the Spokane River. RE will set back its buildings 80' from said summer pool; RE shall pay the cost of the actual trail and the City shall bear the cost of all other improvements to the trail/greenbelt. RE intends to landscape the north edge of the 40' behind the trail at its expense.
10. City and RE will negotiate in good faith to consummate the Transaction and achieve a mutually beneficial land exchange using all resources and available third-parties to create benefits for both Parties;
11. City and RE will cooperate in working with ignite CDA, the Idaho Department of Lands, the Idaho Department of Environmental Quality and any other affected public or private entities to help the Parties achieve their mutual goals;
12. After all necessary steps have been successfully taken, including all approvals following public input and hearings, the City will transfer and convey to RE the City Exchange Parcel in exchange for the RE Exchange Parcel and a permanent trail/greenbelt easement along the Spokane River on the RE 23 Acre Parcel. City and RE acknowledge and agree that RE intends to maintain ownership of the waterfront along the Spokane River and to build and maintain private docks. The City and RE further acknowledge and agree that any development by RE along the Spokane River will allow for a public swim area and public access to the river.

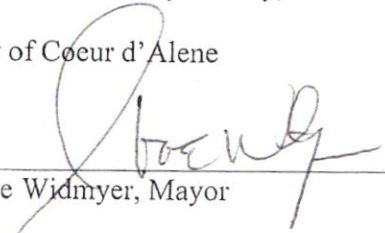
This memorandum is intended as an expression of the Parties' goals and mutual understanding regarding the development of land the City is acquiring adjacent to land owned by RE.


This memorandum can be terminated by either Party for any reason by giving thirty (30) day written notice to the other Party.

Signed the 15th day of May, 2018.

City of Coeur d'Alene

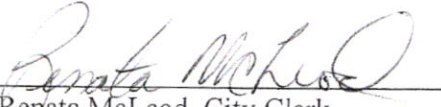
River's Edge Apartments, LLC

By: 
Steve Widmyer, Mayor

By: 
Name: Lance A. Douglass
Title: member

ATTEST:

ATTEST:


Renata McLeod, City Clerk

Name:
Title:



**APPLICANT'S
NARRATIVE**



Whipple Consulting Engineers, Inc.

November 21, 2018

W.O. No. 2014-1470 (PUD Narrative.docx)

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

RE: **River's Edge - Limited Design Planned Unit Development (PUD)
Associated Applications, Narrative and PUD Discussion**
Revisions are underlined on Pages 7 and 8

Dear Planning Staff:

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

- City of CDA – Zone Change Application
- City of CDA – Special Use Permit Application
- City of CDA – Limited Design Planned Unit Development
- Appropriate exhibits for the applications noted

It is intended that this Narrative will provide clarifications for the above noted applications as well as additional information that the Applicant wishes the City to consider as this project moves through the City's process to an approval. Generally, while this narrative will be concerned with the Limited Design Planned Unit Development (LDPUD) application narratives and discussions for the other noted applications are included which will give a general description of the existing site and overall proposed intentions.

Location and Zoning Discussion

The area encompassed by the proposed subdivision and LDPUD lies on the South side of Seltice Way and occupies the westerly portion of the previously abandoned and demolished Atlas Mill site. It is located immediately east of the Mill River subdivision and is bounded on the south by the Spokane River. To the east is the unincorporated Stimson Office site and the proposed City of Coeur d'Alene mixed use project site on the "Holly Property". The site lies adjacent to and South of Seltice Way, North of the site, across Seltice Way, are commercial properties with various uses consistent with KOOTENAI County commercial zoning. Bisecting the property from east to west is the vacated BNSF rail corridor currently owned by City. This right of way or real property is intended to be part an agreement along with 40-feet of project waterfront property between the City and developer. The property north of and inclusive of the rail corridor is

zoned C-17, and the property to the south (adjacent to the river) is zoned R-12. As part of this application, the southern parcel will be rezoned to R-17 and the entire project will be encompassed by the requested R-34 Special Use Permit overlay as well as the Limited Design Planned Unit Development (LDPUD) overlay.

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

See sheet P-1 for the Legal Description.

Zone Change Application

- The zone change application is intended to request a change in zoning from R-12 to C-17 for that portion of the site south of the existing and abandoned railroad right of way, see attached plans for clarification. This zone change is requested to facilitate the implementation of the Special Use Permit Application which would allow the entire project site to be developed as an R-34 Residentially zoned property. Therefore, this zone change request should be considered complimentary to the proposed Special Use Permit Application, enclosed.

Special Use Permit Application

This special use permit is intended to provide a request for the following special uses and site designs.

- Request to allow C-17 Commercially zoned property to be developed to R-34 Residential densities.

The Special Use Permit criteria as noted in 17.09.220: are discussed as follows.

A. The Proposal is in conformance with the Comprehensive Plan

The City's Comprehensive Plan identifies four areas of emphasis comprised of goals and objectives. This project, proposes to implement 3 of the 4 goals and work with the City on the 4th Goal, the Administrative Environment as we move through this process.

The three goals that this project will implement as a part of our development are ...

Goal#1: Natural Environment

As a part of our project we propose to include the public by providing public open space

while preserving the beauty of the Spokane River. This public open space will provide visual open space adjacent to the Spokane River allowing for an active and interpretive experience of the river environment. This will allow the residents of the City of Coeur d' Alene to re-establish a connection in this area and continue to be able to enjoy the River's natural beauty.

Goal #2: Economic Environment

The development of the westerly portion of the Atlas Mill site will provide for economic vitality by bringing construction jobs to the immediate area of downtown and then upon occupancy provide for the economic impact of an additional 850 residents to the downtown core and City's proposed mixed-use community directly to the east. The total construction and development costs for this project will exceed \$100 million dollars with the direct yearly economic contribution from new residents within this urban residential development of \$17 million or more annual dollars spent within the immediate confines of the project area on local services and goods.

Goal #3: Home Environment

The development of this project on the westerly portion of the Atlas Mill site will provide for an urban downtown to suburban transitional environment that will maintain the qualities that make Coeur d' Alene great by providing walking and biking paths, access to the river as well as other natural features. Visitors to the public open spaces will be able to enjoy natural vistas such as the Spokane River, Lake Coeur d' Alene and mountains to the south and continue to experience the great natural environment that makes Coeur d' Alene a great place to live, work and recreate.

While we have only listed three goals briefly above, a review of the City's Comprehensive plan in its entirety would lead one to believe that this project from its inception used the City's document as our guide for development within the City of Coeur d' Alene.

Specifically, we would encourage the reader to review the City's "Special Areas" discussion in the City's Comprehensive Plan to understand the objectives of this development as it relates to making the river and its shorelines available to the public with no unreasonable restrictions on use, providing scale so that all residents of the proposed development can enjoy the resource that the river is and that the public access provides pedestrian and bicycle connectivity to the City's project to the east and the Mill River site to the west.

We believe that this project is a special opportunity to work with the City in the creation of a Limited Design PUD incorporating unique planning for both the river and the City's adjacent property to the east. To create a seamless transition from the shopping and living community from the City Center, to and through the College running up to and through

Riverstone, then on through the City's project and projecting that access and style to the west to the Mill River development. This then would provide unique opportunities as the last substantial development opportunity along the Coeur d' Alene river. We look forward to this challenge and the expectations of the City in developing this unique property and providing the spaces that will enhance the site and the City experience.

Lastly, it is the intent of this project to implement as much as practicable the Spokane River District Land Use guidance while still meeting the goals of the development team. Now that the mills are gone and vistas reestablished we agree that following characteristics should be incorporated where possible and we believe we have incorporated these in our plan. See the included exhibits for more information. Specific goals of the Spokane River District Land Use which are or will be incorporated are noted below.

- Public Access to the river is will be provided.
- Proposed density for this project will exceed the goal, but overall within the River District the River District will meet the 10 to 16 units per acre goal.
- Open space, up to 25% or more for the project will include a combination of public and private open spaces, with the public open space being located directly adjacent to the Spokane River. This space will include meeting and gathering spaces, river and vista viewpoints, river access, limited beach and water areas, multi-use path between the City's project to the east and the Mill River path system to the west.
- The scale of the project as can be seen from the project elevations is a residential apartment community which by its very nature is urban/suburban in nature, but less intense than multi-story residential buildings near the City park and the downtown core.
- The scale of development will be less than that observed in the downtown core and the multi-story residential buildings where the lack of view corridors and open space is evident by its highly urbanized nature.
- Access to the City's proposed mixed-use area as well as to trails, sidewalks and road access to the Riverstone and downtown shopping areas will be available and convenient.
- The project will have access via three previously constructed approaches to Seltice Way, these accesses were constructed as a part of the City's Atlas and Seltice project. This connectivity will provide ease of access to a major arterial for intra and inter area travel. All other access on site will be via traffic calming drive aisles which by their very nature reduce travel speed and provide for additional onsite pedestrian safety. As a part of this submittal a trip generation and distribution letter has been include in this submittal.
- This project will connect directly to the City's mixed-use project to the east by connecting via the access point demonstrated in the City's current plan. This will keep motor vehicles from having to access Seltice Way directly to visit and use the proposed commercial development in the City's proposed mixed-use project.
- As provided for in the attached project application material, we have attempted to keep as many large and mature trees along the river that could be maintained. In addition,

we are proposing an extensive planting plan for the public and private open space with a combination of trees that will provide a mixed canopy of deciduous and evergreen trees in varying heights, textures and colors. Additionally, in the private open spaces and the entry to the site from the public open space, perennial and annual planting will be provided to enhance the spring through fall color palettes.

B. The design and planning of the site is compatible with the location, setting and existing uses on adjacent properties.

As shown on the attached exhibits, the site proposes the redevelopment of the westerly portion of the Atlas Mill site, a previously highly industrialized lumber resource property adjacent to the Spokane River. The Atlas site encompassed nearly the entire waterfront in this area, a reach of nearly 3,800 LF. The Mill has since been removed for redevelopment this portion of the Atlas Mill site along the river provides one of the only parcels adjacent to the river for such redevelopment. The other parcel is the City's parcel to the east which is located on the easterly portion of the Atlas Mill site. The City as a part of their redevelopment effort has proposed a mixed-use urban village within their holdings. This westerly portion of the Atlas Mill Site, this site, is proposed for redevelopment into an urbanized residential village with public access adjacent to the river. We believe that the urbanized residential village, River's Edge, will adequately implement the R-34 zone as described in City code and in accordance with the Special Use Permit and ultimately the LDPUD.

Based upon the Mill River residential and Office area to the west and the City's proposed mixed-use urban village we believe that this property developed to the style and density noted is ideally suited to be compatible with these adjacent properties.

C. The location, design and size of the proposal are such that the development will be adequately served by existing streets, public facilities and services.

The project site is as noted in the Location and Zoning preamble on page one. The site is currently served by a Major Arterial, Seltice Way. During the recent or ongoing Seltice Way project, the City has constructed three access to this project for future use and considered the developed traffic from this proposal in their analysis. These accesses were placed in coordination with the site plans shown on the attached plan documents and will provide access to the proposed 850 units. The distribution of access is such that any impact to existing traffic will be minimized.

Water and sewer services are adequate. It may be that in lieu of reconstructing the Mill River sewer lift station this project will construct a separate lift station, however, the treatment infrastructure to support this project has been indicated to be available. This is

additionally true for potable water service as well.

No indication from the area's other public utility providers such as power, cable, gas or phone have indicated a lack of capacity for this type, style and size of development.

Limited Design PUD Information:

As required by the annexation agreement, the owner is submitting a Limited Design PUD (LDPUD) in conjunction with the Special use Permit and Zone Change.

The intent of the LDPUD is to facilitate the re-development this 25.92-acre, previous industrial lumber resource (mill) site into a unique waterfront apartment community. The proposal includes nineteen apartment buildings, a single clubhouse building, fourteen apartment buildings with underground parking, nineteen single story garages buildings, one separate large parking structure with three levels of parking. The building envelopes are as depicted on the Site plan, and vary in height from 25' for the garages to a maximum of 75' for the multifamily buildings. The proposal includes 1.52 acres of designated public open space, most of which is located on the waterfront, and 5.49 acres of common/private open space (not public) used for the enjoyment of the residents of this community for a total of nearly 27% of open space. Setbacks, off street parking and loading areas, driveways, street requirements, pedestrian requirements, and the landscaping requirements of the code will conform to the existing zoning and design requirements of the R-34 zone.

There are two types of open space provided with this development private and public open space. The common/private open space consists of approximately 5.49 acres of beautifully landscaped slopes with a number of amenities for the apartment dwellers. A 5,500-sf recreation building which houses a lounge and workout room opens to a fenced in pool with pergola covered BBQ pads and a large lounge area centralized for all residence in the complex. This main common/private open space corridor will vary in width from 115-feet to 150 feet with community gardens, a sport court, a 5' wide paved meandering path, picnic, BBQ and gathering areas with tables, the BBQ areas will be identified with pergolas for sense of space. There is a large fire pit proposed which extends into a large patio with tables at the same elevation as the River front buildings. Additional private open space has more gathering spaces, a tot lot, and community gardens throughout the property connected by the paved paths. Theses paths run throughout the site connecting residence to all amenities on site as well as the river and the east/west multi-use path for additional offsite connectivity. The open space corridors have dry stream beds incorporated within their landscape environments which run down each corridor leading the eye downstream toward the river. To add some additional northwest beauty and screening between buildings will be implemented with the use of evergreen and deciduous trees, shrubs and grasses for a unique outdoor experience.

The public open space is located in the first 40-feet north from the Spokane River, this public open space will cover nearly 1.5 acres across the full length of property. The public has access using the east and west entrances to the proposed 12' wide paved multi use trail from the City's proposed mixed-use property and the Mill River trail connections. The 12' wide paved multi-use trail meanders across this swath of land joining in four places to paved patios with tables and chairs providing access to the vista viewpoints. These public patios will have access the Spokane River by stairs off of each patio. The bottom of the stairs is proposed to be constructed at summer pool level of the Spokane River so as to put visitors right at the summer river level

At this time, the public open space is proposing to save a number of existing trees which are currently adjacent to the proposed multi-use path elevation that we determined could me kept without the potential for future loss.

Our site consists of a redevelopment of an industrial site, some restoration will be needed, especially along the shoreline, in order to make the waterfront public open space suitable for recreation. This restoration will include filling, grading, bulkhead replacement, bank stabilization, revegetation, and all the amenities just discussed for the public open space.

In order to achieve the purposes of the provisions of the PUD regulations, the following standards will be modified:

1. In order to develop the property to the plan and style shown, we propose to increase the maximum building height to 85 feet for the residential buildings beyond the 150-foot shoreline setback as this will allow for maximum flexibility of the building envelope, therefore this requirement needs to be modified.
2. In order to develop the property to the plan and style shown, we proposed to construct residential buildings within the 150' shoreline setback, these buildings are shown adjacent to and setback from the public river access, therefore this requirement needs to be modified. Additionally, for these five buildings proposed within the 150-foot shoreline setback we are requesting maximum allowable building heights of 75-feet to allow for maximum flexibility of the building envelop. Therefore, this requirement also needs to be modified.
3. In order to develop the property to the plan and site shown, we are proposing to reduce the side yard setback to 20-feet.
4. In order to develop the property to the plan and style shown, we proposed to construct the public open space adjacent to the shoreline within the City's 40' shoreline prohibited construction zone, therefore this requirement would need to be waived.
5. In order to develop the property to the plan and style shown, we proposed to incorporate boat docks into the plan per the allowance along the project frontage. To that end, we will need ramp and connection concurrence from the City in this regard.

6. In order to develop the property to the plan and style shown, we do not believe that we are within the City's Hillside Ordinance area as demonstrated on the topographic maps included, but to be sure, we would like to modify this so that this project is exempt from this ordinance.
7. In order to develop the property to the plan and style shown, we proposed a minimum of 2 parking stalls per unit. Thus, we have a large parking garage to accommodate the numbers of stalls, but require that parking stalls can be further than 200' from of each unit.

PUD CODE ANALYSIS:

The purpose of this section is to furnish clarification for all concerns within the PUD Code by stating the code and stating how this application meets the code in *italics*.

17.07.235: PUBLIC SERVICES AND MAINTENANCE OF OPEN SPACE:

The planning commission or the city council may, as a condition of approval of planned unit developments, require that suitable areas for schools, parks, or playgrounds be set aside, and negotiated for public use, or be permanently reserved for the owners, residents, employees, or patrons of the development. Whenever private common open space is provided, the commission or the city council may require that an association of owners or tenants be created and incorporated for the purpose of maintaining such open space. The association shall be created in such a manner that owners of property shall automatically be members and shall be subject to assessments levied to maintain said open space for the purposes intended. The period of existence of such association shall be perpetual unless a majority vote of the members and consent of the city council shall terminate it. (Ord. 2368 §6, 1991: Ord. 1691 §1(part), 1982)

Response: A 40-foot width north of Spokane River is to be public open space as outlined above with river access, provided by this proposal. This public open space will be owned and maintained in perpetuity by the property owner as described in this section. Please see the attached documentation for clarity in scope of the improvements proposed.

17.07.240: PERFORMANCE BONDS:

The planning commission or the city council may, as a condition of approval of planned unit developments or limited design planned unit developments, require the applicant to enter into a contract with the city to install the required public improvements in the development within three (3) years of the date of public hearing for a planned unit development or in the case of a limited design planned unit development, three (3) years from the date of application for a building permit. The applicant shall furnish a performance bond or other sufficient security

acceptable to the city for the installation. The director of planning may extend the completion date for additional six (6) month periods upon written request from the applicant. (Ord. 3127 §13, 2003: Ord. 2934 §56, 1999: Ord. 2368 §7, 1991: Ord. 1691 §1(part), 1982)

Response: A performance bond for installation of improvements will not be provided for this proposal. All required Public improvements will be installed as conditioned with in the required time frames.

17.07.245: DEVELOPMENT STANDARDS:

The maximum allowable density for planned unit developments and limited design planned unit developments shall be based on the overall gross deeded land area, and shall be equal to or less than the overall density and density bonuses permitted by the applicable zoning district in which the planned unit development is proposed. In order to achieve the purposes of these provisions, the following standards may be modified:

A. Limited Design Planned Unit Development:

1. Any provision pertaining to site performance standards including, but not limited to, height, bulk, setback or maximum dimensions of any facility.

Response: A maximum building height of 75 feet (75' within 150 feet of the shoreline setback) is proposed. We propose the 150' shoreline setback be revised to an 80-foot building separation and shoreline setback due to years of logging activity. We also would like the 40-foot shoreline prohibited construction zone to allow to this strip be used as public open space with amenities previously discussed and a sea wall. See the Site Plan as well as the other attachments.

2. Any provision establishing buffering, landscaping or other similar requirements pertaining to site design.

Response: Construction and remediation within 40 feet of the shoreline is proposed, also known as the public open space. Coordination with the City of Coeur d'Alene to develop a public open space and river access along the project shoreline will be coordinated and provided per the L.O.U. between the City and the applicant. The Site Plan shows the multi-use 12' trail and patio locations with docks. Please see the Conceptual Landscape Plan for existing tree restoration and plantings on the trail elevation and native plantings below the sea wall to buffer and naturalize the Spokane River. These plantings are to encourage more growth of native plants for the health of the river.

B. Planned Unit Development:

1. Any provision pertaining to site performance standards including, but not limited to, height, bulk, setback or maximum dimensions of any facility.

Response: Increase the maximum building height to 75' on site. All modified site performance standards are as shown on the attached exhibits or as discussed within this narrative.

2. Any provision establishing buffering, landscaping or other similar requirements pertaining to site design.

Response: The site is buffered by proposed trees along Seltice Way and a required 5' buffer on the west and east perimeters with plantings suitable in this space. We provide access into the site off of Seltice Way by car and pedestrian. Public access through the site enters the site near the River connecting to existing and proposed multi-use trails. Please see the Conceptual Landscape Plan for more information.

