

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

DECEMBER 10, 2019

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

PLEDGE:

APPROVAL OF MINUTES: *ITEMS BELOW ARE CONSIDERED TO BE ACTION ITEMS.**

November 6, 2019
November 12, 2019
November 18, 2019

PUBLIC COMMENTS:

COMMISSION COMMENTS:

STAFF COMMENTS:

ENVISION CDA COMMITTEE UPDATES:

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

1. Applicant: Pacifica L 44, LLC
Location: 840 E. Dalton Avenue
Request: A proposed Minimal Care Facility special use permit in the R-8 zoning district.
QUASI-JUDICIAL, (SP-4-02m)

2. Applicant: Atlas Building Group, LLC.
Location: Bellerive Centennial Trail Riverfront Addition
 - A. A modification to the Bellerive PUD
QUASI-JUDICIAL, (PUD-1-04m.7)

 - B. A proposed 5-lot preliminary plat known as "Bellerive by the River"
QUASI-JUDICIAL, (S-6-19)

3. Applicant: Vista Meadows, LLC.
Location: Located off of Prairie Avenue, Moselle Drive, S. of Vista Meadows Subdivision
Request:
- A. A proposed 9.925 acre PUD known as "Vista Meadows 1st Addition PUD".
QUASI-JUDICIAL, (PUD-5-19)
 - B. A proposed 20-lot, 6 tract preliminary plat known as "Vista Meadows 1st Addition".
QUASI-JUDICIAL, (S-5-19)

ADJOURNMENT/CONTINUATION:

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

Motion by _____, seconded by _____ , to adjourn meeting; motion carried unanimously.

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



MINUTES



**PLANNING COMMISSION
SPECIAL CALL MEETING
MINUTES
NOVEMBER 6, 2019
LOWER LEVEL – COMMUNITY ROOM
702 E. FRONT AVENUE**

COMMISSIONERS PRESENT:

Tom Messina, Chairman
Jon Ingalls, Vice-Chair
Lynn Fleming
Lewis Rumpler
Brinnon Mandel

STAFF MEMBERS PRESENT:

Hilary Anderson, Community Planning Director
Shana Stuhlmiller, Public Hearing Assistant

COMMISSIONERS ABSENT:

Michael Ward
Peter Luttrupp

CALL TO ORDER:

The meeting was called to order by Chairman Messina at 12:00 p.m.

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

1. Applicant: City of Coeur d'Alene
 Request: Interpretation of Blackwell Island Marina Limited Design PUD Setbacks
 ADMINISTRATIVE (I-1-19)

Hilary Anderson, Community Planning Director, introduced Phil Boyd who will be presenting the Interpretation for the applicant. She explained that Hagadone Marine Group has been working on expanding the marina operation to be consistent with the Planned Unit Development (PUD) approved by the Planning Commission along with the annexation request in 2016. She stated that the applicant had been doing some additional work on designing a dry stack boat/indoor storage facility and after completing the design, realized there are some physical constraints on the site and will need to make some adjustments to one of the setbacks along a portion of the shoreline. She explained that the requested action by the Planning Commission today is to decide if this change will be consistent to what was approved in 2016 with PUD-3-16.

Ms. Anderson noted the comment in the staff report which reads,

Staff supports the applicant's request because permits approved by other agencies and the historical nature of the property show that the subject "shoreline" is not really the natural or historic shoreline. Furthermore, agency permits could supersede the Limited Design PUD setbacks as previously approved. The mitigation proposed by the applicant is above and beyond the required commercial design guidelines, and would improve the appearance of the dry stack boat indoor storage facility.

Commissioner Ingalls inquired if the size of the building will trigger a review by the Design Review Commission. Ms. Anderson stated it does not trigger Design Review Commission, but that it will have to comply with the Commercial Design Guidelines and that is something Mr. Boyd will explain during his presentation. She stated that with this request the applicant is proposing some additional mitigation to the building to help improve the design of the building which goes above and beyond what is required by the Commercial Design Guidelines. She added that the existing design has been approved by staff, and that the Hagadone Marine Group has proposed some additional design details with this request.