3. Any provision pertaining to the minimum or maximum dimensions of any lot(s).

Response: The project meets the maximum density with building rising up to a max. height of 75 feet with allowing for a 2 car parks for each unit by the use of underground and above ground parking. Please see the attached exhibits.

4. Any provision pertaining to the type of facility allowed (i.e., multi-family residential versus single-family detached).

Response: At this time, we are proposing that there be no provision pertaining to the type of facility allowed or limitations beyond the plan presented.

5. Any provision pertaining to sign regulations.

Response: All signage will meet City Code with pedestrian lighting.

6. Any provision in titles 12 and 16 of this code regarding streets and sidewalks.

Response: All streets and sidewalks will meet City Codes without additional provisions.

7. Any provision pertaining to off street parking and loading except that required parking spaces shall be located within two hundred feet (200') of the building containing the living units. (Ord. 2415 §2, 1991: Ord. 2368 §8, 1991: Ord. 2348 §3, 1991: Ord. 1691 §1(part), 1982)

Response: We have asked to modify this in the PUD and provided a parking garage, yet allow 2 stalls per unit. Please see attached documents for reference.

17.07.250: DISTRIBUTION OF IMPROVEMENTS WITHOUT REFERENCE TO LOT OR BLOCK LINES:

All improvements for planned unit developments and limited design planned unit developments including off street parking and loading spaces, usable open space, and landscaping, buffering and screening may be located within the development without reference to the lot lines or blocks, except that required parking spaces serving residential activities shall be located within two hundred feet (200') of the building containing the living units served. (Ord. 2368 §9, 1991; Ord. 1691 §1(part), 1982)

Response: All improvements will conform to this section as required. Please see attached documents for reference.

17.07.255: WAIVER OR REDUCTION OF DIMENSIONAL REQUIREMENTS:

(Rep. by Ord. 2368 §10, 1991)

17.07.275: LIMITED DESIGN PLANNED UNIT DEVELOPMENT REVIEW CRITERIA:

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

- A. The proposal produces a functional, enduring and desirable environment.

Response:

The purpose of this proposal is to provide for a unique apartment living community. Approval of this limited design PUD will allow for construction of Coeur d'Alene's only true waterfront apartment community, complete with approximately 1,600 feet of riverfront and those associated amenities. This project proposes to work on harmony with the City and extend public water front access along the entire waterfront. The pedestal style interior corridor apartments, complete with below grade parking garages, will provide a type of living opportunity in Coeur d'Alene currently only found in condominiums or the Lake Tower Apartments. As such, this PUD will become a functional, enduring, and desirable community for Coeur d'Alene's residents. Additionally, this development fills a visible hole in the City's and Ignites River District Plan and compliments the city's own development proposal adjacent to and directly to the east, known as the City's Atlas Waterfront Project. This project would then provide the larger apartment community to supplement the proposed 'Neighborhood Retail' area on the Atlas sites westerly side. Please see attached documents for reference.

- B. The proposal is consistent with the City Comprehensive Plan.

Response:

The City's 2007 Comprehensive Plan places the subject property within the Spokane River District with a land use designation of Transition. This District is envisioned to consist of mixed use neighborhoods consisting of housing and commercial retail and service activities that embrace the aesthetics of the proximity to the Spokane River. Within this district, the comprehensive plan states that pockets of denser housing are appropriate and encouraged, and that the scale of the development will be urban in nature, promoting multi-modal connectivity to downtown and the adjoining Atlas site. In order to achieve the desired development patterns within each district, the Comprehensive Plan utilizes a collection of goals, policies, and objectives. Please see attached documents for reference.

Applicable goals, policies, and objectives within the Comprehensive Plan are addressed in *italics* as follows:

Goal #1-Natural Environment

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

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

These objectives will be fulfilled as the site develops. The development of the site will re-develop and enhance a blighted part of our community; provide high quality infill residential housing; and provide opportunity for many Coeur d'Alene residents to enjoy the unique qualities of living in a waterfront apartment community. Infrastructure to support this development is already in place, and will be enhanced as development progresses.

Goal #2-Economic Development

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

Objective 2.05 –Pedestrian and Bicycle Environment: Plan for multiple choices to live, work, and recreate within comfortable walking/biking distances.

This unique proposal for waterfront apartment development will provide housing within comfortable walking/biking distances to commercial and recreational nodes such as Riverstone, the Kroc Center, the Centennial Trail and the proposed Atlas site. Any commercial development of C-17 zoned property adjacent to Seltice Way will provide live/work employment opportunities for the adjoining properties.

Goal #3-Home Environment

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

Objective 3.08- Housing: Design new housing areas to meet the City's need for quality neighborhoods for all income and family status categories.

Objective 3.16- Capital Improvements: Ensure infrastructure and essential services are available for properties in development.

The proposed PUD will provide for continuity and support existing riverfront development, thus meeting the goals for maintaining compatible land uses adjacent to existing neighborhoods. The riverfront housing will add a quality riverfront neighborhood to the city's rental landscape. The extension of water and sewer through the property will also make service available to properties not currently serviced and facilitate development of the Atlas Mill site, an adjacent undeveloped waterfront site.

Special Areas: Shorelines

The comprehensive plan makes public access to the river and lake shorelines a priority. In order to accomplish that goal, we have provided for creation of an 80-foot-wide open space along the entire 1,600+/- feet of river frontage. The first 40' of open space from the river is public which include a 12' wide multi-use paved trail connectivity and will be graded, landscaped with access to the river. The remaining 40' is private open space within the 80' wide open space which provides for a maximized view corridor as required in the annexation agreement. There are a number of boat docks provided to the public.

Infrastructure Availability:

Sewer: An existing 10" diameter gravity sewer line of adequate depth and capacity is located in Shoreview Lane to the west of the property. The sewer for this project would connect to this main. As part of the annexation agreement, the development of this property will trigger a special sewer impact fee aimed at adding capacity to the existing Mill River lift station.

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

Shoreline/Flood Hazard Ordinance:

The property south of the rail corridor lies within the Shoreline Overlay and within a flood hazard area. Historical heavy industrial activities along the shoreline associated with the mill operations has left much of the property within the shoreline overlay in poor condition. Shoreline erosion due to boat caused wave action and dilapidated bulkheads is problematic, and needs to be remedied. To that end, the owner is proposing to engage in grading operations along the shoreline so as to reshape and stabilize the area adjacent to the river. The result will be building envelopes located above base flood elevations and gentle slopes from the building envelopes to the river's edge. The slopes and shoreline will be stabilized and landscaped in such a way as to ensure future stabilized shoreline.

- C. The building envelopes are compatible with or sufficiently buffered from uses on adjacent properties. Design elements that may be considered include: building heights and bulk, off street parking, open space, privacy and landscaping.

Response:

The commercial properties located to the north of this PUD are buffered from any impact by the 140-180' wide Seltice Way right of way. The property to the west consists of the US bank call center and riverfront single family housing in the Mill River subdivision. The building envelopes are set back approximately 80 feet from the call center property, and the adjacent riverfront single family houses are located adjacent to the 80' wide riverside greenbelt. There is no anticipated impact to the vacant property to the east which is now the subject of the City's Atlas Mill Redevelopment project and for which we are or will be compatible use. Additionally, the design and planning of the site mimics that of the Mill River project located adjacent to the western boundary of the subject property in-so-much that residential uses span from the waterfront to Seltice Way. Properties across Seltice Way are commercial in nature, which is compatible and fitting with the proposed PUD. The influx of residents to this area will bring within it the financial surety to promote redevelopment of these properties.

- D. The proposal is compatible with natural features of the site and adjoining properties. Natural features to be considered include: topography, native vegetation, wildlife habitats, and watercourses

Response:

The proposed PUD will utilize the natural features of the site, providing for an 80' building setback from the water. Generally speaking, the site slopes gently from the Seltice Way towards the river and the only grading proposed will be that associated with creating building pads, associated parking and access. Additionally, the riverside greenbelt will be graded in such a manner so as to make it better accessible and useable for open space and recreation. As that area exists today, it still bears the scars left from

nearly 100 years as an active mill site, thus the need for grading and other improvement. As mentioned above, the character of the development mimics the adjoining properties, and the development of the proposed PUD will result in the rejuvenation of an industrial site into a vibrant and unique waterfront neighborhood.

- E. The proposal provides adequate private common open space area, as determined by the commission, no less than ten percent (10%) of gross land area, free of buildings, streets, driveways or parking areas. The common open space shall be accessible to all users of the development and usable for open space and recreational purposes.

Response:

As proposed, we've provided nearly seven acres (approximately 27%) of recreational open space available and accessible to all users of the development. That open space consists of an 80' wide riverside greenbelt reminiscent of the one adjacent to the Dike Road at the NIC campus. Connecting greenspace corridors and landscape areas connect each one of the buildings to the riverside greenbelt, thus providing pedestrian accessibility to approximately 1600 feet of waterfront.

- F. The location, design, and size of the proposed building envelope is such that the traffic generated by the development can be accommodated safely on minor arterials and collector streets, and without requiring unnecessary utilization of other residential streets.

Response:

The design of the proposed PUD is such that it can be adequately served by Seltice Way, which is considered an Arterial under the City's transportation master plan. There will be three access points to Seltice Way, the primary of which consist of a proposed roundabout similar to the one at the intersection of Grand Mill Blvd and Seltice Way. The other two accesses will be right in/right out and are secondary in nature. They will be stop controlled like any other "commercial" approach to a public street. Alternatively, this project can be served by three stop controlled right in/right out accesses. The 12' multi-use trail system will be designed with for east west travel between the Atlas Mill redevelopment and Mill River. Lastly vehicular access between this site and the Atlas Mill site can be accommodated along this project's easterly boundary to accommodate this connection which ultimately will provide access to the Seltice and Atlas roundabout.

- G. The proposed setbacks provide:
1. Sufficient emergency vehicle access.

2. That neighborhood character will be protected by adequate buffering.
3. For maintenance of any wall exterior from the development's property.

Response:

The site building envelopes are situated such that there is adequate access per fire code having drive aisles within 40 feet of all buildings. As described above, the setbacks are such that all adjacent uses are sufficiently buffered with setbacks well above those required by code. As such, all exterior wall maintenance can be adequately accomplished from within the boundaries of the site.

- H. The proposed building envelopes will provide for adequate sunlight, fresh air and usable open space.

Response:

The site building envelopes have one full side which provides for unique private open space experience with beautifully landscaped corridors running north and south through the site down accessing the public open space adjacent to the River. These corridors are each unique with a variety of amenities of BBQ pads, community gardens, a sport court, tot lot and dry steam bed landscaped to enhance view to and from buildings. Meandering paths take one to any of the apartments, recreation building, lounge area and pool. Open space abounds this site allowing for needed sunlight in the open spaces. In addition to the nearly 5 acres of recreational open space described above, there is an additional 3+ acres of landscape area associated with this development. The result is over 27% of the site consists of open space and landscape corridors, providing more than adequate sunlight, fresh air, and usable recreational open space.

ANNEXATION AGREEMENT REQUIREMENTS:

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

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

- 3.2: Maintenance of Private Sanitary Sewer and Water Lines: The City shall not be responsible for maintenance of any private sanitary sewer lines or water lines including appurtenances, within the Owner's developments on the Property.
All public sewer and water mains will either be located within rights of way or within public utility easements in accordance with City policy. The City will not be responsible for maintenance of private water or sewer lines.
- 3.3: Water Rights: Prior to the issuance of any building permit for construction on the Property, recordation of any plat on the Property or any other transfer of an ownership interest in the Property, the Owner will grant to the City, by warranty deed in a format acceptable to the City, all water rights associated with the Property including, but not limited to right #95-4597. The parties expressly agree that the Owner is conveying the water rights to the City so that the City will have adequate water rights to ensure that the City can provide domestic water service to the Property.
All water rights were transferred prior to the applicant purchasing the property.

SECTION V: PLANNING AND DESIGN OF PROPERTY

- 5.1: Planning and Design of the Property: Owner desires to further develop the Property and agrees to complete a master plan of the Property prior to any further development of the Property. In developing the master plan, the Owner agrees to accommodate and incorporate the following elements:
- a. Permanent Trail Routes: Develop a permanent route for pedestrian/bicycle trail, not less than sixteen feet (16') wide, across the southerly 7.14 acre parcel in a location that the City determines will allow for extension of the trail to the east and west. Alternatively, the Owner can locate the trail route on the adjacent abandoned railroad right of way if the Owner can obtain the necessary legal rights to do so and if the location on the abandoned railroad right of way allows for extension of the trail to the east and west.
- Response: In order to maximize the open space available, the project proposes to construct a 12' paved multi-use trail which will be located within the 40' shoreline prohibited construction zone adjacent to the River. We plan to do construction in this zone to facilitate public open space and to provide improved access to the River. The objective is to save as many trees as we can. A number of good sized evergreen trees will be preserved due to the elevations planned for the trail. There will be native planting at the summer water elevation. See the conceptual landscape plan.*
- b. Public Access to Spokane River: Design and provide open space and/or other public access to the Spokane River.

Response: The first 40 feet of the site adjacent to the River is public open space where a paved 12-foot paved multi-use trail is accessed by those pedestrians traveling by foot or bike to continue on through the site to their location of choice.

- c. Signalized Intersection at Atlas Road and Seltice Way: Design and construct, including any real property acquisition, a signalized intersection at Atlas Road and Seltice Way to serve as the main entrance into the Property.
The City has abandoned the concept of a signalized intersection at this location and has gone forward with the design and construction of a two-lane roundabout instead. In order to serve this property, the applicant will construct three access points along the frontage, two of which will be right in/right out and the third (primary) will consist of a two-lane roundabout or stop controlled right in/right out intersection.

 - c. Connection to the River: The site design objectives shall include an emphasis on connection to the water. This shall include open views toward the river from public rights of way.
The site design emphasizes access and connection to the water from the public and private pedestrian multi-use trail system. Views and vistas from Seltice Way of the water are generally impractical due to topography, but views from the riverside open space tract will be available.

 - d. Compatibility with Surrounding Uses: Design the site to be compatible with surrounding existing uses in the City.
The site is designed such that it mimics existing adjacent uses within the City.

 - e. Street Trees: Placement and planting of street trees in accordance with City policies and standards.
The proposed development includes planting of street trees in accordance with City policies and standards. Seltice Way will have a plethora of evergreen trees for street tree use and buffering the view on site.

 - f. Seltice Way Frontage Improvements: Design and construct street frontage improvements along the Property's Seltice Way frontage including but not limited to curbing, paving, drainage facilities, sidewalks and lighting.
The City is under contract to complete these improvements.
- 5.2: Planned Unit Development: The Owner agree to submit the master plan required by this Section to the City for approval as a Planned Unit Development ("PUD") no later than two (2) years after the publication of the annexation ordinance for the Property. The Owner will also submit at that time any other necessary land use applications, such as zone changes or preliminary subdivision plats necessary to implement the master plan.

The owner has submitted three different PUD plans within the two-year mark and City staff has refused to process them after they were accepted. *Per the agreement and City staff direction, the owner is submitting a Limited Design PUD application and associated subdivision application in accordance with current City code.*

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

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

Re-Zone from R-12 to R-17; Special Use Permit for R-34 use:

As allowed by section 17.09.410 of the City Code, a zone change request may be carried out simultaneously with the plan unit development procedures. The zone change and special use permit applications require the applicant to justify the zoning requests. That justification must address conformance to the 2007 Comprehensive Plan, compatibility to adjacent uses, and availability of public infrastructure and is as follows:

Response: Conformance to the Comprehensive Plan:

The City's 2007 Comprehensive Plan places the subject property within the Area of City Impact and includes the subject property within the Spokane River District with a land use designation of Transition. This District is envisioned to consist of mixed use neighborhoods consisting of housing and commercial retail and service activities that embrace the aesthetics of the proximity to the Spokane River. Within this district, the comprehensive plan states that pockets of denser housing are appropriate and encouraged, and that the scale of the development will be urban in nature, promoting multi-modal connectivity to downtown. In order to achieve the desired development patterns within each district, the Comprehensive Plan utilizes a collection of goals, policies, and objectives.

Applicable goals, policies, and objectives within the Comprehensive Plan are addressed as follows:

Response:

Goal #1-Natural Environment

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

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

These objectives will be fulfilled as the site develops. High density residential housing discourages sprawl, and development of the site will enhance an already developed part of our community. Infrastructure to support this development is already in place, and will be enhanced as development progresses. The site fronts directly on Seltice Way, which is an arterial and is therefore the most appropriate type of street for high density residential development.

Response:

Goal #2-Economic Development

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

Objective 2.05 –Pedestrian and Bicycle Environment: Plan for multiple choices to live, work, and recreate within comfortable walking/biking distances.

This proposal for high density residential development in a mixed-use area such as this will provide workforce housing within comfortable walking/biking distances to commercial and recreational nodes such as the US Bank call center, Riverstone, the Kroc Center, and the Centennial Trail.

Response:

Goal #3-Home Environment

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

Objective 3.08- Housing: Design new housing areas to meet the City's need for quality neighborhoods for all income and family status categories.

Objective 3.10- Affordable and Workforce Housing: Support efforts to preserve and provide affordable and workforce housing.

Objective 3.16- Capital Improvements: Ensure infrastructure and essential services are available for properties in development.

The proposed rezone and special use permit allows for the establishment of a unique area of waterfront multifamily residential housing that accommodates all income and family status categories in an area of the community where infrastructure and essential services already exist.

Infrastructure Availability:

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

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

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

SPECIAL USE PERMIT CODE ANALYSIS:

17.09.220: SPECIAL USE PERMIT CRITERIA:

A special use permit may be approved only if the proposal conforms to all of the following criteria, to the satisfaction of the commission:

A. The proposal is in conformance with the comprehensive plan.

Response:

As described above, the City's 2007 Comprehensive Plan places the subject property within the Spokane River District with a land use designation of Transition. This District is envisioned to consist of mixed use neighborhoods consisting of housing and commercial retail and service activities that embrace the aesthetics of the proximity to the Spokane River. Within this district, the comprehensive plan states that pockets of denser housing are appropriate and encouraged, and that the scale of the development will be urban in nature, promoting multi-modal connectivity to downtown. In order to achieve the desired development patterns within each district, the Comprehensive Plan utilizes a collection of goals, policies, and objectives.

Applicable goals, policies, and objectives within the Comprehensive Plan are addressed in *italics* as follows:

Goal #1-Natural Environment

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

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

These objectives will be fulfilled as the site develops. The development of the site will enhance a blighted part of our community; provide high quality infill residential housing; and provide opportunity for many Coeur d'Alene residents to enjoy the unique qualities of living in a waterfront apartment community. Infrastructure to support this development is already in place, and will be enhanced as development progresses.

Goal #2-Economic Development

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

Objective 2.05 –Pedestrian and Bicycle Environment: Plan for multiple choices to live, work, and recreate within comfortable walking/biking distances.

This unique proposal for waterfront apartment development will provide housing within comfortable walking/biking distances to commercial and recreational nodes such as Riverstone, the Kroc Center, and the Centennial Trail. Any commercial development of C-17 zoned property adjacent to Seltice Way will provide live/work employment opportunities for the adjoining properties.

Goal #3-Home Environment

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

Objective 3.08- Housing: Design new housing areas to meet the City's need for quality neighborhoods for all income and family status categories.

Objective 3.16- Capital Improvements: Ensure infrastructure and essential services are available for properties in development.

The proposed PUD will provide for continuity in riverfront development, thus meeting the goals for maintaining compatible land uses adjacent to existing neighborhoods. The riverfront housing will add a quality neighborhood to the city's landscape. The extension of water and sewer through the property will also make service available to properties not currently serviced.

Special Areas: Shorelines

The comprehensive plan makes public access to the river and lake shorelines a priority. In order to accomplish that goal, we have provided for creation of an 80-foot-wide open space tract along the entire 1,600+/- feet of river frontage. This open space tract will include trail connectivity and will be graded, landscaped, and open for the public's enjoyment between the trail and the water. Additionally, it will provide for a maximized view corridor as required in the annexation agreement.

Infrastructure Availability:

Sewer: An existing 10" diameter gravity sewer line of adequate depth and capacity is located in Shoreview Lane to the west of the property. The sewer for this project would connect to this main. As part of the annexation agreement, the development of this property will trigger a special sewer impact fee aimed at adding capacity to the existing Mill River lift station.

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

Shoreline/Flood Hazard Ordinance:

The property south of the rail corridor lies within the Shoreline Overlay and within a flood hazard area. Historical heavy industrial activities along the shoreline associated with the mill operations has left much of the property within the shoreline overlay in poor condition. Shoreline erosion due to boat caused wave action and dilapidated bulkheads is problematic, and needs to be remedied. To that end, the owner is proposing to engage in grading operations along the shoreline so as to reshape and stabilize the area adjacent to the river. The result will be building envelopes located above base flood elevation and gentle slopes from the building envelopes to the river's edge. The slopes and shoreline will be stabilized and landscaped in such a way as to ensure future stabilized shoreline.

- B. The design and planning of the site is compatible with the location, setting and existing uses on adjacent properties.

Response:

The Seltice Way corridor currently consists of a mix of commercial and residential uses. The proximity to the commercial uses and location on an arterial make this site ideal for high density housing. The proximity to commercial uses/employment promotes the live-work ideal, and the waterfront location provides for recreational access to this coveted resource without taxing existing parks or public waterfront. The approval of this R-34 special use permit will also provide for a transition between the single-family waterfront property to west and the County Industrial property to the north and the proposed mixed-use project site to the east. As proposed, we believe that this project will not only enhance a blighted area, but will provide the citizens of the City of Coeur d'Alene with a unique and health centric living choice

- C. The location, design, and size of the proposal are such that the development will be adequately served by existing streets, public facilities and services. (Ord. 3059 §5, 2002; Ord. 1691 §1(part), 1982)

Response:

Seltice Way is considered an arterial and has adequate capacity to serve the proposed development. Improvements to Seltice Way as part of the City's capital improvement plan are contemplated for 2017 construction and will only increase capacity. Park impacts will be mitigated by the creation of 7 acres of open space, the majority of which consists of the 1600-foot-long greenbelt along the waterfront. Water and sewer infrastructure improvements/extensions will also mitigate any impact to those facilities.

Article VII. R-34 RESIDENTIAL

17.05.330: GENERALLY:

- A. The R-34 district is intended as a high-density residential district, permitting thirty four (34) units per gross acre that the city has the option of granting, through the special use permit procedure, to any property zoned R-17, C-17, C-17L or LM. To warrant consideration, the property must in addition to having the R-17, C-17, C-17L or LM designation meet the following requirements:
1. Be in close proximity to an arterial, as defined in the Coeur d'Alene transportation plan, sufficient to handle the amount of traffic generated by the request in addition to that of the surrounding neighborhood; and the project and accessing street must be designed in such a way so as to minimize vehicular traffic through adjacent residential neighborhoods.
 2. Be in close proximity to shopping, schools and park areas (if it is an adult only apartment complex proximity to schools and parks is not required).

Response:

Most of the site is currently zoned C-17, and upon approval of the above zone change request, the remainder of the site will be zoned R-17. The site fronts on Seltice Way, which is an arterial, and will access from Seltice Way and also to the east, City's mixed use proposed site. As a result, there will be vehicular, pedestrian, and bike traffic from this development traveling through adjacent east property. Additionally, the site is within a mile of the Riverstone shopping hub and park, and the 7 acres of on-site open space will be available for recreation as well.

- B. This district is appropriate as a transition between R-17 and commercial/industrial.

Response:

The approval of this district will provide for a transition between the residential property to the west and the commercial/industrial property to the north and east.

C. Single-family detached and duplex housing are not permitted in this district.

Response:

No single family or duplex housing is proposed.

D. 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. (Ord. 3268 §8, 2006: Ord. 2570 §1, 1993: Ord. 1691 §1(part), 1982)

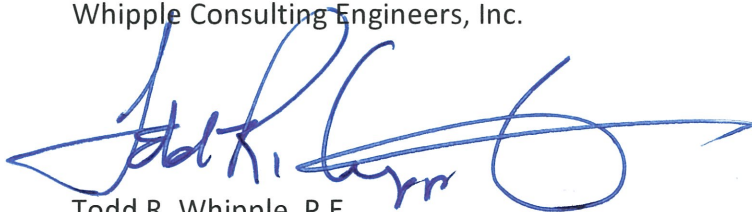
Response:

Project review is expected as required.

Conclusion:

We appreciate the opportunity to make this request for this Zone Change, Special Use Permit, and Limited Design PUD and request approval as presented. Should you have any questions, please feel free to contact us at (509) 893-2617.

Sincerely,
Whipple Consulting Engineers, Inc.

A handwritten signature in blue ink, appearing to read "Todd R. Whipple", with a large, stylized flourish extending to the right.

Todd R. Whipple, P.E.
President

Enclosures: as Noted

Cc: Owner, Lanzce Douglass
File



December 6, 2018
W.O. No. 2015-1470

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

Re: **River's Edge Apartment Development**
3550 W. Seltice Way
Revised Trip Generation & Distribution Letter, December 6, 2018

To Whom It May Concern;

This Trip Generation and Distribution Letter (TGDL) is for the proposed WTB & CDA Apartment Development. This letter will review the allowed and proposed uses and establish the anticipated trip generation and distribution for the development as shown on Figure 2A Allowed uses Preliminary Site Plan, and Figure 2B proposed uses Preliminary Site Plans. This report will follow the standards for traffic letters as required by City of Coeur d' Alene.

PROJECT DESCRIPTION

The subject property currently has a commercial zone and can therefore be developed under building permits with a 127,000-sf retail box store, a three (3) building type strip shopping center with a total of 62,000 sf. The shopping center also includes a pad site for a 5,000-sf fast food or coffee shop. The total alternative includes 194,000-sf (194.0 ksf). The shopping center also includes a 12-position convenience store fuel station. Along the river are 24 proposed single-family residential lots. The property is currently undeveloped with a field grass and sparse trees. The project proposes to Access Seltice Way via driveways. The project is anticipated to have internal drive aisles a parking field, truck delivery ramps and landscaping. Please see Figure 2A Allowed Uses Preliminary Site Plan.

There is currently an application for a zone change from Commercial to Residential, limited design planned unit development and a special use permit. Under these applications the same subject property would be developed as an 850-unit apartment facility with access to public streets. The proposal proposes to access Seltice Way via three (3) driveways that extend south into the property. The properties internal circulation proposes eight (8) north/south drive aisles, and two (2) east/west drive aisles with the apartment buildings located as shown on Figure 2B Proposed Uses Preliminary Site Plan.

VICINITY / SITE PLAN

The subject property consists of three parcels referred to as the North (14.82 ac +/-), the GNRR (3.06 ac +/-) and the South (7.5 ac +/-) for a total area of 25.92 ac +/- and is currently zoned as C-17 Commercial/Residential. The subject property is located on a portion of the NE ¼ of Section 9, T 50 N., R 4 W., B.M. The parcel numbers for the subject property are C-0000-009-0200, C-0000-010-3300, and C-0000-009-0150. The surrounding area has generally

commercial/retail developed land uses mixed in amongst undeveloped tracks of land and single-family housing uses with apartment facilities.

TRIP GENERATION AND DISTRIBUTION

Trip Types

The proposed use is maybe a commercial or a residential development; ITE has developed data regarding various trip types that all developments experience. These are found in several places, however, for this analysis the *Trip Generation Manual 9th Edition* as well as the *Trip Generation Handbook* were used to develop the criteria for this analysis.

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

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

Pass-by Trips - These trips represent vehicles which currently use adjacent roadways providing primary access to new land uses or projects and are trips of convenience. These trips, however, have an ultimate destination other than the project in question. They should be viewed as customers who stop in on their way home from work. An example would be on payday, where an individual generally drives by their bank every day without stopping, except on payday. On that day, this driver would drive into the bank, perform the prerequisite banking and then continue on home. In this example, the trip started from work with a destination of home, however on the way, the driver stopped at the grocery store/latte stand and/or bank directly adjacent to their path. Pass-by trips are most always associated with commercial/retail types of development along major roadways. Therefore, for this project pass-by trips maybe considered.

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

Shared Trips - These are trips which occur on the site where a vehicle/consumer will stop at more than one place on the site. For example, someone destined for a certain shop at a commercial site may stop at a bank just before or after they visit the shop that they went to the site to visit. This trip type reduces the number of new trips generated on the public road system

and is most commonly used for commercial developments. Since the project has only one land use and no cross-access driveways with other land uses, no shared trips were considered.

Trip Generation Characteristics for the Allowed and Proposed Uses

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

Current Zoning Development- Allowed Uses

For the allowed 194,000 sf (194.0 ksf) shopping Center Land Use Code (LUC) 820 Shopping Center was used to establish the number of potential trips generated by the allowed land use. The trip generation rates and the anticipated number of AM & PM peak hour trips for the allowed land use are shown on Table 1.

Table 1-Trip Generation Rates for LUC # 820 – Shopping Center

Thousand Square Feet (KSF)	AM Peak Hour Trips			PM Peak Hour Trips		
	Vol. @ 0.94 trips/KSF	Directional Distribution		Vol. @ 3.81 trips/KSF	Directional Distribution	
		62% In	38% Out		48% In	52% Out
194.0	183	113	70	740	355	385
Average Daily Trip Ends (ADT)						
KSF	Rate	ADT				
194.0	37.75	7,324				

For the allowed 12 position fuel station Land Use Code (LUC) 853 Convenience Market with Gasoline Pumps was used to establish the number of potential trips generated by the allowed land use. The trip generation rates and the anticipated number of AM & PM peak hour trips for the allowed land use are shown on Table 2.

Table 2-Trip Generation Rates for LUC # 853 – Convenience Market with Gasoline Pumps

Vehicle Fuel Positions (VFP)	AM Peak Hour Trips			PM Peak Hour Trips		
	Vol. @ 20.76 Trips/ VFP	Directional Distribution		Vol. @ 23.04 Trips/ VFP	Directional Distribution	
		50% In	50% Out		50% In	50% Out
12	250	125	125	277	138	139
Average Daily Trip Ends (ADT)						
VFP	Rate	ADT				
12	322.5	3,870				

For the allowed 24 Residential lots Land Use Code (LUC) 210 Single Family Detached Housing was used to establish the number of potential trips generated by the allowed land use. The trip generation rates and the anticipated number of AM & PM peak hour trips for the allowed land use are shown on Table 3.

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

Dwelling Units	AM Peak Hour Trips			PM Peak Hour Trips		
	Vol. @ 0.74 Trips/ Unit	Directional Distribution		Vol. @ 0.99 Trips/ Unit	Directional Distribution	
		25% In	75% Out		63% In	37% Out
24	18	5	13	24	15	9
Average Daily Trip Ends (ADT)						
Units	Rate	ADT				
24	9.44	227				

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

Table 4-Trip Generation Summary (Current Zoning)

Land Use Code (LUC)	AM Peak Hour Trips			PM Peak Hour Trips		
	Vol. / LUC	Directional Distribution		Vol. / LUC	Directional Distribution	
		In	Out		In	Out
LUC #820 Shopping Center	183	113	70	740	355	385
LUC #853 Conv. Mkt w/ Gasoline Pumps	250	125	125	277	138	139
LUC #210 Single Family Detached Housing	18	5	13	24	15	9
Total	451	243	208	1,041	508	533
Average Daily Trip Ends (ADT)						
Land Use Code (LUC)	Rate	ADT				
LUC 820 Shopping Center	-	7,324				
LUC #853 Conv. Mkt w/ Gasoline Pumps	-	3,870				
LUC 210 Single Family Detached Housing	-	227				
Total	-	11,421				

As shown in Table 4, the allowed land uses under the current zoning are anticipated to generate 451 trips in the AM peak hour with 243 trips entering the site and 208 trips exiting the site. In the PM, peak hour, the allowed land uses under the current zoning are anticipated to generate 1,041 trips with 508 trips entering the site and 533 trips exiting the site. The allowed land use is anticipated to generate 11,421 average daily trips to/from the subject property.

Proposed Rezone Commercial to Residential Development, LDPUD and SUP

For the proposed 850-unit apartment facility, Land Use Code (LUC) 220 Multifamily Housing (Low-Rise) was used to establish the number of potential trips generated by the proposed land use. The trip generation rates and the anticipated number of AM & PM peak hour trips for the proposed land use are shown on Table 5.

Table 5-Trip Generation Rates for LUC # 220 – Multifamily Housing (Low-Rise)

Dwelling Units	AM Peak Hour Trips			PM Peak Hour Trips		
	Fitted Curve	Directional Distribution		Fitted Curve	Directional Distribution	
		23% In	77% Out		63% In	37% Out
850	365	84	281	397	250	147
Average Daily Trip Ends (ADT)				AM: $\ln(T) = 0.95 \ln(X) - 0.51$		
Units	Fitted Curve	ADT		PM: $\ln(T) = 0.89 \ln(X) - 0.02$		
850	-	6,386		ADT: $T = 7.56(X) - 40.86$		

As shown in Table 5, Under the current proposed land use is anticipated to generate 365 trips in the AM peak hour with 84 trips entering the site and 281 trips exiting the site. In the PM, peak hour, under the rezone the proposed land use is anticipated to generate 397 trips with 250 trips entering the site and 147 trips exiting the site. The proposed land use is anticipated to generate 6,386 average daily trips to/from the project.

Development Comparison Under Current and Proposed Zoning

Provided in Table 6 is a trip generation comparison between the landuses that are currently allowed under the c-17 commercial zone and the currently proposed residential rezone and LDPUD and SUP.

Table 6- Trip Generation Comparison

Land Use Code (LUC)	AM Peak Hour Trips			PM Peak Hour Trips		
	Vol. per LUC	Directional Distribution		Vol. per LUC	Directional Distribution	
		In	Out		In	Out
Proposed Land Uses - Trips	365	84	281	397	250	147
Allowed Land Uses - Trips	451	243	208	1,041	508	533
Difference in Trips	(86)	(159)	73	(644)	(258)	(386)
Average Daily Trip Ends (ADT)				() indicate a reduction in trips		
Land Use Code (LUC)	Rate	ADT				
Proposed Land Uses - Trips	-	6,386				
Allowed Land Uses - Trips	-	11,421				
Difference New Trips	-	(5,035)				

As shown in Table 6 the development of the subject property under the proposed rezone with LUPUD and SUP is anticipated to generate 86 less trips in the AM peak hour and 644 less trips in the PM peak hour, with 5,035 less Average Daily Trips to/from the subject property. Therefore, the change in zoning and land use is an advantage to the City and the existing transportation system, with 5,035 less daily trips on the system.

TRIP DISTRIBUTION

As shown on the preliminary site plans, the subject property will be accessed by Right-in Right-out driveways on the Eastbound lane of Seltice Way.

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

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

The configuration of Seltice Way requires all exiting vehicles to turn right toward the east and all entering vehicles to come from the west and turn right into the project. The roundabouts at the intersections of Seltice Way at Grand Mill and Atlas Roads, will facilitate this change of direction. Please see Figure 3 for the existing zone land use distribution and Figure 4 for the proposed zoning and land use distribution for a graphical representation of these movements

Additional Analysis

The intersections that would be most affected by the development of the property would be the new right-in right-out driveway access on Seltice Way and the intersection of Seltice Way & Atlas Road. For this analysis there are three (3) access driveways on Seltice Way for both the current and proposed zoning scenarios. Each access is anticipated to have a channelized right-in movement given the speed of Seltice Way. All anticipated trips of each scenario are distributed through the 3 access driveways with 20% to the west access, 50% to the center access, and 30% to the east access.

A Level of Service analysis has been completed using the methods from the 2010 Highway Capacity Manual (6th Edition) as implemented in Sidra 7

Table 7 - Existing Intersections Levels of Service

INTERSECTION (R)oundabout		PM Peak Hour	
		Delay (sec)	LOS
Seltice Way & Atlas Road	R	9.0	A

For the Buildout year a 1.1% background growth rate was applied to the existing traffic volumes and no background projects were included.

Table 8 – Year 2019 Intersection Levels of Service (Current Zoning)

INTERSECTION (U)nsignalized (R)oundabout		PM Peak Hour	
		Delay (sec)	LOS
Seltice Way & West Access	U	129.1	F
Seltice Way & Center Access	U	465.5	F
Seltice Way & East Access	U	250.9	F
Seltice Way & Atlas Road	R	19.5	C

As shown in Table 8 with the current zoning the anticipated trips would lower the access Intersections below an acceptable level of service and lower the intersection of Seltice Way & Atlas Road to LOS C. Please see Figure 5 for the traffic volumes used for this analysis.

Table 9 – Year 2019 Intersection Levels of Service (Proposed Zoning)

INTERSECTION (U)nsignalized (R)oundabout		PM Peak Hour	
		Delay (sec)	LOS
Seltice Way & West Access	U	34.9	D
Seltice Way & Center Access	U	41.4	E
Seltice Way & East Access	U	31.4	D
Seltice Way & Atlas Road	R	12.4	B

As shown in Table 9 with the proposed zoning the anticipated trips would maintain an acceptable level of service at the project access driveways and lower the intersection of Seltice Way & Atlas Road to LOS B. Please see Figure 6 for the traffic volumes used for this analysis.

CONCLUSIONS AND RECOMMENDATIONS

This trip generation and distribution letter has been prepared for the potential development of the subject property under the current zoning condition or as allowed and the proposed rezone conditions LDPUD and SUP. Under the current zoning the allowed development only needs to make application and agree to pay the City of Coeur d' Alene impact fees, as the impact of the commercial land use is allowed under the comprehensive plan and zoning code. While the proposed residential land use development requires the subject property to apply for a rezone and other applicable applications and both alternatives will pay the City of Coeur d' Alene impact fees.

- The allowed development under the current zone is primarily commercial and is anticipated to generate 451 AM peak hour trips and 1,041 PM peak hour trips and 11,421 ADT.
- Development under the proposed rezone LDPUD and SUP is primarily residential and is anticipated to generate 365 AM peak hour trips and 397 PM peak hour trips and 6,386 ADT.
- The comparison of the requested land uses vs the allowed show that the requested land uses currently allowed land uses would generate 86 less trips in the AM peak hour and 644 less trips in the PM peak hour, with 5,035 less Average Daily Trips to/from the subject property.

As shown above the allowed development under the current zoning is anticipated to generate two (2) times the amount of Peak Hour Trips and ADT as the proposed development under the rezone. The impact of which has already been covered as a part of the comprehensive plan. Therefore, as the current proposal is anticipated to have significantly less trips than currently allowed. we believe that the proposed project will ultimately have a significantly less impact on the transportation system especially at the access driveways. Therefore, we recommend that the project participate in impact fees and be allowed to move forward without further traffic analysis.

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

Sincerely,
WHIPPLE CONSULTING ENGINEERS, INC.


Todd R. Whipple, P.E.