Commissioner Ingalls stated that Chairman Messina and he are members of the Design Review Commission and one of the things they see before them a lot is the issue with blank walls. By looking at what the applicant is presenting for these buildings, he likes what he is seeing. He inquired with this request if treatment of blank walls would be part of the requirement. Ms., Anderson stated they would be addressing blank wall treatment by adding windows on multiple locations on the building to break up what would be considered a blank wall and also adding a trellis feature to provide a "living green" component.

Commissioner Mandel inquired if the applicant could provide a list of the other jurisdictions mentioned in the staff report. Ms. Anderson replied that Mr. Boyd could address the other agencies who were involved during his presentation, but that generally the other agencies would be the U.S. Army Corps of Engineers and Idaho Department of Lands who have issued permits for the marina. Commissioner Mandel inquired if the other jurisdictions are comfortable with this request. Ms. Anderson stated that is correct.

Phil Boyd, Applicant representative stated that the requested modification to the setbacks along a small portion of the waterfront necessary for the approved dry stack boat indoor storage component of the marina operation is consistent with the Limited Design PUD, which was approved on August 9, 2016, as PUD-3-16.

Mr. Boyd provided the following statements:

- The Planning Commission approved PUD-3-16 for master planning facilities of the Hagadone Marine Group operations on Blackwell Island as part of the annexation request that came forward on August 9, 2016.

As noted in the applicant's letter requesting an interpretation,

"Much of the facilities have moved forward to completion, primarily in the areas of service and sales. We are now approaching the long planned dry stack boat indoor storage and marina facility, outlined as an integral part of the PUD master plan."

- Since the PUD was approved in 2016, the Hagadone Marine Group has been expanding its marina operations per the PUD. They have also been designing the dry stack boat indoor storage facility. The design work led them to realize the original building footprint and alignment would not be feasible for a number of reasons as noted in the request letter and excerpted below.

"Due to the dimensions required for boat stacking and storage, safe travel lanes for specialized forklifts, and required access and egress from the dry stack building, the proposed facility encroaches up to 15 feet into the designated setback along the marina waterway at the north end of the marina. Adjusting the location of the building to avoid the encroachment is not possible due to the existing location of a deep city waterline and gas line along the north side and buried power and gas lines on east side of the proposed building. All these utilities are located within easements held by the City or Avista. We therefore formally request an addendum to the PUD to allow a minimum 25-foot shoreline setback along the eastern side of the existing marina area as shown in Figure 1."

The applicant is requesting a reduced setback along a small portion of the waterfront necessary for the approved dry stack boat indoor storage component of the marina operation. The approved setback for this area was 40 feet from the Ordinary High Water Mark (OHW).

- Staff has determined that an interpretation of the approved PUD, instead of a modification of the PUD, is appropriate in this case and agrees with the applicant that modifying the OHW setback as proposed will not change the Commission's original PUD findings. The three applicable findings are B8C, B8G, and B8H.

The applicant is proposing additional features to the dry stack boat indoor storage facility as mitigation. These features include:

- Added corner windows on the southeast and southwest corners which are primarily viewed from north bound US-95 travelers. These windows will break up the mass and add additional texture.
- Added vertical masonry wall with vine planting on the south end of the building between the two large sliding doors. Initially, the masonry wall will provide a different siding texture compared to the metal siding and over time the vine will provide a nice vertical "green" plant element, which will be very unique.
- Add horizontal windows in the east and west sidewalls, similar to those they have installed on the recently constructed buildings. These horizontal windows will also break up the building mass.

He added will be putting large trees and adding windows on the Northwest building and will be wrapping the windows on the corner and will be putting ivy on the building.

The northeast side will wrap the windows objective this is a big building and adding landscaping around it and will make the building to look better.

Mr. Boyd concluded his presentation.