TRW/bng

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

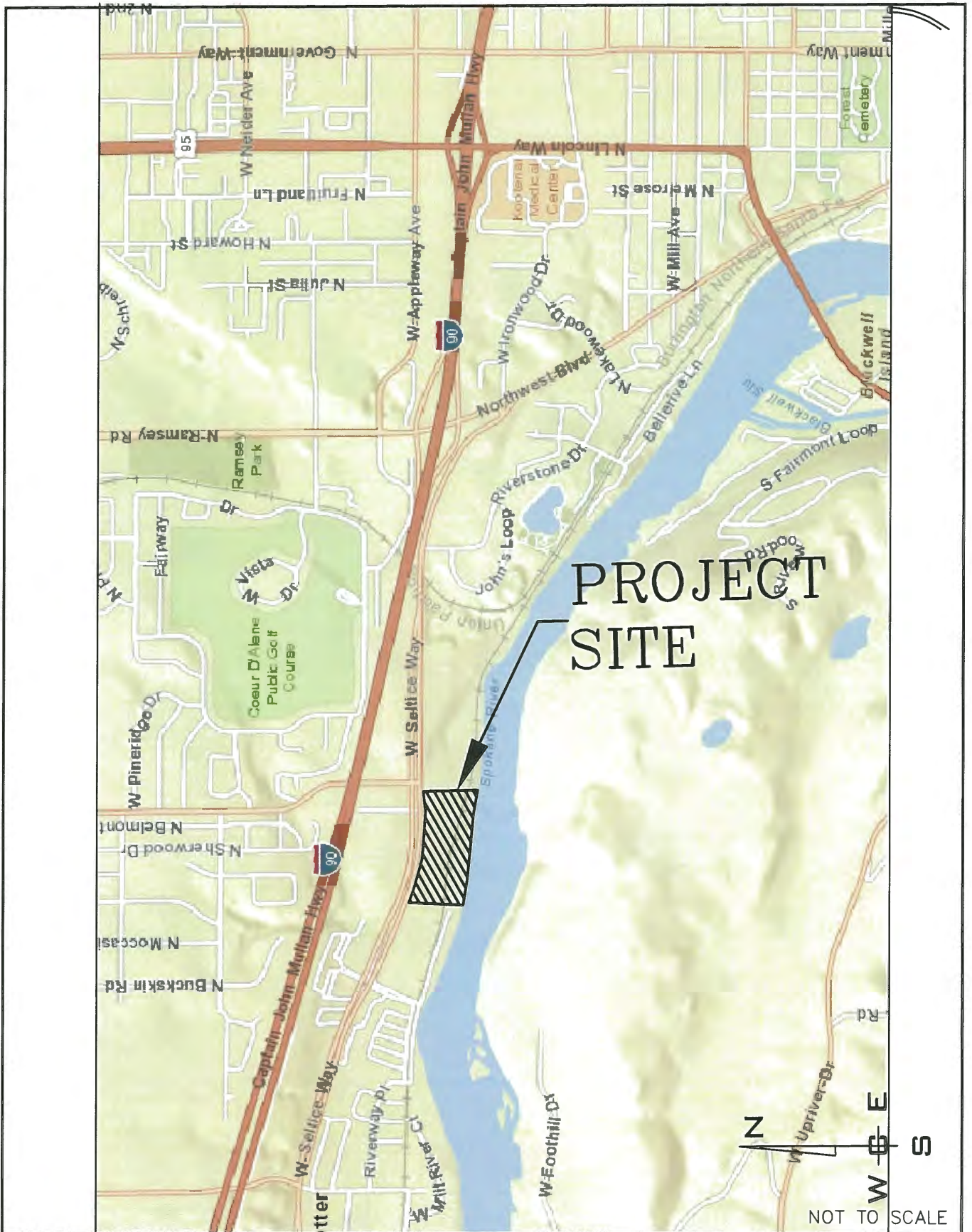
cc: Sponsor, File

APPENDIX

1. Vicinity Map

2. Site Plan

3. Trip Distribution by Percentage



PROJ #: 15-1470
 DATE: 2/1/2017
 DRAWN: TLP
 APPROVED: TRW

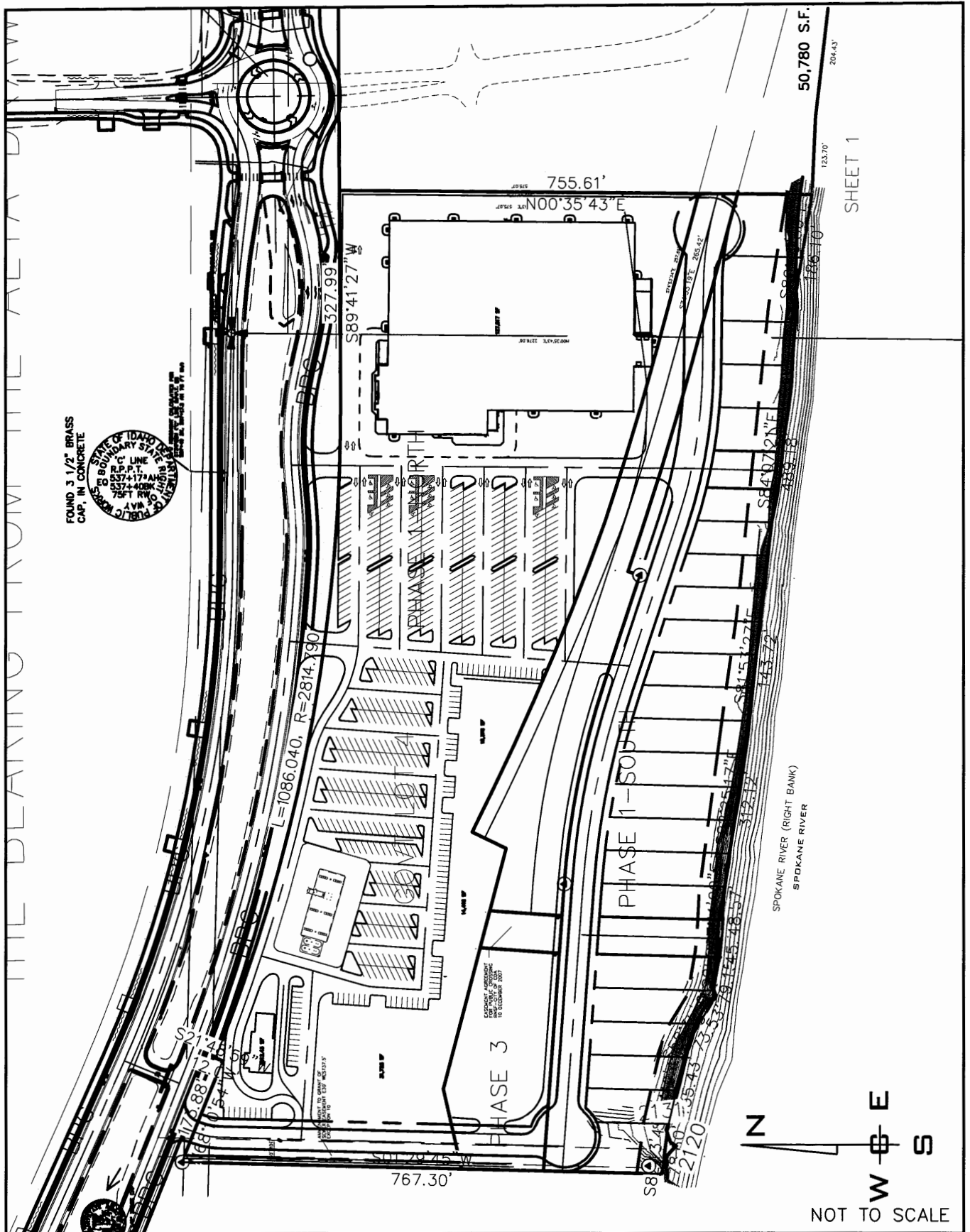
TRIP GENERATION AND DISTRIBUTION
RIVER'S EDGE APARTMENTS
 SELTICE ROAD & ATLAS ROAD
 COEUR D'ALENE, ID

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 SPOKANE VALLEY, WASHINGTON 99206
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FIGURE 1

VICINITY MAP

N
 E
 S
 W
 NOT TO SCALE

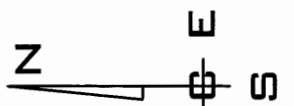


FOUND 3 1/2" BRASS
CAP, IN CONCRETE

STATE OF IDAHO
PUBLIC RECORDS
CLERK
15374172
15374408
75 FT RW
OF
R.P.C. LINE
BY
BNG
8/28/2018

50,780 S.F.
204.43'

SHEET 1



NOT TO SCALE

PROJ #: 15-1470
DATE: 8/28/2018
DRAWN: BNG
APPROVED: TRW

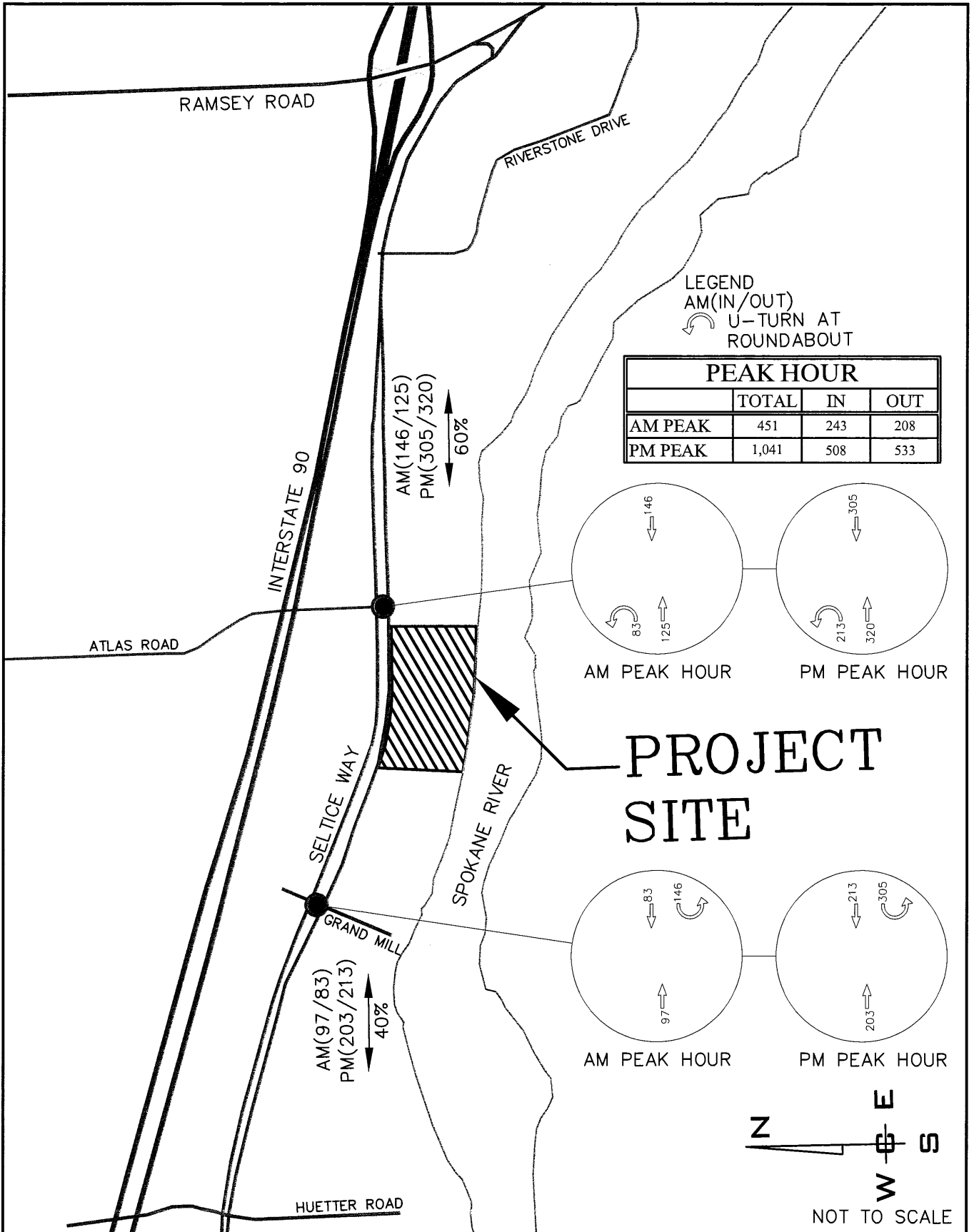
**TRIP GENERATION AND DISTRIBUTION
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SELTICE ROAD & ATLAS ROAD
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FIGURE 2A

EXST. ZONING PREL. SITE PLAN

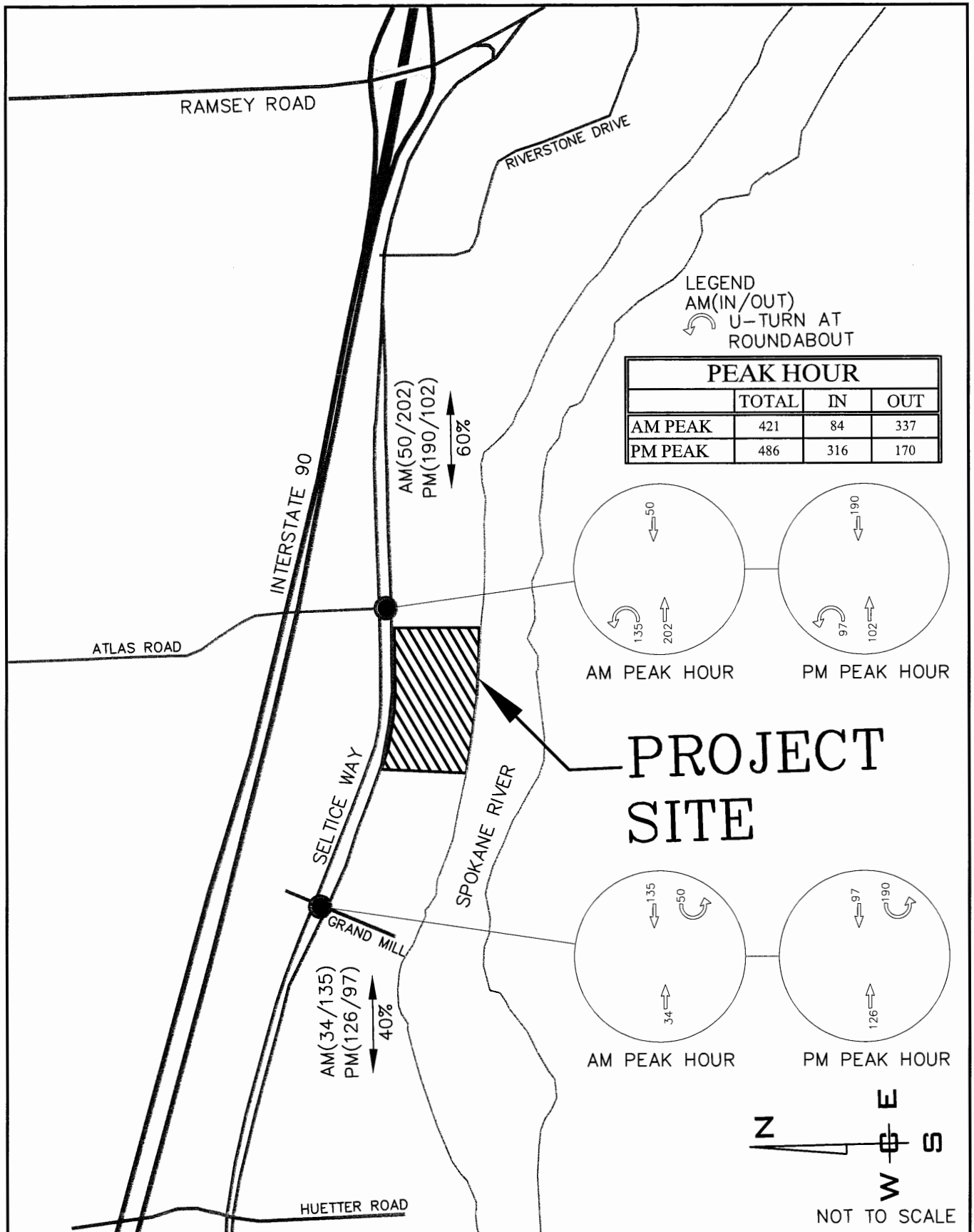


PROJ #: 15-1470
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TRIP GENERATION AND DISTRIBUTION
RIVER'S EDGE APARTMENTS
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FIGURE 3 **CURRENT ZONING TRIP DIST.**

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PROJ #: 15-1470
DATE: 8/28/2018
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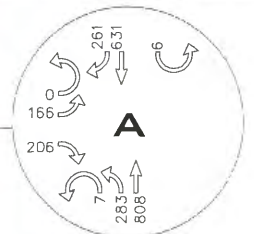
**TRIP GENERATION AND DISTRIBUTION
RIVER'S EDGE APARTMENTS
SELTICE ROAD & ATLAS ROAD
COUER D ALENE, ID**



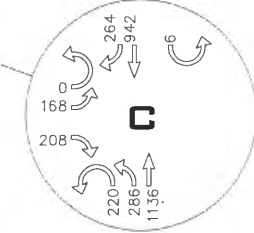
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FIGURE 4

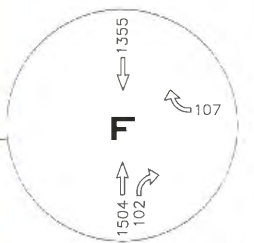
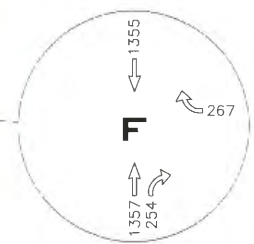
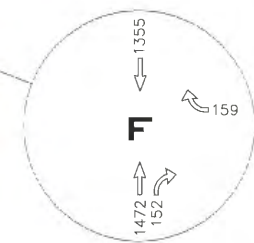
PROPOSED ZONING TRIP DIST.



2018 EXISTING



2019 W/
CURRENT ZONING



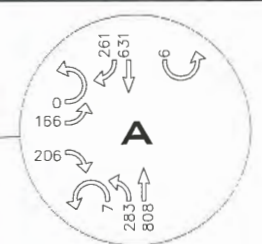
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 DATE: 12/03/2018
 DRAWN: BNG
 APPROVED: TRW

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

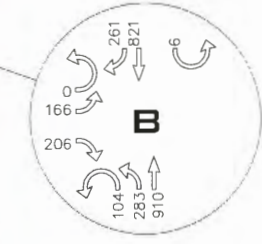
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FIGURE 5

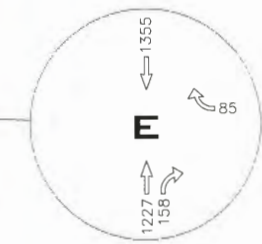
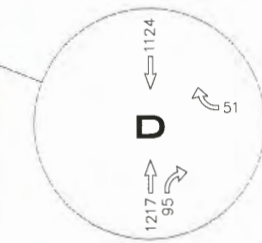
PM LOS ANALYSIS (CURRENT)



2018 EXISTING



2019 W/
PROPOSED ZONING

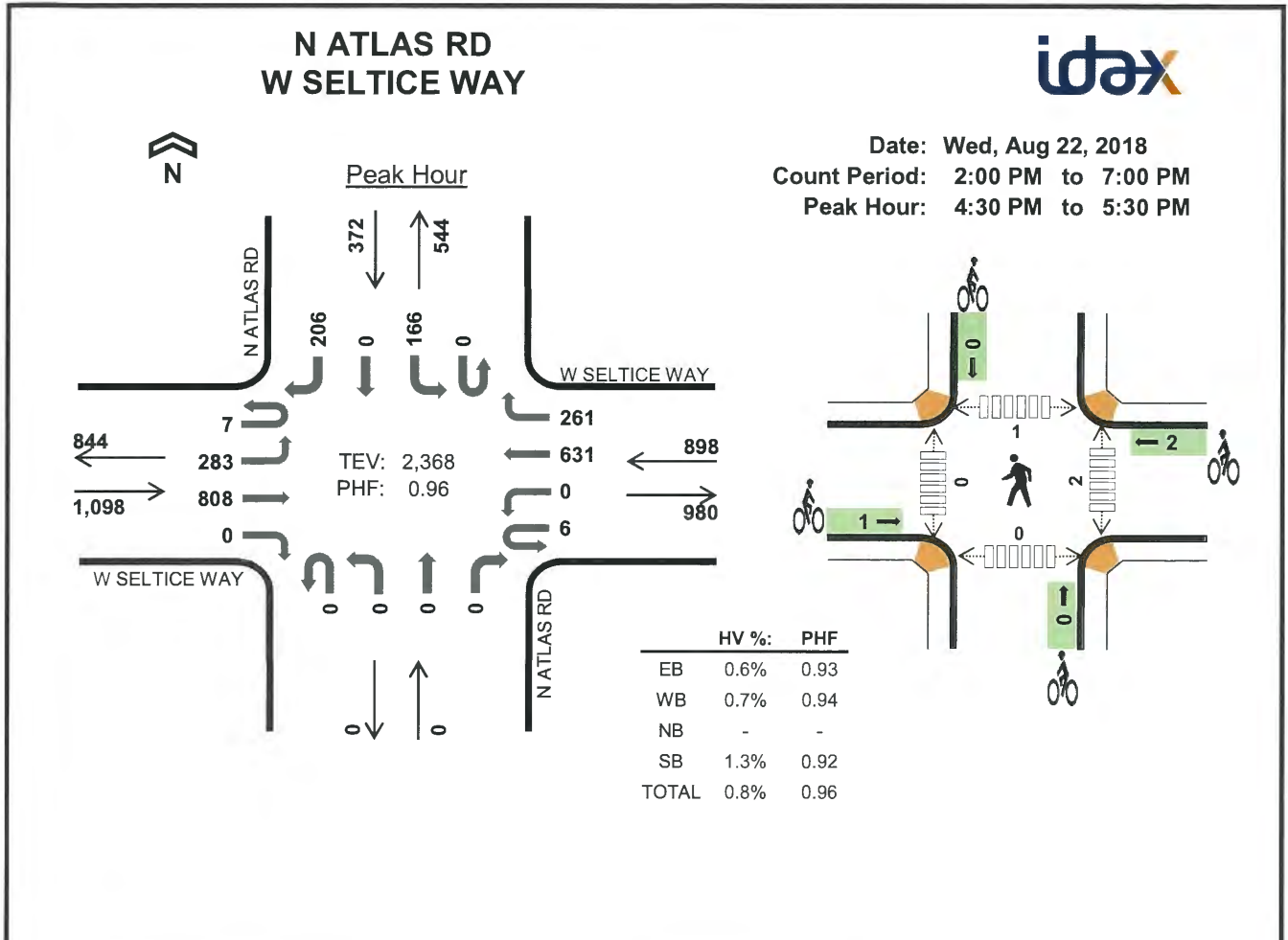


PROJ #: 15-1470
DATE: 12/03/2018
DRAWN: BNG
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**TRIP GENERATION AND DISTRIBUTION
RIVER'S EDGE APARTMENTS
SELTICE ROAD & ATLAS ROAD
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FIGURE 6 PM LOS ANALYSIS (PROPOSED)



Five-Hour Count Summaries

Interval Start	W SELTICE WAY				W SELTICE WAY				N ATLAS RD				N ATLAS RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	5	78	206	0	4	0	158	64	0	0	0	0	0	42	0	59	616	0
4:45 PM	0	65	229	0	1	0	132	66	0	0	0	0	0	47	0	40	580	0
5:00 PM	0	76	192	0	1	0	178	61	0	0	0	0	0	39	0	56	603	0
5:15 PM	2	64	181	0	0	0	163	70	0	0	0	0	0	38	0	51	569	2,368
Peak Hour	7	283	808	0	6	0	631	261	0	0	0	0	0	166	0	206	2,368	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	2	0	2	4	1	0	0	0	1	1	0	0	0	1
4:45 PM	3	1	0	1	5	0	0	0	0	0	0	0	0	0	0
5:00 PM	3	1	0	2	6	0	2	0	0	2	1	0	1	0	2
5:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
Peak Hour	7	6	0	5	18	1	2	0	0	3	2	0	1	0	3

Five-Hour Count Summaries																		
Interval Start	W SELTICE WAY				W SELTICE WAY				N ATLAS RD				N ATLAS RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	1	36	156	0	9	0	117	31	0	0	0	0	0	32	0	30	412	0
2:15 PM	1	23	158	0	4	0	130	31	0	0	0	0	0	29	0	47	423	0
2:30 PM	2	46	161	0	3	0	108	42	0	0	0	0	0	46	0	29	437	0
2:45 PM	2	42	162	0	2	0	128	50	0	0	0	0	0	40	0	37	463	1,735
3:00 PM	3	39	154	0	0	0	132	55	0	0	0	0	0	24	0	40	447	1,770
3:15 PM	3	45	138	0	3	0	133	30	0	0	0	0	0	42	0	46	440	1,787
3:30 PM	2	47	185	0	1	0	118	45	0	0	0	0	0	41	0	52	491	1,841
3:45 PM	4	50	186	0	2	0	129	42	0	0	0	0	0	33	0	42	488	1,866
4:00 PM	4	74	170	0	1	0	117	71	0	0	0	0	0	40	0	40	517	1,936
4:15 PM	0	50	184	0	3	0	147	59	0	0	0	0	0	38	0	49	530	2,026
4:30 PM	5	78	206	0	4	0	158	64	0	0	0	0	0	42	0	59	616	2,151
4:45 PM	0	65	229	0	1	0	132	66	0	0	0	0	0	47	0	40	580	2,243
5:00 PM	0	76	192	0	1	0	178	61	0	0	0	0	0	39	0	56	603	2,329
5:15 PM	2	64	181	0	0	0	163	70	0	0	0	0	0	38	0	51	569	2,368
5:30 PM	3	65	163	0	1	0	130	62	0	0	0	0	0	39	0	46	509	2,261
5:45 PM	4	55	185	0	1	0	93	40	0	0	0	0	0	35	0	41	454	2,135
6:00 PM	3	53	132	0	2	0	106	36	0	0	0	0	0	27	0	44	403	1,935
6:15 PM	2	38	131	0	1	0	87	29	0	0	0	0	0	22	0	25	335	1,701
6:30 PM	0	31	90	0	0	0	65	16	0	0	0	0	0	35	0	27	264	1,456
6:45 PM	3	23	100	0	0	0	68	25	0	0	0	0	0	24	0	24	267	1,269
Count Total	44	1,000	3,263	0	39	0	2,439	925	0	0	0	0	0	713	0	825	9,248	0
Peak Hour	7	233	808	0	6	0	631	261	0	0	0	0	0	136	0	206	2,338	0

Note: Five-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	4	6	0	1	11	0	0	0	0	0	0	0	0	0	0
2:15 PM	1	3	0	2	6	0	0	0	0	0	0	0	0	0	0
2:30 PM	3	2	0	3	8	0	0	0	0	0	0	1	0	0	1
2:45 PM	5	3	0	2	10	1	0	0	0	1	2	0	0	0	2
3:00 PM	2	4	0	2	8	0	0	0	0	0	0	0	0	0	0
3:15 PM	5	2	0	3	10	0	0	0	0	0	0	0	0	0	0
3:30 PM	3	3	0	0	6	0	0	0	0	0	0	1	0	0	1
3:45 PM	4	4	0	2	10	0	0	0	0	0	0	0	0	0	0
4:00 PM	7	1	0	1	9	0	0	0	0	0	0	0	1	0	1
4:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	2	4	1	0	0	0	1	1	0	0	0	1
4:45 PM	3	1	0	1	5	0	0	0	0	0	0	0	0	0	0
5:00 PM	3	1	0	2	6	0	2	0	0	2	1	0	1	0	2
5:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	1	2	0	0	0	0	0	0	1	0	0	1
5:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1
6:00 PM	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
6:45 PM	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0
Count Total	47	37	0	25	109	2	2	0	0	4	4	4	4	0	12
Peak Hour	7	6	0	5	18	1	2	0	0	3	2	0	1	0	3

MOVEMENT SUMMARY

 Site: 101 [Seltice Way & Atlas Rd]

Rivers Edge, 2018 Existing
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: Seltice Way											
1u	U	6	0.0	0.450	8.4	LOS A	2.5	62.9	0.56	0.46	38.8
6	T1	671	0.7	0.450	8.4	LOS A	2.5	63.1	0.56	0.46	37.3
16	R2	278	0.0	0.450	8.4	LOS A	2.5	63.1	0.56	0.46	32.8
Approach		955	0.5	0.450	8.4	LOS A	2.5	63.1	0.56	0.46	35.9
North: Atlas Road											
7u	U	1	0.0	0.517	11.9	LOS B	3.4	84.4	0.71	0.84	31.9
7	L2	180	0.0	0.517	11.9	LOS B	3.4	84.4	0.71	0.84	31.1
14	R2	224	1.3	0.517	12.0	LOS B	3.4	84.4	0.71	0.84	29.8
Approach		405	0.7	0.517	12.0	LOS B	3.4	84.4	0.71	0.84	30.4
West: Seltice Way											
5u	U	8	0.0	0.496	8.4	LOS A	3.2	80.1	0.48	0.34	36.5
5	L2	304	0.0	0.496	8.4	LOS A	3.2	80.1	0.48	0.34	33.2
2	T1	869	0.6	0.496	8.4	LOS A	3.2	80.1	0.48	0.34	36.7
Approach		1181	0.4	0.496	8.4	LOS A	3.2	80.1	0.48	0.34	35.7
All Vehicles		2541	0.5	0.517	9.0	LOS A	3.4	84.4	0.55	0.46	34.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

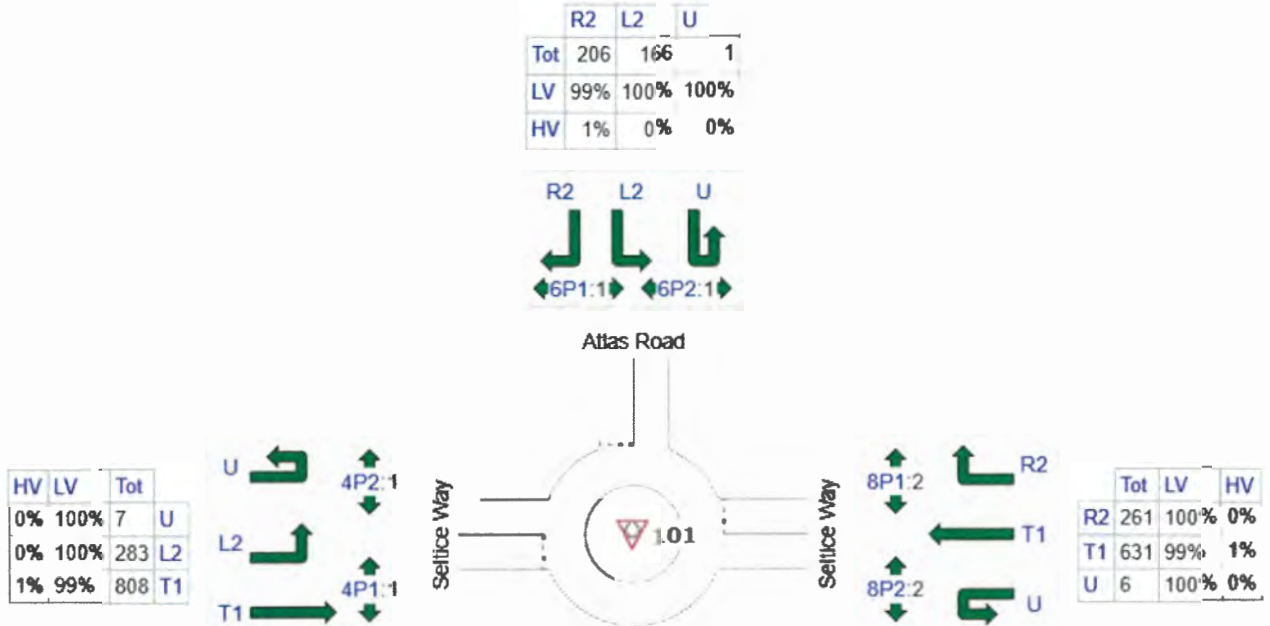
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 101 [Seltice Way & Atlas Rd]

Rivers Edge, 2018 Existing Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
E: Seltice Way	898	894	4
N: Atlas Road	373	370	3
W: Seltice Way	1098	1093	5
Total	2369	2357	12

MOVEMENT SUMMARY

 Site: 101 [Seltice Way & Atlas Rd]

Rivers Edge, 2018 Current Zoning
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: Seltice Way											
1u	U	6	0.0	0.751	19.4	LOS C	10.1	254.8	0.88	1.19	32.8
6	T1	1002	0.7	0.751	19.4	LOS C	10.2	255.0	0.88	1.19	31.6
16	R2	281	0.0	0.751	19.4	LOS C	10.2	255.0	0.88	1.19	28.3
Approach		1289	0.5	0.751	19.4	LOS C	10.2	255.0	0.88	1.19	30.9
North: Atlas Road											
7u	U	1	0.0	0.843	39.9	LOS E	7.7	193.4	0.92	1.41	23.0
7	L2	183	0.0	0.843	39.9	LOS E	7.7	193.4	0.92	1.41	22.6
14	R2	226	1.3	0.843	40.0	LOS E	7.7	193.4	0.92	1.41	21.9
Approach		410	0.7	0.843	39.9	LOS E	7.7	193.4	0.92	1.41	22.2
West: Seltice Way											
5u	U	237	0.0	0.743	14.9	LOS B	13.9	347.0	0.75	0.71	32.6
5	L2	308	0.0	0.743	14.9	LOS B	13.9	347.0	0.75	0.71	30.0
2	T1	1222	0.6	0.743	14.9	LOS B	13.9	347.0	0.75	0.71	33.2
Approach		1766	0.4	0.743	14.9	LOS B	13.9	347.0	0.75	0.71	32.5
All Vehicles		3465	0.5	0.843	19.5	LOS C	13.9	347.0	0.82	0.97	30.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: P:\WCE_WORK\2015 WCE PROJECTS\2015-1470 L. Douglass - WTB & CDA Apartments (Ref 613)\DOCUMENTS\Traffic\Sidra\Seltice Way & Atlas 2019 PM W Current Zone.sip7

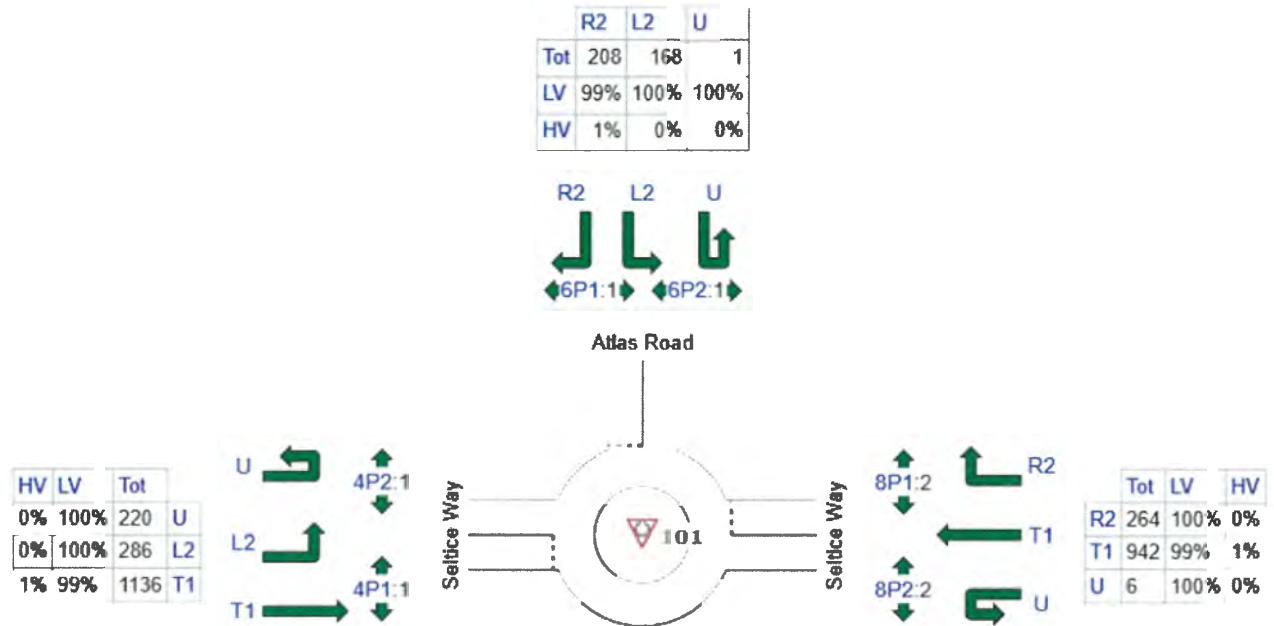
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 101 [Seltice Way & Atlas Rd]

Rivers Edge, 2018 Current Zoning
Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
E: Seltice Way	1212	1205	7
N: Atlas Road	377	374	3
W: Seltice Way	1642	1635	7
Total	3231	3215	16

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Project: P:\WCE_WORK\2015 WCE PROJECTS\2015-1470 L. Douglass - WTB & CDA Apartments (Ref 613)\DOCUMENTS\Traffic\Sidra\Seltice Way & Atlas 2019 PM W Current Zone.sip7

Intersection

Int Delay, s/veh 4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	1504	102	0	1355	0	107
Future Vol, veh/h	1504	102	0	1355	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1635	111	0	1473	0	116

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	1635
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	-	0	125
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	125
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach

	EB	WB	NB
HCM Control Delay, s	0	0	129.1
HCM LOS			F

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	125	-	-	-
HCM Lane V/C Ratio	0.93	-	-	-
HCM Control Delay (s)	129.1	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	6.1	-	-	-

Intersection

Int Delay, s/veh 38.4

Movement EBT EBR WBL WBT NEL NBR

Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	1357	254	0	1355	0	267
Future Vol, veh/h	1357	254	0	1355	0	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1475	276	0	1473	0	290

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	-	-	-	1475
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	~ 155
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	~ 155
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach EB WB NB

HCM Control Delay, s	0	0	\$ 465.5
HCM LOS			F

Minor Lane/Major Mvmt NBLn1 EBT EBR WBT

Capacity (veh/h)	155	-	-	-
HCM Lane V/C Ratio	1.872	-	-	-
HCM Control Delay (s)	\$ 465.5	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	21.9	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	12.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	1472	152	0	1355	0	159
Future Vol, veh/h	1472	152	0	1355	0	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1600	165	0	1473	0	173

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	1600
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0 ~ 131
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	~ 131
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	250.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	131	-	-	-
HCM Lane V/C Ratio	1.319	-	-	-
HCM Control Delay (s)	250.9	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	11.1	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

MOVEMENT SUMMARY

 Site: 101 [Seltice Way & Atlas Rd]

Rivers Edge, 2018 Proposed Zoning
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance ft		per veh	mph
East: Seltice Way											
1u	U	6	0.0	0.600	12.2	LOS B	5.9	148.1	0.72	0.82	36.5
6	T1	873	0.7	0.600	12.2	LOS B	5.9	148.3	0.72	0.82	35.1
16	R2	278	0.0	0.600	12.1	LOS B	5.9	148.3	0.72	0.82	31.1
Approach		1157	0.5	0.600	12.2	LOS B	5.9	148.3	0.72	0.82	34.1
North: Atlas Road											
7u	U	1	0.0	0.672	20.6	LOS C	4.9	122.3	0.81	1.07	28.5
7	L2	180	0.0	0.672	20.6	LOS C	4.9	122.3	0.81	1.07	27.8
14	R2	224	1.3	0.672	20.7	LOS C	4.9	122.3	0.81	1.07	26.8
Approach		405	0.7	0.672	20.6	LOS C	4.9	122.3	0.81	1.07	27.3
West: Seltice Way											
5u	U	112	0.0	0.586	10.1	LOS B	4.3	108.7	0.56	0.39	35.1
5	L2	304	0.0	0.586	10.1	LOS B	4.3	108.7	0.56	0.39	32.1
2	T1	978	0.6	0.586	10.1	LOS B	4.3	108.7	0.55	0.39	35.6
Approach		1395	0.4	0.586	10.1	LOS B	4.3	108.7	0.55	0.39	34.8
All Vehicles		2958	0.5	0.672	12.4	LOS B	5.9	148.3	0.65	0.65	33.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