Commission Comments:

Commissioner Ingalls stated that this modification is minor and feels the justification has been met and that the modification is consistent with what was approved with the Limited Design PUD and that the added mitigation more than makes up for any changes that would be seen visually.

Motion by Ingalls, seconded by Rumpler, to approve Item I-1-19 as being consistent with the Limited Design PUD. Motion approved.

PRESENTATION:

Atlas Waterfront Development Standards – Phil Boyd

Phil Boyd provided the following statements:

- He announced an update to the Waterfront Park project that went out to bid and that we have chosen a contractor.
- He introduced Don Vehige, an Urban Designer with GGLO, who will be helping with this presentation.
- The objective today of the presentation is to review how the draft Development Standards have changed.
- He stated at the last meeting a question was asked by the commission on what the developers thought about our Development Standards, so they did a Developers Survey.

- He stated during this presentation we will discuss the site design changes, developer outreach, review the Development Standards and the parking analysis.
- Site Design changes – He explained road alignments were changed, because of the earth work, and some work to be done with the problem of unsuitable soils. He commented at the last workshop staff discussed putting in some more commercial and added some more single family in various areas that were in response to the Developers Survey.
- He noted that the Ped/Bike network is better with various connections added with a nice greenspace area called “Atlas Bluff” and explained where they would be moving the unsuitable soils.
- View sheds were important and that the corridors were substantial so when looking up the hill you can see the river.
- Developer outreach – A developer workshop was done to give developers the opportunity to ask questions and provide feedback, and to meet Heartland who is our real estate professional that is part of our team. He added they also did a Developer Survey that asked questions regarding project/product interest and what do you think of the Development Standards.
- He explained the results of that survey that the developers were less interested in townhomes and wanted more single family. He explained that staff will oversee how many single family units will be built in a specific area and that we need to generate revenue to pay back the city so the area can't be all single family homes.
- Not surprisingly, the developers were primarily interested in buying the property on the waterfront.
- Summary of the results – The developers thought the Design Standards were good and liked the certainty of having set standards in place. The developers want to know what they have to do, how long it is going to take, and what is the range of flexibility.
- The developers thought we needed more senior housing and asked how many blocks can you buy. The question was if they bought multiple blocks would they get some kind of an advantage when purchasing more.
- He stated that questions were asked if we should split the blocks, attracting commercial tenants and is the pricing correct.
- Parking has been a question and from the survey the results gave us a maximum and minimum on what they needed on the different product types.
- The developers wanted to provide more parking for the office areas than what city code requires.
- He added that one deviation they will be presenting at next week's public hearing is reducing the parking requirement for restaurants.
- Parking is very difficult since we don't know what the land uses will be.
- He explained that they will be presenting to the commission a framework on how we will analyze parking and as the areas are developed note the areas where there is a deficiency.
- He stressed that on-street parking is dynamic and driven from land use. We don't want to over park and diminish the area of a street.
- He stated that when we are developing this parcel will look at all requests and might be flexible on the amount of on-street parking allowed.

Commission Comments:

Chairman Messina questioned how much flexibility there will be for this project. Mr. Boyd explained that the commission's job would be to approve the concept of the framework. For example, if you have a deficiency in parking to maybe recommend the overflow is pushed to the street and how we would accommodate that. He stated they would provide a parking framework that would be part of the PUD that would tie the hands of the developer.

Commissioner Ingalls questioned if this project is a "one size fits all" if the Design Standards will cover everything, or do they vary block by block. Mr. Boyd commented that the potential land uses and businesses that are going into those spaces hopefully will be unique and we will be able to negotiate with the buyer. He added that we would need to look at the businesses peak hours as an example, a peak hour for an office is different than a peak hour for a restaurant. He stated that he would like the

commission to trust that the Development Standards will work.

Commissioner Mandel inquired if the parking framework table can be shared and could be used as a tool for future decisions. Mr. Boyd explained that he would propose to put a narrative together with a parking analysis for the commission and staff.