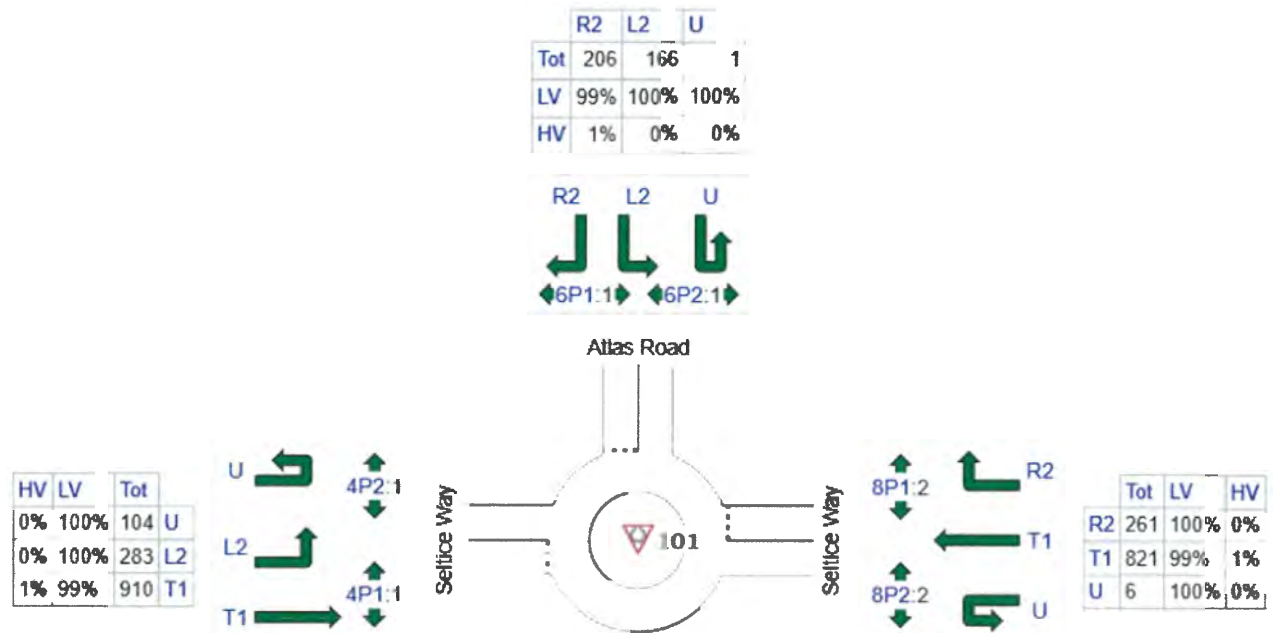
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 101 [Seltice Way & Atlas Rd]

Rivers Edge, 2018 Proposed Zoning Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
E: Seltice Way	1088	1082	6
N: Atlas Road	373	370	3
W: Seltice Way	1297	1292	5
Total	2758	2744	14

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	1351	63	0	1124	0	34
Future Vol, veh/h	1351	63	0	1124	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1468	68	0	1222	0	37

Major/Minor

	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	157
Stage 1	-	0	0	-
Stage 2	-	0	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	157
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach

	EB	WB	NB
HCM Control Delay, s	0	0	34.9
HCM LOS			D

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	157	-	-	-
HCM Lane V/C Ratio	0.235	-	-	-
HCM Control Delay (s)	34.9	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-

Intersection

Int Delay, s/veh 1.2

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	1227	158	0	1355	0	85
Future Vol, veh/h	1227	158	0	1355	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1334	172	0	1473	0	92

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	-	-	-	1334
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	188
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	188
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach EB WB NB

HCM Control Delay, s 0 0 41.4
 HCM LOS E

Minor Lane/Major Mvmt NBLn1 EBT EBR WBT

Capacity (veh/h)	188	-	-	-
HCM Lane V/C Ratio	0.491	-	-	-
HCM Control Delay (s)	41.4	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	2.4	-	-	-

Intersection

Int Delay, s/veh 0.6

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	1217	95	0	1124	0	51
Future Vol, veh/h	1217	95	0	1124	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1323	103	0	1222	0	55

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	-	-	-	1323
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	191
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	191
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach EB WB NB

HCM Control Delay, s	0	0	31.4
HCM LOS			D

Minor Lane/Major Mvmt NBLn1 EBT EBR WBT

Capacity (veh/h)	191	-	-	-
HCM Lane V/C Ratio	0.29	-	-	-
HCM Control Delay (s)	31.4	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	1.1	-	-	-

RESOLUTION NO. 14-049

A RESOLUTION OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO DIRECTING STAFF MEMBERS TO CONSIDER MAXIMIZING PUBLIC RIVERFRONT PROPERTY, PROTECTION OF THE RIVERFRONT AND PROVIDING COMPREHENSIVE PLANNING OF THE SPOKANE RIVER CORRIDOR FROM RIVERSTON TO HUETTERROAD.

WHEREAS the development of the Spokane River Corridor from Riverstone to Huetter Road will be crucial to the future identity of the City of Coeur d'Alene and deserves careful coordinated planning; and

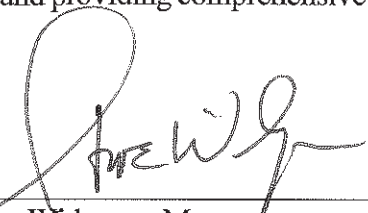
WHEREAS the public has expressed in numerous studies the desire for more “waterfront access”; and

WHEREAS the City has recognized the importance of waterfront protection by adopting a Shoreline Protective Ordinance; and

WHEREAS the City is working to acquire the BNSF right of way that runs through the Spokane River Corridor; NOW THEREFORE,

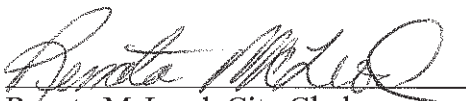
BE IT RESOLVED, by the Mayor and City Council of the City of Coeur d'Alene that all city staff and staff actions regarding the Spokane River Corridor should consider maximizing the public acquisition of riverfront property, protecting the riverfront and providing comprehensive planning for this corridor.

DATED this 18th day of November 2014.



Steve Widmyer, Mayor

ATTEST:



Renata McLeod, City Clerk

Motion by Gookin, Seconded by Miller, to adopt the foregoing resolution.

ROLL CALL:

COUNCIL MEMBER GOOKIN	Voted Aye
COUNCIL MEMBER MCEVERS	Voted Aye
COUNCIL MEMBER MILLER	Voted Aye
COUNCIL MEMBER EDINGER	Voted Aye
COUNCIL MEMBER EVANS	Voted Aye
COUNCIL MEMBER ADAMS	Voted Aye

Motion Carried.

THE CDA 2030 VISION AND IMPLEMENTATION PLAN ACTION ITEMS AS THEY PERTAIN TO ITEM LDPUD-1-18:

Environment & Recreation - 2.1

Open Space Preservation Program - Continue to implement the Coeur d'Alene Parks Master Plan for the purpose of acquiring and preserving public open space for beneficial use of the citizens that includes parkland, trails, passive and active recreation, scenic views and vistas, wildlife habitat, and conservation easements.

Environment & Recreation - 2.2

Recreational Lands Acquisition Program - Identify, develop, coordinate, prioritize, and identify a funding mechanism to purchase diverse city land acquisitions to expand recreation offerings and achieve conservation.

Environment & Recreation – 6.1

Park Land Expansion and Maintenance - Encourage acquisition and development of park land. Support the annual evaluation of the preventative maintenance program for all parks, facilities, equipment, and vehicles.

Environment & Recreation – 6.2

Public Beaches - Evaluate and recommend ways to increase access to public beaches, including ADA disabled access. Consider an off-leash water access area for dogs.

Growth & Development – 3.7

Preserve View Corridors - Support zoning which would limit building heights in order to preserve major view corridors and signature vistas in and around the lakefront and river.

Growth & Development – 6.4

Lakefront and Riverfront Public Access - Require public access to the lake and river fronts for all new developments.



PUBLIC COMMENTS

FOR

RIVERS EDGE

From: Don Breidenbach [mailto:outlook_F1FC6F31E580947D@outlook.com]

Sent: Friday, November 23, 2018 11:05 AM

To: MCLEOD, RENATA

Subject: River's Edge Apartments

Dear City Planning,

I am a resident of Riverstone Condominiums and real estate Broker here in Idaho. I wanted to write to sepress my concern and disapproval in the proposed River's Edge Apartments.

“River's Edge Apartments, is being proposed for the old 27-acre millsite just east of Mill River. This very high-density project would require the City to approve a zoning change from R-17 to the unusually dense R-34, which would permit 870 apartment dwellings in a about 20 HIGH-RISE BUILDINGS -some very near the riverfront.

Property values in the Cd'A community should be protected and I applaud the Planning Commission for the work and investment that has gone into the family and lifestyle amenities that we all share and enjoy today. This is what has put Cd'A on the map and makes it one of the most desirable living locations in the Northwest.

High density development such as the River's Edge project is contrary to protecting property values and the lifestyle experience of today.

Please do not support such development close to downtown and the riverfront.

Thank you,

Don Breidenbach

Sent from [Mail](#) for Windows 10

From: Joyce Crettol [<mailto:joycecrettol@yahoo.com>]

Sent: Sunday, November 25, 2018 2:31 AM

To: PlanningDiv

Subject: RIVERSTONE PROPOSED HIGH DENSITY DWELLINGS PROJECT

This is to register my strong concern and "no" vote regarding this project.

The amount of traffic and related problems this would cause for that area of the city are primary reasons I urge you to vote "No" on this project.

Thank you.

Joyce Crettol
4918 W. Cougar Circle
Coeur d'Alene, ID 83815

To: Renata McLeod, City Clerk

Re: Planning Commission meeting December 11

From: Ruth Pratt

Date: November 27, 2018

SUBJECT: Rivers Edge Apartments Development Proposal

On December 11 you will hear a proposal from Rivers Edge Apartments, Inc. for the permitting of up to 870 new apartments on their 23-acre parcel fronting the Spokane River. This would require your approval of a drastic zoning change - from C-17 to R-34 - effectively doubling the number of dwelling units permitted in this environmentally sensitive area.

I strongly OPPOSE this zoning change and hope you will NOT approve the developer's request.

Respectfully submitted,

Ruth Pratt, Riviera Walk HOA

From: Tye Scott [<mailto:tyelffr@hotmail.com>]

Sent: Monday, November 26, 2018 10:16 AM

To: MCLEOD, RENATA

Subject: ATTN: Planning Commission

To whom it may concern:

I strongly oppose the proposed rezoning changes between Riverstone and Mill River from R-17 to R-34. Not only would this be a gross mismanagement of city's roll to better its community but almost negligent in traffic preparedness. Seltice Way will inadequately accommodate the increase of nearly 6000 expected vehicles per day, NW Blvd is already approaching standstill traffic, and with the new hotel addition in Riverstone next to McDonald's, you're almost certainly looking at a massive traffic headache which only deters people from entering those situations and ultimately hurting local businesses. Furthermore, approval of this rezoning change will only hurt Coeur d'Alene's landscape, both in the immediate and long-term future. More apartments in this area will lead to less pride-in-ownership; it's simply a bad fit for Coeur d'Alene.

Please make the right decision for our beautiful city by not approving this unusual R-34 change.

All the best,

Tye Scott

509-999-9590

From: Dan Pinkerton [<mailto:dan@pinkertonretirement.com>]

Sent: Wednesday, November 21, 2018 3:49 PM

To: MCLEOD, RENATA

Subject: Planning Commission

Dear Planning Commission:

I would like to state that I oppose the request to change from R-17 to R-34 zoning for the Atlas Mill Site. It could potentially create far greater congestion and a headache for all businesses already in Riverstone as well as our clientele, not to mention the fact we've already got far more apartments than was ever expected when Riverstone was first developing. Please help us preserve the beauty and space of Riverstone.

Dan Pinkerton, CFP®, RFC®

President, CEO

Pinkerton Retirement Specialists, LLC

Registered Investment Advisor

2000 John Loop

Coeur d'Alene, ID 83814

(208) 667-8998 (800) 634-2008

Fax: (208) 667-5868

E-mail: prs@pinkertonretirement.com

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Website: www.pinkertonretirement.com

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-----Original Message-----

From: Renee Humphrey [<mailto:reenehumphrey@gmail.com>]

Sent: Tuesday, November 27, 2018 4:40 PM

To: MCLEOD, RENATA

Subject: River Edge Apartments Developmental Proposal

Hello,

On December 11 you will hear a proposal from Rivers Edge Apartments, Inc. for the permitting of up to 870 new apartments on their 23-acre parcel fronting the Spokane River. This would require your approval of a drastic zoning change - from C-17 to R-34 - effectively doubling the number of dwelling units permitted in this environmentally sensitive area.

I strongly OPPOSE this zoning change and hope you will NOT approve the developer's request.

Respectfully submitted,

Renée Humphrey

Sent from my iPhone

STUHMILLER, SHANA

From: MCLEOD, RENATA
Sent: Wednesday, November 28, 2018 10:41 AM
To: STUHMILLER, SHANA; ANDERSON, HILARY
Subject: FW:

From: Suzanne Marshall [<mailto:suzannemarshall13@gmail.com>]
Sent: Wednesday, November 28, 2018 10:38 AM
To: MCLEOD, RENATA
Subject:

I wish to write to OPPOSE the Rivers Edge Apartments Development Proposal.

On December 11 you will hear a proposal from Rivers Edge Apartments, Inc. for the permitting of up to 870 apartments on their 23-acre parcel on the Spokane River. This would require your approval of an extreme zoning change - from C-17 to R-34 - effectively doubling the number of dwelling units permitted.

I strongly OPPOSE this zoning change and hope you will not approve it.

The proposed 870 apartments, in 21 high-rise buildings (sixteen 6-story buildings and five 5-story buildings) are an amazingly poor idea project for this beautiful riverfront site, and would not be compatible with plans for the adjacent City-owned Atlas property. In addition, the increase traffic would have major impacts on already congested streets, such as Northwest Blvd.

You would be completely justified in denying this request for R-34 zoning, in part because it is not in keeping with the conditions set forth in the *Annexation Agreement (2014)* for this parcel. That agreement requires that this riverfront property be creatively designed as a Planned Unit Development (PUD), subject to City approval. The intent was to put the City in charge for any development of this special site.

This is an ideal site for use of the PUD concept, which could address things like:

- residential /commercial mix
- no big box stores
- building setbacks from the rivers edge
- building height limits
- open space creation
- public access to riverfront with parking
- boat dock limitations

Special design considerations for this waterfront property are also supported by language in the following City planning documents:

- The Comprehensive Plan
- City Shoreline Ordinance
- City Resolution 14-049

thank you,

Suzanne Marshall, PHD
620 N 16th St
CDA 83814

From: Cheryl Klein <Cheryl.Klein@kiemlehagood.com>

Sent: Wednesday, November 21, 2018 2:32 PM

To: Cheryl Klein <Cheryl.Klein@kiemlehagood.com>

Subject: Notice of Public Hearing - December 11, 2018

Dear Riverstone Master Association Members,

As you may or may not know there are a lot of proposed changes and new developments in and around the Riverstone development that will significantly impact the traffic situation in Riverstone. To keep you informed, I have been asked to pass on the attached information sheets regarding the developments being proposed. If you have questions regarding the proposed Rivers Edge Apartments, please call Nikole Cummings at Riverstone Holdings (208)664-9955.

In addition to the proposed new development, the Planning Commission will be reviewing a request from the Bellerive Homeowner's Association who are asking to amend the PUD to allow them to gate off public access on Bellerive Lane. The original PUD required this public access to the waterfront. Their requested changes will restrict public access and no longer allow non-residents to drive on Bellerive Lane for access to the Spokane River. (Note: I do understand that pedestrian traffic will still be permitted.) If you have questions regarding the Bellerive Homeowners Association PUD Amendment request, please feel free to call me.

The Public Hearing is scheduled for December 11th, and they would like to receive public opinion before or at that meeting on both requests. The attached includes information about the hearing which you might be interested in attending.

Wishing you all a wonderful Thanksgiving holiday!

Cheryl Klein Senior Property Manager

Kiemle Hagood

2065 W. Riverstone Dr., Suite 101 | Coeur d'Alene, ID 83814

Office: 208-770-2590 | Direct: 208-770-2594 | Fax: 208-770-2587

After Hours Maintenance Emergencies: 800-767-4798

Cheryl.Klein@kiemlehagood.com

Please note my email extension name has changed from khco.com to kiemlehagood.com



Rivers Edge Apartments

Proposed Development

FAQ's & Info Sheet

Q. I'm confused... I thought the City owned this millsite.

There are actually two old millsites on the Spokane River. The City acquired the easterly 'Atlas' millsite (47 acres) adjacent to Riverstone. The 'Rivers Edge' development proposal is for the other, smaller (23 acres) millsite immediately to the west, bordering Mill River.

Q. I've heard there's a 'land swap' that's being proposed. What's that all about?

The City and the developer have entered into an unbinding *Memorandum Of Understanding (MOU)* whereby the City would grant the developer a rezone to very high R-34 density (from the current C-17). This would allow up to 870 apartment units. The City would also give up its ownership of the old railroad right-of-way through the property. Under this agreement the the development could also have building heights of 75' and also private boat docks.

In exchange for this, the City would get: - no
development directly on the riverfront ; there would be a narrow (40') easement on the
riverfront for a public trail, - - a
site for public access to the river, and
- a 'triangle' of land along Seltice Way, to add to their Atlas property.

Q. Is this 'land swap' a good deal for the City and public?

Many feel it's unbalanced in favor of the developer, who gets a very lucrative R-34 zoning that would permit 870 apartments in multiple high-rise (6-story) buildings. The developer of Rivers Edge is proposing sixteen, 6-story and five, 5-story buildings, which many feel is a bad fit aesthetically for the river area. Rivers Edge Apartments will add about 2200 residents to the Community on a 26 acre parcel. This is about the same population as St. Maries, ID which covers 742 acres. This also means that the development will be adding the equivalent of all the daily traffic in St. Maries to the Seltice-Riverstone-I90-Northwest Blvd. corridor traffic.

In addition to traffic and aesthetic impacts , this massive development plan would provide limited public / community value – only the very narrow trail easement along the riverfront.

Q. I've heard that if the rezone from C-17 to the very high residential density (R-34) is NOT approved by the City, the developer could possibly build 'big box' stores, which would generate even more traffic than the 870 apartments. Is this true?

A very important point is that the City is in the driver's seat on this development.

As part of the formal *Annexation Agreement* when this property was annexed into the City (2014), any future development was required to be a *Planned Unit Development (PUD)*, which must be approved by the City.

PUD's give City's more discretion and control over special developments, such as this unique riverfront property. PUD's often involve:

- a mixture of both land uses and dwelling types with at least one of the land uses being regional in nature
- the clustering of residential land uses providing public and common open space
- increased administrative discretion to a local professional planning staff while setting aside present land use regulations and rigid plat approval processes
- the enhancement of the bargaining process between the developer and government municipalities, which in turn strengthens the municipality's site plan review and control over development.
- frequently, PUDs take on a variety of forms ranging from small clusters of houses combined with open spaces, to new and developing towns with thousands of residents and various land uses.

The PUD process puts the City in control, so they could reject the proposal of 'big box ' stores on this unique site.

The City could simply stay with the C-17 zoning and exercise their controls via the PUD process (required by the Annexation Agreement) to get a more community-friendly development on this unique riverfront property. However, this might result in no public trail along the riverfront.

Action! What You Can Do... Let your City officials – including the Planning Commission – know your thoughts on this project...

1. **SEND your comments by December 11 to the City: City Clerk, Attn: Planning Commission**
cityclerk@cdaid.org

2. **VOICE YOUR OPINION** during Public Comment at the Planning Commission Hearing on **December 11**
at 5:30pm at the City Library

870 Apartments! 20 high-rise Buildings!

6000 more cars!

Coming Soon Near Riverstone?

The Problem... 870 NEW APARTMENTS - in multiple 5- and 6-story high-rise buildings - are being proposed for the old millsite on the Spokane River directly east of Mill River. If you think traffic is bad now on Northwest Blvd. and in the Riverstone area, just wait until this development's traffic would arrive.

Some Background... A massive apartment complex, called River's Edge Apartments, is being proposed for the old 27-acre millsite just east of Mill River. This very high-density project would require the City to approve a zoning change from R-17 to the unusually dense R-34, which would permit 870 apartment dwellings in a about 20 HIGH-RISE BUILDINGS -some very near the riverfront. The project would house about 2200 PEOPLE, roughly the population of St. Maries! It would also lead to an additional 6000 VEHICLES per day on our streets - primarily Northwest Blvd.

In exchange for allowing this lucrative 'rezone' for the developer, the City would only get a narrow 40' easement along the riverfront for a public trail, and a triangle of land along Seltice Way to add to the adjacent, City-owned Atlas millsite. Is this a fair trade for our fair city?? NO!

This is a BAD DEAL for the community – giving the developer a lucrative, very high density (R34) zoning with little in return. Luckily, the original Annexation Agreement gives the City the power to demand a more creative, better fit project on this unique site. So the City has a 'once in forever' opportunity to create a legacy riverfront development - instead of a high-density apartment compound with LITTLE COMMUNITY VALUE and huge TRAFFIC IMPACTS.

This proposal will come before the Planning Commission for approval on DECEMBER 11.

Action! What You Can Do... If you don't like the sound of this, let your City officials – including the Planning Commission – know that you oppose this rezoning, and you feel this very high density project would be a BAD FIT – certainly from the increased traffic standpoint, but also from its general aesthetics and lack of community value.

1. SEND your comments ASAP to the City: *City Clerk, Attn: Planning Commission* cityclerk@cdaid.org
2. SHOW UP at the Planning Commission Hearing on December 11 at 5:30pm at the City Library Community Room to VOICE YOUR OPINION during Public Comment.

STUHMILLER, SHANA

From: MCLEOD, RENATA
Sent: Thursday, November 29, 2018 3:22 PM
To: ANDERSON, HILARY; STUHMILLER, SHANA
Subject: FW: Attn: Planning Commission

Follow Up Flag: Follow up
Flag Status: Flagged

From: S k [<mailto:sknolla27@gmail.com>]
Sent: Thursday, November 29, 2018 9:34 AM
To: MCLEOD, RENATA
Subject: Attn: Planning Commission

City Clerk
Planning Commission

This email is in regards to the Rivers Edge Apartment proposal at the 27 acre mill site. I am writing to oppose this proposal. I believe this would be a bad fit for our community. It in no way attributes anything positive to our local community, and would cause even more congestion in an already overly congested area. We need more affordable places for our locals not more high rises out of the basic communities budget. That site could be put to much better use.

For example, a convention center would be very beneficial to our community.

Thank You.

Sarah Knolla

From: Janis R
To: [STUHMILLER, SHANA](#)
Subject: coeurdalene planning dept
Date: Friday, November 30, 2018 10:32:22 AM

I will not be able to attend meeting.

My concern on this project is all the traffic and parking. We have already had to give up our parking outside with lepeeps and businesses. The congestion in this area is getting worse.

So i vote against this project and building!

Thank you

Friends of the Spokane River Corridor

December 2, 2018

TO: City of Coeur d'Alene
Planning Commission

SUBJECT: River's Edge Apartments Hearing - December 11

As a follow-up to our FSRC letter of October 1, 2018, (attached) regarding the proposed River's Edge Apartments development, we do not feel that the items of our concern have been properly addressed, and therefore we request that the Planning Commission Hearing for the River's Edge project, scheduled for December 11, be postponed or continued to allow proper vetting and review of all information by City officials (including the PC) and by the Public.

Information needing proper 'daylighting' and public review includes:

- the negotiated terms of the MOU /land swap
- the revised annexation Agreement
- the unfinished Traffic Study

Transparency and public involvement in a very large, impactful project like this are extremely important, and the hearing and review should not be rushed.

Thank you.

Roger Smith,
for FSRC

cc: Troy Tymesen, City Administrator
Mike Gridley, City Attorney

attachment: FSRC letter of 10-1-18

Friends of the Spokane River Corridor

October 1, 2018

TO: Mayor, City Council, City Planning Commission, City Administrator,
City Attorney, City Planner

SUBJECT: River's Edge Apartments Hearing By Planning Commission

Our Position

Friends of the Spokane River Corridor (FSRC) is opposed to the Planning Commission hearing the request by River-s Edge (RE) Apartments for approval a PUD and rezone at its meeting on October 9 because:

1. the terms of the MOU have not been negotiated and agreed to,
2. a revised Annexation Agreement has not been negotiated and agreed to,
3. the Traffic Study has not been completed, reviewed and vetted by the City.

All of these actions must be completed before a proposed PUD is review by the Planning Commission.

Even though we've heard from the City Attorney that the Planning Commission Hearing will likely be postponed until sometime after October 9, we still want our position to be on record.

Our Rationale

FSRC objects to the Planning Commission hearing the application for rezoning and the PUD for Rivers Edge at this time because it is premature in relation to the MOU negotiations, which must consider a revised Annexation Agreement and the Traffic Study findings. This is not a new concern. We expressed it in an email to the City on 5-31-18 and a letter to the City on 6-28-18, which included FSRC's comments on the MOU.

The MOU says the City will be negotiating a new Annexation Agreement for this property. The present Annexation Agreement includes conditions regarding "Zoning and Density", "Planning and Design of the Property", "Permanent Trail Routes", "Public Access to the Spokane River", "Connectivity to Seltice Way", "Connection to the River" and "Compatibility with Surrounding Uses". If the Planning Commission considers the application prematurely, then the Planning Commission, and not City Council, will be making the decisions regarding the changes to all these critical issues. But it is not a

function of the Planning Commission to create Annexation Agreements. Please remember that unless the Commission's decisions are appealed, these critical issues will never come before Council for any negotiation and approval. The Council would not have a say.

For example, the MOU says the City acknowledges that RE plans to build private docks. Discussion with City officials has always indicated the docks were to be part of the negotiation regarding the proposed City permanent trail/greenbelt/public open space easement. But approval of the proposed PUD would approve 12 separate docks capable of docking more than 96 boats. Is this what the City has negotiated for? Please remember how unpopular the idea of a marina was on the Atlas property.

The RE Application also asks for a rezone to an increased density to R-34 (from C-17). This would permit 870 new apartments. The Planning Commission must make its decision based on the project's impact on current infrastructure, including traffic. How can the Commission possibly consider the impact on traffic without the results of the Traffic Study? Also - FSRC does not oppose the idea of a 'land swap' as part of the negotiations with the developer, but the details of such a swap (e.g. rezoning) will depend on the other items still to be worked out - including the findings of the Traffic Study.

The FSRC believes that City staff, subject to Council's formal approval, should first negotiate and finalize all the different aspects of the MOU, and and the Traffic Study. Only then should the plans for the project be submitted to the Planning Commission. This will ensure that Council, and not the RE developer and the Planning Commission, is deciding what happens prior to the development going forward.

These issues should be resolved prior to the PUD application coming before the Planning Commission so the Commission can then make a more 'educated' determination as to the project's compliance with current City land-use parameters.

Thank you for your consideration of this 'citizen input'.

Sincerely,

Roger Smith,
for FSRC

From: [MCLEOD, RENATA](#)
To: [ANDERSON, HILARY](#); [STUHMILLER, SHANA](#)
Subject: FW: Atlas Mill Site - AGAINST higher density change for additional rental units
Date: Tuesday, December 04, 2018 8:43:35 AM

From: J Fedewitz [mailto:jimfed@yahoo.com]
Sent: Tuesday, December 4, 2018 7:59 AM
To: MCLEOD, RENATA
Cc: SETTERS, KELLEY
Subject: Atlas Mill Site - AGAINST higher density change for additional rental units

Dear Ms McLeod:

I am writing to express my concern regarding a developer's plans to seek additional density for rental units over and above what is currently allowed on the Atlas Mill Site. I became aware of this in a CDA Press letter to the editor. 870 rental units is ALREADY a very large number of dwelling units with the associated cars and traffic it will result in. It makes no sense, in my opinion, to grant an even greater number of units for the site. The city bought the land to provide access to the river supposedly, but if the trade off is MUCH MORE rental housing and car traffic it seems to me that it is a BAD DEAL for the general citizenry. Why not MUCH lower density than is already allowed and add PARK LAND instead?! The traffic around CDA has grown radically in the last 5 years and this will make things much worse. Why does the city want that?! Additionally, the growing number of high rise structures is destroying views and further diminishing the small town charm that CDA used to have. Please direct this to the appropriate persons/dept for consideration if you are not the right person.

I appreciate your attention to this.

Sincerely,
Jim Fedewitz

From: [MCLEOD, RENATA](#)
To: [ANDERSON, HILARY](#); [STUHMILLER, SHANA](#)
Subject: FW: Atlas Mill Site Development remarks
Date: Monday, December 03, 2018 8:19:06 AM

From: PRESTON KINNNE KINNE [mailto:prestonkinnne62@gmail.com]

Sent: Sunday, December 2, 2018 7:16 PM

To: MCLEOD, RENATA

Subject: Atlas Mill Site Development remarks

This is so wrong on so many issues I cant even begin to reply to all of them.. however I'll be brief.

1. Social / Environmental Impact: Air mission will be a consideration by impacting ongoing health issues on individuals, from existing marginal air quality due to traffic conjestions.

#2 Environmental strain on water, waste water services. Fact: City WWTP has x amount of excess capacity with more addition's that equates to less WWTP capacity by expanding capacity, it equates into more dollars(rate increases) upon rate payers.

3. Some type of Environmental Impact Analysis should be required to show long lasting impacts socially, financially, environmentally. upon Coeur d Alene citizens.. In addition action steps that mediate those said impacts. The project should be shown to be a win/ win for all parties involved . This seems like a win for the developer. Couer D Alene cant be allowed to be turned into a California disaster.

From: [MCLEOD, RENATA](#)
To: [ANDERSON, HILARY](#); [STUHMILLER, SHANA](#)
Subject: FW: Atlas Project
Date: Monday, December 03, 2018 10:09:20 AM

FYI

From: Linda Tiger [mailto:bandltiger@gmail.com]

Sent: Monday, December 3, 2018 9:25 AM

To: MCLEOD, RENATA

Subject: Atlas Project

PLEASE, PLEASE, PLEASE

Let us be good stewards of this gift of incredible natural beauty.

When does "Because we can" override common sense?" ...

...When people value the dollar more than their environment.

City of Coeur d'Alene, I implore you to respect this beautiful city. PLEASE do not continue to mar the streets, view and landscape that has made Coeur d'Alene the city that it is.

Our environment has been a gift of creation and what are we (the people) doing? Destroying it!!

SO SAD.

Linda Tiger

208-771-0431

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From: [ANDERSON, HILARY](#)
To: [ADAMS, RANDY](#); [MCLEOD, RENATA](#); [STUHMILLER, SHANA](#); [BEHARY, MIKE](#)
Subject: FW: Notice of Public Hearing - December 11, 2018
Date: Monday, November 26, 2018 9:27:45 AM
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[Rivers Edge Flyer - 2.docx](#)
[Rivers Edge FAQ 3 - for Facebook.docx](#)
[Notice of Public Hearing 12-11-2018.pdf](#)

From: Jody Bieze [mailto:jbieze@kcgov.us]
Sent: Friday, November 23, 2018 11:04 AM
To: Amber Conklin; Kimberli Riley; Kelly Soske; Chad Ingle; Shawn Riley; BOSLEY, CHRIS; ANDERSON, HILARY
Subject: FW: Notice of Public Hearing - December 11, 2018
FYI

From: Cheryl Klein
Sent: Wednesday, November 21, 2018 2:32 PM
To: Cheryl Klein
Subject: Notice of Public Hearing - December 11, 2018

Dear Riverstone Master Association Members,

As you may or may not know there are a lot of proposed changes and new developments in and around the Riverstone development that will significantly impact the traffic situation in Riverstone. To keep you informed, I have been asked to pass on the attached information sheets regarding the developments being proposed. If you have questions regarding the proposed Rivers Edge Apartments, please call Nikole Cummings at Riverstone Holdings (208)664-9955.

In addition to the proposed new development, the Planning Commission will be reviewing a request from the Bellerive Homeowner's Association who are asking to amend the PUD to allow them to gate off public access on Bellerive Lane. The original PUD required this public access to the waterfront. Their requested changes will restrict public access and no longer allow non-residents to drive on Bellerive Lane for access to the Spokane River. (Note: I do understand that pedestrian traffic will still be permitted.) If you have questions regarding the Bellerive Homeowners Association PUD Amendment request, please feel free to call me.

The Public Hearing is scheduled for December 11th, and they would like to receive public opinion before or at that meeting on both requests. The attached includes information about the hearing which you might be interested in attending.

Wishing you all a wonderful Thanksgiving holiday!

Cheryl Klein Senior Property Manager

Kiemle Hagood

2065 W. Riverstone Dr., Suite 101 | Coeur d'Alene, ID 83814

Office: 208-770-2590 | Direct: 208-770-2594 | Fax: 208-770-2587

After Hours Maintenance Emergencies: 800-767-4798

Cheryl.Klein@kiemlehagood.com

Please note my email extension name has changed from khco.com to kiemlehagood.com



From: [MCLEOD, RENATA](#)
To: [ANDERSON, HILARY](#); [STUHMILLER, SHANA](#)
Subject: FW: Planning Commission
Date: Wednesday, November 28, 2018 4:27:09 PM

From: Glenn Bredeson [mailto:bredesonmt@gmail.com]

Sent: Wednesday, November 28, 2018 1:57 PM

To: MCLEOD, RENATA

Subject: Planning Commission

I am writing regarding the proposed River's Edge Apartment proposal seeking to change the zoning to high density. We are opposed to this change. We moved back to Coeur d'Alene 5 years ago after being gone for 20 years, to return to an area we loved and help care for my mother. We purchased a home in the Mill River area because of it's easy access to all things CDA. Sadly, that is no longer the case. Since that time, we have become surrounded by apartments - Mill River apartments, apartment building all along Seltice Way between Huetter and into Riverstone. More high density apartments in the same area are going to impact not only the scenery along the redesigned Seltice Way, but more importantly the traffic dumping into the Seltice Way corridor which already has it's issues with the round-about traffic flow. Another big concern is the integrity of the "new neighborhood" of River's Edge and how it affects us as private, tax paying homeowners in the area. The City has an opportunity to shape the direction this area takes and make it a place we can all be proud of.

I am not opposed to development as such, but as this is a beautiful stretch of waterfront, please make sure that this area is developed appropriately. I would love to see owner occupied homes, walking paths, playgrounds as well as mixed use and hope the property owners can see value in a different sort of development. Thank you for your consideration.

Diana & Glenn Bredeson

3254 Rough Sawn Lane

Coeur d'Alene, ID

--

Glenn and Diana (Hughes) Bredeson

From: [MCLEOD, RENATA](#)
To: [ANDERSON, HILARY](#); [STUHMILLER, SHANA](#)
Subject: FW: River's Edge Apartments Proposition
Date: Monday, December 03, 2018 8:22:51 AM

From: Jordyn Armour [mailto:kielirae@gmail.com]
Sent: Sunday, December 2, 2018 1:00 PM
To: MCLEOD, RENATA
Subject: River's Edge Apartments Proposition

Good afternoon,

I'm just hearing about this proposition and although I realize my email will get most likely be ignored, I simply can't not write it.

The benefits to the city absolutely do not outweigh the potential cost to the community. Traffic is already congested south of Kathleen and especially south of Appleway.

There is such a love for our city among people who live here and ESPECIALLY love and pride for downtown CDA. Why stab your community in the back for money? Every action has a reaction and the negative reactions to this will be felt even if not immediately.

The lake, resort, college, library, etc are all in the immediate vicinity. The 4th of July and Day after Thanksgiving Lighting Ceremony Firework Shows will be impossible for locals to get to. The traffic already during these events and getting to these locations is insane. A lot of loyal, local customers to these things and the businesses downtown WILL be turning elsewhere as an effect.

Sure, maybe you will have transplants to replace them but you will be losing the loyalty that stems from people who grew up here or have been here for a long time. You will be replacing quality with quantity. Transplants who may do some shopping or attending but who will also be loyal only to prices and not to the small business owners, etc.

Traffic and the roads. Are you planning on building more roads in advance? Where would you put them?

Is there a new jail or an extension to the current one being addressed?

We need more schools as well, and last I heard an elementary school we need near Prairie was held up due to road issues.

Will there be enough jobs to sustain this many new people? How will a lack of jobs for locals that would happen help our economy? What would that do for spending ?

These are apartments, so what kind of people are apartments going to attract?

Probably not the kind of people who will be opening businesses to add more employment opportunities.

Probably also not the type of people to replace the spending that is being done by middle to high class citizens who will decide going downtown isn't worth the hassle anymore. Please do not allow this to happen.

I have no issues with CDA growing, but WHERE apartments and large buildings are placed is so key. Anywhere near downtown is NOT the answer.

North of Kathleen is a great option because it helps traffic and roads, there's room to make more roads and potentially make them more lanes, and commute to Post Falls, Rathdrum, Spokane are all easy from there without causing an even bigger cluster at the freeway entrance on Northwest BLVD.

Please don't let money allow you to destroy our great city.

Thank you,

Jordyn Armour

From: davidmm107@gmail.com [mailto:davidmm107@gmail.com]

Sent: Wednesday, November 21, 2018 5:18 PM

To: MCLEOD, RENATA

Subject: River's Edge Apartments

I will be unable to make the Planning Commission meeting on December 11th, however, I would like to voice my concern and my objection to this proposed apartment community. The traffic alone would be detrimental to the cohesiveness of this area let alone the noise, parking, beach/river access, foot traffic, etc.... This is a terrible idea and I strongly disagree with any zoning or building permits to allow this to happen. There are few areas left near the river that locals can enjoy and raise our children, and for us to be ignored after the years we have lived here contributing to our community not only monetarily but with strong and honest values is a complete slap in the face if you allow this to go through.

Respectfully

David Merritt

From: [MCLEOD, RENATA](#)
To: [STUHMILLER, SHANA](#); [ANDERSON, HILARY](#)
Subject: FW: Riverstone Apt and High rise Project
Date: Thursday, November 29, 2018 3:10:09 PM

-----Original Message-----

From: Laura Stahlecker [<mailto:laurastahlecker@icloud.com>]
Sent: Thursday, November 29, 2018 12:58 PM
To: MCLEOD, RENATA
Subject: Riverstone Apt and High rise Project

As home owners in CDA, my husband and I are highly opposed to this proposed project. It will change The while dynamic of CDA, and ruin the beauty of the river. Please, don't do this!