Ms. Anderson stated that staff can provide all this information to the commission especially if the parking framework will be “dialed in.” She stated that the commission will only be asked to approve a reduction from the code for restaurants. The other land uses would meet the parking requirements. She explained some projects in the past have requested reduced parking standards and that the Downtown and Midtown have different parking standards. If we followed the code, will not be creating a parking issue we have had in other PUD projects that have requested less parking than required by the code. The consultant team is trying to guide us so we don’t end up with a parking challenge.

Commissioner Fleming stated that we are “in the weeds” when it comes to parking. She stated that she is more concerned getting a push back in the City to historically fence in areas which tells us not to put in multifamily and towers. This is the last remaining water aspect and view of green space. She commented that single family homes have very little payback and cost of plowing and maintenance is less than multifamily and towers. She would like to see sectional elevations going up a hill to help preserve vistas and open spaces that are driven by multifamily, vertical towers, which provide aspects that are interesting instead of a bunch of fenced single family homes. She commented that she is not concerned about parking but we need to be concerned about providing affordable housing where people are able to live, work, and walk to places and not use their cars as much, and maximize the land uses.

Phil Boyd, Welch-Comer responded that the group involved in the Development Standards and project design have had diverse opinions, and that there will be many criteria factoring in to the RFP process and factor in many of the issues raised by Commissioner Fleming.

Don Vehige, GGLO, responded that the Illustrative Site Plan is just that – most of the blocks build in the option for more dense residential uses and take into account vistas and view corridors.

Phil Boyd, Welch-Comer, provided more information on the parking calculations and locations in the project.

Don Vehige, GGLO, provided the following statements and high points on some of the changes that were made based on feedback from commission, design team, staff and developers:

- He addressed building separation and some dimensions of lots if there are single family, duplex townhouse lots and how the development might relate to each other.
- He explained they have increased the minimum building separation from 10 feet to 12 feet and have 6 feet to the property line.
- Developers requested lot sizes of 20 feet to 36 feet maximum width apply to duplexes and townhouses. Single family would have a 32-foot minimum width lot and up to 75 foot wide with 80-foot lot depth.
- Building heights – He explained that we proposing on many of the blocks to have a height limit of up to 40 feet and to allow a higher density of development to provide narrow single family homes or townhouses that would require a third story and a roof character.
- He continued to explain the changes to the different areas noted on the property.

Mr. Vehige concluded his presentation.

Commission Comments:

Chairman Messina asked if there are any modifications in the future, if will those will come back to the commission. Ms. Anderson explained that the design team has done a ton of work to come up with various options for each of the blocks with the goal not to have many amendments, and that by getting input from the commission, public and development community that hopefully most things will work

without needing to be amended. She added if there is something significant then it would need to come back to the commission.

Commissioner Ingalls stated that he agrees we have to trust the process and things will turn out alright. He stated that he appreciates Commissioner Fleming's comments and would agree that Riverstone is different from when it was first presented many years ago and thinks this project will turn out great.

Mr. Boyd explained that what is presented in the Development Standards ultimately will be approved. He stated as an example, when we get to Area 11 it is not eligible under this current Development Standards to have offices, so if a developer came in and wanted to build offices in this area, we would have to meet with staff and that approval would have to go back to the commission. He added that staff has discussed the possibilities of offices in this area.

Commissioner Mandel stated that she appreciates giving us a great working framework and stated that understanding the RFP process and how they get evaluated. She stated that the Design Standards will be a great tool to use as a reference.

Commissioner Fleming stated that she has worked in hotels for 30 years and thinks we need a hospitality factor next to Seltice. She noted that we need to consider some flexibility in Areas 10, 9, or 11 with one of those areas for a hotel that would provide an easy access route in/out and not disturbing other agencies by acting as a buffer for that traffic.

Mr. Boyd stated that is the type of feedback we were hoping for today about land uses. He inquired if the commission would consider adding hospitality in Area 13. Commissioner Fleming stated that would be desirable and nice to have a waterfront hotel.

Commissioner Mandel noted Area 13 by the water and other retail options should be available. She feels we have done a great job outlining what we don't want to see in this area, and excited to see what will be proposed.