Larry and Laura Stahlecker
7526 N Wheatfield Dr
Coeur d' Alene, ID 83815

From: [MCLEOD, RENATA](#)
To: [STUHMILLER, SHANA](#); [ANDERSON, HILARY](#)
Subject: Fwd: River's Edge Apartments Development Proposal
Date: Sunday, December 02, 2018 10:14:22 AM

Sent from my iPhone

Begin forwarded message:

From: Carol Klemm <JOYSONG4JESUS@hotmail.com>
Date: December 1, 2018 at 11:17:09 PM PST
To: "cityclerk@cdaid.org" <cityclerk@cdaid.org>
Subject: River's Edge Apartments Development Proposal

To Renata McLeod, City Clerk,
Regarding: Planning Commission Meeting On December 11
From: Carol Klemm
Date: December 1, 2018

On December 11th the planning commission will hear a proposal from Rivers Edge Apartments, Inc. for the permitting of up to 870 new apartments on their 23-acre parcel fronting the Spokane River. This would require the approval of a drastic zoning change - from C-17 to R-34 - effectively doubling the number of dwelling units permitted in this environmentally sensitive area.

My husband and I strongly OPPOSE this zoning change and hope you will NOT approve the developer's request. We are concerned about how the increase in the number of people housed in that area would have a negative impact on traffic on Northwest Boulevard, and other main thoroughfares. Our already overcrowded schools would also be negatively impacted, and the beauty of that particular area would be compromised. We do not feel that this project would be of value to our wonderful community, and we hope the committee members will consider the concerns voiced in this letter.

Respectfully submitted,
Mr. and Mrs. Valentine Klemm

STUHMILLER, SHANA

From: MCLEOD, RENATA
Sent: Monday, December 03, 2018 8:21 AM
To: STUHMILLER, SHANA; ANDERSON, HILARY
Subject: FW: Riverfront Development Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

From: Mark Faulkner [<mailto:markfaulkner3@gmail.com>]
Sent: Sunday, December 2, 2018 1:26 PM
To: MCLEOD, RENATA
Subject: Riverfront Development Proposal

This massive development, if approved, would add to the already congested traffic in and around Riverstone. I have been concerned about the gridlock, and wonder why the city has not addressed it. Adding more cars to the mix simply compounds an already untenable situation.

Surely the city can, and has the power to, ameliorate the problem. Let's forget the bigger tax base and take care of the people who will be impacted by it.

I vote no.

Mark Faulkner
208-755-5630
markfaulkner3@gmail.com

STUHMILLER, SHANA

From: MCLEOD, RENATA
Sent: Friday, November 30, 2018 11:34 AM
To: ANDERSON, HILARY; STUHMILLER, SHANA
Subject: FW: 870 New Apartments - old millsite on Spokane River

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: Lynetta Rajkovich [<mailto:lynrajik@gmail.com>]
Sent: Friday, November 30, 2018 11:31 AM
To: MCLEOD, RENATA
Subject: 870 New Apartments - old millsite on Spokane River

To the City of CDA:

I would like to express my grave concern about the proposed project for high density housing on the old millsite property east of Mill River along the northern bank of the Spokane River.

The estimated 6000 motor vehicles feeding into the I-90 / Northwest Blvd. / Seltice Way interchange will provide traffic issues beyond that experienced anywhere else in Kootenai county. Will the city levee fees on the developer to redesign and construct new interchange and roadways that can handle the increased volume in traffic to this already congested traffic area. The interchange already gets backed up beyond capacity during high volume times. The interchange as is can not handle the traffic of adding another 6000 cars to the mix in addition to the other growth that will continue in the area.

Further, I have significant concern regarding all other infrastructure that needs to be in place; utilities, fire and safety protection, among others. Has the city a plan for all of the infrastructure requirements to be in place before the residents of this said high density housing start pouring in?

Please consider options that will not require rezoning this land to high density!

Respectfully and Sincerely,

Lynetta Rajkovich
(208)773-5161

From: Gina Bodtker
To: [MCLEOD, RENATA](#); [STUHMILLER, SHANA](#)
Subject: Planning and Zoning meeting Dec 11th
Date: Sunday, December 02, 2018 12:46:13 PM

We strongly oppose the drastic rezoning of the proposed rivers edge project from R12 to C17 or R34 as the case may be, to allow the massive development of 870 apartments in 21 high-rise buildings of 6-and 5-stories high. This is an especially bad fit project for this unique riverfront site, and would not be compatible with plans for the adjacent City-owned Atlas property.

In addition to being visually unpleasing and monotonous, the resulting traffic would have major impacts on already congested streets, such as Northwest Blvd.
Please don't do it. We, this great city of Coeur d Alene can do better than this.

Thank You
Bruce and Gina Bodtker

From: Don Breidenbach [mailto:outlook_F1FC6F31E580947D@outlook.com]

Sent: Friday, November 23, 2018 11:05 AM

To: MCLEOD, RENATA

Subject: River's Edge Apartments

Dear City Planning,

I am a resident of Riverstone Condominiums and real estate Broker here in Idaho. I wanted to write to sepress my concern and disapproval in the proposed River's Edge Apartments.

"River's Edge Apartments, is being proposed for the old 27-acre millsite just east of Mill River. This very high-density project would require the City to approve a zoning change from R-17 to the unusually dense R-34, which would permit 870 apartment dwellings in a about 20 HIGH-RISE BUILDINGS -some very near the riverfront.

Property values in the Cd'A community should be protected and I applaud the Planning Commission for the work and investment that has gone into the family and lifestyle amenities that we all share and enjoy today. This is what has put Cd'A on the map and makes it one of the most desirable living locations in the Northwest.

High density development such as the River's Edge project is contrary to protecting property values and the lifestyle experience of today.

Please do not support such development close to downtown and the riverfront.

Thank you,

Don Breidenbach

Sent from [Mail](#) for Windows 10

From: Joyce Crettol [<mailto:joycecrettol@yahoo.com>]

Sent: Sunday, November 25, 2018 2:31 AM

To: PlanningDiv

Subject: RIVERSTONE PROPOSED HIGH DENSITY DWELLINGS PROJECT

This is to register my strong concern and "no" vote regarding this project.

The amount of traffic and related problems this would cause for that area of the city are primary reasons I urge you to vote "No" on this project.

Thank you.

Joyce Crettol
4918 W. Cougar Circle
Coeur d'Alene, ID 83815

To: Renata McLeod, City Clerk

Re: Planning Commission meeting December 11

From: Ruth Pratt

Date: November 27, 2018

SUBJECT: Rivers Edge Apartments Development Proposal

On December 11 you will hear a proposal from Rivers Edge Apartments, Inc. for the permitting of up to 870 new apartments on their 23-acre parcel fronting the Spokane River. This would require your approval of a drastic zoning change - from C-17 to R-34 - effectively doubling the number of dwelling units permitted in this environmentally sensitive area.

I strongly OPPOSE this zoning change and hope you will NOT approve the developer's request.

Respectfully submitted,

Ruth Pratt, Riviera Walk HOA

From: Tye Scott [<mailto:tyelffr@hotmail.com>]

Sent: Monday, November 26, 2018 10:16 AM

To: MCLEOD, RENATA

Subject: ATTN: Planning Commission

To whom it may concern:

I strongly oppose the proposed rezoning changes between Riverstone and Mill River from R-17 to R-34. Not only would this be a gross mismanagement of city's roll to better its community but almost negligent in traffic preparedness. Seltice Way will inadequately accommodate the increase of nearly 6000 expected vehicles per day, NW Blvd is already approaching standstill traffic, and with the new hotel addition in Riverstone next to McDonald's, you're almost certainly looking at a massive traffic headache which only deters people from entering those situations and ultimately hurting local businesses. Furthermore, approval of this rezoning change will only hurt Coeur d'Alene's landscape, both in the immediate and long-term future. More apartments in this area will lead to less pride-in-ownership; it's simply a bad fit for Coeur d'Alene.

Please make the right decision for our beautiful city by not approving this unusual R-34 change.

All the best,

Tye Scott

509-999-9590

From: Dan Pinkerton [<mailto:dan@pinkertonretirement.com>]

Sent: Wednesday, November 21, 2018 3:49 PM

To: MCLEOD, RENATA

Subject: Planning Commission

Dear Planning Commission:

I would like to state that I oppose the request to change from R-17 to R-34 zoning for the Atlas Mill Site. It could potentially create far greater congestion and a headache for all businesses already in Riverstone as well as our clientele, not to mention the fact we've already got far more apartments than was ever expected when Riverstone was first developing. Please help us preserve the beauty and space of Riverstone.

Dan Pinkerton, CFP®, RFC®

President, CEO

Pinkerton Retirement Specialists, LLC

Registered Investment Advisor

2000 John Loop

Coeur d'Alene, ID 83814

(208) 667-8998 (800) 634-2008

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E-mail: prs@pinkertonretirement.com

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-----Original Message-----

From: Renee Humphrey [<mailto:reenehumphrey@gmail.com>]

Sent: Tuesday, November 27, 2018 4:40 PM

To: MCLEOD, RENATA

Subject: River Edge Apartments Developmental Proposal

Hello,

On December 11 you will hear a proposal from Rivers Edge Apartments, Inc. for the permitting of up to 870 new apartments on their 23-acre parcel fronting the Spokane River. This would require your approval of a drastic zoning change - from C-17 to R-34 - effectively doubling the number of dwelling units permitted in this environmentally sensitive area.

I strongly OPPOSE this zoning change and hope you will NOT approve the developer's request.

Respectfully submitted,

Renée Humphrey

Sent from my iPhone

STUHMILLER, SHANA

From: MCLEOD, RENATA
Sent: Wednesday, November 28, 2018 10:41 AM
To: STUHMILLER, SHANA; ANDERSON, HILARY
Subject: FW:

From: Suzanne Marshall [<mailto:suzannemarshall13@gmail.com>]
Sent: Wednesday, November 28, 2018 10:38 AM
To: MCLEOD, RENATA
Subject:

I wish to write to OPPOSE the Rivers Edge Apartments Development Proposal.

On December 11 you will hear a proposal from Rivers Edge Apartments, Inc. for the permitting of up to 870 apartments on their 23-acre parcel on the Spokane River. This would require your approval of an extreme zoning change - from C-17 to R-34 - effectively doubling the number of dwelling units permitted.

I strongly OPPOSE this zoning change and hope you will not approve it.

The proposed 870 apartments, in 21 high-rise buildings (sixteen 6-story buildings and five 5-story buildings) are an amazingly poor idea project for this beautiful riverfront site, and would not be compatible with plans for the adjacent City-owned Atlas property. In addition, the increase traffic would have major impacts on already congested streets, such as Northwest Blvd.

You would be completely justified in denying this request for R-34 zoning, in part because it is not in keeping with the conditions set forth in the *Annexation Agreement (2014)* for this parcel. That agreement requires that this riverfront property be creatively designed as a Planned Unit Development (PUD), subject to City approval. The intent was to put the City in charge for any development of this special site.

This is an ideal site for use of the PUD concept, which could address things like:

- residential /commercial mix
- no big box stores
- building setbacks from the rivers edge
- building height limits
- open space creation
- public access to riverfront with parking
- boat dock limitations

Special design considerations for this waterfront property are also supported by language in the following City planning documents:

- The Comprehensive Plan
- City Shoreline Ordinance
- City Resolution 14-049

thank you,

Suzanne Marshall, PHD
620 N 16th St
CDA 83814

From: tgrothman@aol.com [<mailto:tgrothman@aol.com>]

Sent: Sunday, December 2, 2018 3:54 PM

To: MCLEOD, RENATA

Subject: Attention Planning Commission

December 1, 2018

Planning and Zoning Commission
City of Coeur d Alene, ID

RE: River's Edge Apartments Development Proposal

To whom it may concern,

I live in Riverstone and commute daily along Seltice Way. I appreciate the reconstruction and beautification of Seltice Way from Rivertone to Heutter Rd. In watching the development along this road **I strongly oppose** the rezoning of the River's Edge property from C-17 to the **very high residential density R-34**.

I feel that this zoning change does very little to enhance the unique river front property or the continuation of the beautiful green space / bike and walking paths extending from NIC and the Fort Grounds. From the river, high-rise apartment buildings would not be attractive. I believe the Mill River property has done an excellent job in balancing the beauty of river front with a mix of single family and multi family housing along with a wonderful beach and park for residents and the public.

I believe that communities connected by bike and walking paths continuing from the Atlas Mill site and Riverstone would be something that the citizens of Coeur d Alene could be very proud of.

These comments don't even consider the negatives of increased traffic congestion on already over-crowded streets on Northwest Blvd. and in Riverstone.

I have attached a copy of a letter from Roger Smith directed to the planning commission dated November 20, 2018. (See below.). I fully support his views.

I am confident the city can work with the developer to have a win – win development without the extreme density of the R-34 zoning.

Respectfully,
Timothy W. Grothman
tgrothman@aol.com

November 20 , 2018

TO: Planning Commission
City of Coeur d'Alene

FROM: Roger Smith
810 Bancroft St.
Coeur d'Alene, ID 83814

SUBJECT: Rivers Edge Apartments Development Proposal

On December 11 your will hear a proposal from Rivers Edge Apartments, Inc. for the permitting of up to 870 new apartments on their 23 acre parcel fronting the Spokane River. This would require your approval of a drastic zoning change- from C-17 to R-34- effectively doubling the number of dwelling units permitted.

I strongly OPPOSE this zoning change and hope you will NOT approve the developer's request. On first hearing of this proposal my reaction was, 'The City can do much better on this very special riverfront property.'

The proposed 870 apartments, in 21 high-rises bildings(sixteen, 6-story buildings and five, 5-story buildings) are an especially 'bad fit' project for this unique riverfront site, and would not be compatible with plans for the adjacent City-owned Atlas property. In addition to being visually unpleasing and monotonous, the resulting traffic would have major impacts ~~on already congested~~ streets, such as Northwest Blvd.

You would ~~be~~ justified in denying this request for R-34 zoning in part because it is not in keeping with the conditions set forth in the *Annexation Agreement*(2014) for this parcel. That agreement requires that this riverfront property be creatively designed as a Planned Unit Development (PUD), subject to City approval. The intent was to put the City in the driver's seat for any development of this special site.

This is an ideal site for use of the PUD concept, ~~which could address~~ things like:

- residential /commercial mix
- no big box stores
- building setbacks from the rivers edge
- building height limits
- open space creation
- public access to riverfront with parking
- boat dock limitations

Special design considerations for this waterfront property are also supported by language in the following City planning documents:

- The Comprehensive Plan
- City Shoreline Ordinance
- City Resolution 14-049

It should be noted that denyingthis request for a drastic rezoning of the property would possibly kill a proposed 'land swap' between the City and the developer. That's OK. Many feel that the unbinding land swap proposal (via an MOU) is not a good deal for the City – only for the developer... that It's not in keeping with the City's goals for development in the riverfront areas, and is basically not in the best interest of the citizens of CDA. Rather, the development of this site should be required to follow the original *Annexation Agreement* requirements for C-17 zoning and a creative PUD, subject to City approval. Keep the City in the driver's seat!

Development of this very special former millsite property on the river is a 'once-in-forever' opportunity for our City. I hope you'll do the right thing and deny the zoning change and the prospect of 870 apartments. You would be completely justified in doing so.

Thank you .

Roger Smith
rdsmith2009@gmail.com

STUHMILLER, SHANA

From: MCLEOD, RENATA
Sent: Monday, December 03, 2018 8:19 AM
To: ANDERSON, HILARY; STUHMILLER, SHANA
Subject: FW: River's Edge Apartments Development Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

From: Carol Klemm [<mailto:JOYSONG4JESUS@hotmail.com>]
Sent: Saturday, December 1, 2018 11:17 PM
To: MCLEOD, RENATA
Subject: River's Edge Apartments Development Proposal

To Renata McLeod, City Clerk,
Regarding: Planning Commission Meeting On December 11
From: Carol Klemm
Date: December 1, 2018

On December 11th the planning commission will hear a proposal from Rivers Edge Apartments, Inc. for the permitting of up to 870 new apartments on their 23-acre parcel fronting the Spokane River. This would require the approval of a drastic zoning change - from C-17 to R-34 - effectively doubling the number of dwelling units permitted in this environmentally sensitive area.

My husband and I strongly OPPOSE this zoning change and hope you will NOT approve the developer's request. We are concerned about how the increase in the number of people housed in that area would have a negative impact on traffic on Northwest Boulevard, and other main thoroughfares. Our already overcrowded schools would also be negatively impacted, and the beauty of that particular area would be compromised. We do not feel that this project would be of value to our wonderful community, and we hope the committee members will consider the concerns voiced in this letter.

Respectfully submitted,

Mr. and Mrs. Valentine Klemm

STUHMILLER, SHANA

From: Vanessa Perino-Gallo <vanessaperinogallo@gmail.com>
Sent: Wednesday, December 05, 2018 3:29 PM
To: STUHMILLER, SHANA
Subject: Rivers Edge zoning

Follow Up Flag: Follow up
Flag Status: Flagged

I oppose approval of the Rivers Edge PUD at R34 zoning. While I believe growth in our community is a positive thing, it would be a shame to see such a beautiful area be overrun with even more apartments.

Thank you.

Vanessa Gallo

723 Whispering Pines #18

Coeur d'Alene ID 83814

STUHMILLER, SHANA

From: Tony Dunnington <tdawg1st@gmail.com>
Sent: Wednesday, December 05, 2018 5:16 PM
To: STUHMILLER, SHANA
Subject: Rivers edge or any more buildings or people.

Follow Up Flag: Follow up
Flag Status: Flagged

I oppose .. So ruining North Idaho because you want more money. That's not what this beautiful state needs, go back to your big city B.S.

STUHMILLER, SHANA

From: MCLEOD, RENATA
Sent: Thursday, December 06, 2018 7:54 AM
To: ANDERSON, HILARY; STUHMILLER, SHANA
Subject: FW: proposed River's Edge Apartments

Follow Up Flag: Follow up
Flag Status: Flagged

From: Clyde Carroll [<mailto:ccarch@bellsouth.net>]
Sent: Thursday, December 6, 2018 4:57 AM
To: MCLEOD, RENATA
Subject: proposed River's Edge Apartments

City Clerk, Attn: Planning Commission

As new residents in the Village at Riverstone, my wife and I recently learned about this proposed extremely high-density apartment complex project and understand the developer is requesting a zoning change from R-17 to R-34. We greatly **OPPOSE** this rezoning and feel this very high density project would destroy the aesthetic and community value of this prime riverfront area, as well as having a tremendous traffic impact to this area.

When we decided to move from Louisiana to Coeur d'Alene, we immediately were drawn to the Riverstone area and especially the riverfront Centennial Trail from Riverstone to downtown CDA. When we heard about this proposed development, we immediately thought about how these types of projects have destroyed the once beautiful Florida gulf coast along the panhandle, with row-upon-row of apartments and condominiums. **PLEASE** do not make the same mistake here along the river!

After learning of the land swap involved with the proposed zoning change, it appears to us that this is a terrible deal for the community and a lucrative gift to the developer. We also understand that the original Annexation Agreement affords the City the power to demand a more creative development on this unique site, so please do not waste this opportunity to create a legacy riverfront development!

Thank you for your consideration of our strong **OPPOSITION** to this project.

Germaine Carroll
Clyde Carroll

--
2151 N. Main St., Ste. 219
Coeur d'Alene, ID 83815
504-231-6177
ccarch@bellsouth.net

STUHMILLER, SHANA

From: ANDERSON, HILARY
Sent: Thursday, December 06, 2018 1:06 PM
To: STUHMILLER, SHANA; BEHARY, MIKE
Subject: FW: Oppose Rivers Edge proposed PUD

From: Evalyn Adams [<mailto:evalynera@hotmail.com>]
Sent: Thursday, December 06, 2018 12:56 PM
To: ANDERSON, HILARY
Subject: Oppose Rivers Edge proposed PUD

Dear Planning Director Hillary and members of the City of CDA Planning Commission:

I strongly oppose the proposed PUD request for River's Edge development by Lanzce Douglass. The traffic in that area is already very heavy due to all of the other multi-family housing units already built off Seltice Way. Allowing the density in this proposal would be very detrimental to the neighborhood and others who have to travel on Seltice.

This is not a good place to add that many more buildings and increased traffic.

Evalyn Adams
1873 Silver Beach Road
CDA, ID 83814

cc: Mayor and City Council