Commissioner Rumpler stated that he wanted to commend Welch Comer and GGLO for putting together a plan that is planning to optimize for success. He addressed the question of adding additional hospitality and explained that this might stimulate development north of this project.

Ms. Anderson clarified that Area 10 is missing office/retail and that Area 11 includes it and maybe that is one we would like to have some discussion on.

The commission discussed and that Areas 10 and 13 should be included for office/retail.

Ms. Anderson inquired if Area 4 and 5 should be considered for hospitality.

The commission concurred to include Areas 4 and 5.

ADJOURNMENT:

Motion by Fleming, seconded by Mandel, to adjourn. Motion approved.

The meeting was adjourned at 1:25 p.m.

Prepared by Shana Stuhlmiller, Public Hearing Assistant

**PLANNING COMMISSION
MINUTES
NOVEMBER 12, 2019
LOWER LEVEL – COMMUNITY ROOM
702 E. FRONT AVENUE**

COMMISSIONERS PRESENT:

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

STAFF MEMBERS PRESENT:

Hilary Anderson, Community Planning Director
Tami Stroud, Associate Planner
Sean Holm, Senior Planner
Mike Behary, 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 Luttropp, seconded by Rumpler, to approve the minutes of the Planning Commission meeting on October 8, 2019. Motion approved.

COMMISSION COMMENTS:

None.

STAFF COMMENTS:

Hilary Anderson, Community Planning Director, provided the following statements:

- In regard to Envision Coeur d'Alene, there were two Pop-Up Game Nights last week with not a lot of attendance, so tomorrow evening at 5:30pm at Lakes City High School, there will be the third Pop-Up Game Night and the project team is hoping for better attendance. Ms. Anderson explained that it is important to have people play the board game to help provide input on how they would like the City to grow. She added that they do have additional opportunities for people who want to play the game, which is to pull together 10 or so people to either play the game during the day or on a weeknight. If interested, they would like to get the games scheduled before Thanksgiving.
- Ms. Anderson reminded the commissioners that the CAC (Community Advisory Committee) and six Focus Groups are meeting on December 4th and 5th when MIG is in town.
- On the December 10th Planning Commission agenda there is a request for a special use permit, and two Planned Unit Development (PUD) and Subdivision development requests.

PUBLIC COMMENTS:

Toby Sheldon stated that he is concerned about the water distribution on the river, and said that he has lived on the river for 11 years and understands the dynamics of what is going on there. He commented that he recently spoke with the Department of Lands and doubts that a dock, as presented on the map, can be built and feels that the rendering of the dock is a disservice to the public on how it is presented.

Ms. Anderson suggested to Chairman Messina that Mr. Sheldon should come back during the portion of the agenda when public comment is open for the Atlas Waterfront property.

Debra Rose said that she is a County Planning Commissioner, but was speaking as a citizen. She noted an article written in the Coeur d'Alene Press which stated, "What started more than four years ago as a conversation about cleaning up the medical corridor," and commented that what the project presumes to be is another opportunity to declare a certain area blighted in order to justify using government money in a corporate welfare scheme. She said that the City should not be using tax funds to expand a private industry, and to let the taxpayer money pay for the transportation infrastructure and the hospital pay for its own expansion. She suggested that the hospital provide satellite facilities in the county to help with traffic congestion.

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

1. Applicant: City of Coeur d'Alene and ignite cda
Request: Review of the Urban Renewal Plan for the Health Corridor 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.

Commissioner Mandel stated that she sits on the ignite CDA Board and doesn't have any financial interest or a conflict with the item.

Ms. Anderson said that Tony Berns, ignite cda, would be presenting the item along with a copy of a resolution of support for the Health Corridor Urban Renewal District from Kootenai Health Board of Trustees dated November 5th, and noted in the letter that the board moved to accept the draft resolution of support for the Health Corridor Urban Renewal District with a unanimous vote from all members. She explained that the commissioner's role is to decide if the Health Corridor Urban Renewal District is in conformance with the Comprehensive Plan. She further said that this item is scheduled to go to the next City Council meeting for a public hearing on November 19th.

Tony Berns said that in 1956, the Kootenai Hospital District was created. Since that time, medical care facilities and services have been provided in what is now the Coeur d'Alene Health Corridor.

Mr. Berns provided the following statements:

- The Project Area lies centrally within the Coeur d'Alene metro area. The Northwest Boulevard and US-95 interchanges serve as major entry/exit points for the area. To the west, across Northwest Boulevard, lies the Riverstone development, a mixed-use district with a number of land uses and site elements envisioned for the Project Area. An existing residential neighborhood borders the Project Area to the south, and commercial development comprises the majority of the Project Area's eastern half. The Project Area is anchored by Kootenai Health, an Idaho public hospital district, and its associated campus, and includes other medical service buildings, creating a "health corridor" from US 95 to Northwest Boulevard, along Ironwood Drive.
- The existing Project Area is comprised of a mix of businesses looking to expand, including Kootenai Health, and under-performing properties inhibiting the area's desired growth. These properties have confusing street access and parking lot layouts, and lack pedestrian and bicycle amenities. There are

a large number of smaller, either vacant or dilapidated properties around the perimeter of the Kootenai Health campus. The majority of the Project Area was developed by many owners in a haphazard way, with a mixed use of commercial, office, and residential buildings.

- Much of the area's traffic is from staff, patients, and visitors to the Kootenai Health campus and several other medical service buildings within the area. Due to limited access points and high traffic volumes, the Project Area is easily overwhelmed and regularly experiences significant congestion. An internal street network and realignment of Ironwood Drive would assist in improving mobility within the Project Area.
- The existing sewer and main water systems servicing the corridor are well distributed throughout the Project Area. However, new streets or the realignment of the existing network will necessitate construction of new sewer and water lines. The existing gas and electrical line service of the Project Area is adequate, but will be realigned along the proposed street network, while the Kootenai Health fiber-optic network will be expanded along with its campus development.
- The Project Area includes vacant and underutilized land, obsolete buildings and infrastructure, zoning that does not reflect modern land uses, an inadequate transportation network, and fractured property ownership that inhibits new investment, along with a lack of public space and amenities. Those conditions have arrested or impaired growth in the Project Area.
- While Coeur d'Alene population grew 25% between 2000 and 2010, Kootenai Health's staff grew 44%. While local population rose a further 15% between 2010 and 2017, Kootenai Health's employment grew 71%.
- In 2018, an eligibility study for the area was prepared by Panhandle Area Council. It was determined that the Health Corridor was a deteriorating and/or, deteriorated area as defined by Idaho Code Sections 50-2018(8) and (9), and 50-2903(8).
- In 2019, 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, primarily through land sales and ignite cda tax increment financing ("TIF"), the site purchase, remediation, and infrastructure improvements.
- The Plan proposes improvements for the development of commercial and retail areas, anchored by Kootenai Health, mixed-use, residential, cultural and recreational centers, medical facilities, educational facilities, and other public facilities and improvements, including but not limited to streets, streetscapes, bridge, storm water improvements, water and sewer improvements, environmental remediation/site preparation, public parking, parks and open space, and pedestrian/bike paths and trails.
- The preparation and approval of an urban renewal plan, including a revenue allocation financing provision, gives the City additional resources to solve the public infrastructure problems in this area. Revenue allocation financing should help to improve the situation. In effect, property taxes generated by new developments within the area may be used by the Agency to finance a variety of needed public improvements and facilities. Finally, some of the new developments may also generate new jobs in the community that would, in turn, benefit area residents.
- The master plan and financial feasibility model demonstrate that, based on estimated costs and revenues, the Health Corridor District can be redeveloped and achieve the City and ignite cda objectives.
- On October 9, 2019, at a Special Call Board meeting, ignite cda adopted the Urban Renewal Plan for the Health Corridor Urban Renewal Project (the "Health Corridor District Plan") via Resolution 20-01: Approval of Health Corridor District Urban Renewal Plan. The submission of the Health Corridor

District Plan to the Planning Commission is the next step in the process of eventual consideration of the Health Corridor District Plan for adoption by the City Council.

Mr. Berns concluded his presentation.

Commission Comments:

Commissioner Luttrupp asked if the Health Corridor boundary is extended across Highway 90. Mr. Berns stated that is correct, and explained that the area across Highway 90 was included because of the opportunity for redevelopment with a future plan to put an overpass over I-90 that would connect the Health Corridor campus area with Appleway.

Chairman Messina said that they will have to make findings based on their current Comprehensive Plan and that Mr. Berns mentioned that it is a 20 year plan and asked, since they are updating the current Comprehensive Plan, what happens if something comes up later and how it would be added to the updated Comprehensive Plan. Ms. Anderson explained that it could be done, and noted that they added the Education Corridor to the current Comprehensive Plan as a supplemental document.

Chairman Messina asked if Mr. Berns could explain “Eminent Domain” and how it applies with the request, especially when the plan states that they could be acquiring properties. Mr. Berns explained that the agency does have the authority under the Idaho Statutes and said that it has never been used now, or in their past districts; especially in the Lake District where they bought over 30 properties. He explained that over the years they have worked with land owners to build parking garages, education corridor, Memorial Park, etc. He pointed out on the map areas that call for neighborhood stabilization and where they don’t see a lot going on in those neighborhoods and noted that input from the community said to leave that healthy neighborhood alone and try and keep it vibrant and active to contribute to the area. Mr. Berns said that in the next 20 years he doesn’t see any action really occurring in those neighborhoods unless it is enhancing the streets or providing traffic calming, pedestrian right-of-ways etc. He added that there is no redevelopment plan for the residential areas as noted on the map.

Commissioner Ingalls said that Kootenai Health is a regional facility that serves folks from north of Bonners Ferry all the way south of Cottonwood. He stated that long ago this was an area of many lumber mills everywhere and through the years they have disappeared. He added that tourism is an important part of the economy and another big strength they offer is health care. He feels that Mr. Berns’ presentation touched well on the various elements of the Comprehensive Plan that are supported especially with Jobs and Economics.

Commissioner Luttrupp said that it will fit well with the Comprehensive Plan.

Motion by Ingalls, seconded by Ward, to approve the Health Corridor District Urban Renewal Project and it’s conformity with the Comprehensive Plan. Motion approved.

ROLL CALL:

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

Motion to approve carried by a 6 to 0 vote.

PUBLIC HEARINGS

1. Applicant: Active West, LLC
Location: S. of Beebe Blvd & N. of Bellerive Rd.
Request: A 23-lot, plus 1 commercial lot known as "The Union"
QUASI-JUDICIAL, (S-4-19)

Mike Behary, Associate Planner, presented the staff report and stated that Active West, LLC is requesting approval of a 24 lot and 1 tract preliminary plat to be known as "The Union."

Mr. Behary provided the following statements:

- The subject property is located east of the intersection of Beebe Boulevard and the Centennial Trail. The subject site is relatively flat and is currently vacant. The applicant obtained approval for a residential and mixed-use planned unit development in item PUD-3-19 on October 8, 2019. The applicant is now bringing forth the preliminary plat of "The Union" for consideration of approval.
- The proposed subdivision is consistent and in conformance with the approved PUD. The approved PUD is a mixed-use development that will have public streets. Access to the site will be from Beebe Boulevard and from Lakewood Drive. The proposed subdivision will also stub a new street to the east for future extension and connection to Lacrosse Avenue.
- The applicant has indicated that storm drainage will be facilitated through swales and drywells located adjacent to road right-of-way (ROW). Water main service will be located within the ROW of the streets with connections being made to existing water mains at Beebe Boulevard and Lakewood Drive. Sanitary service will also be located within the ROW of the street with connections being made to existing public sewer mains.
- The applicant is proposing to install the streets and the subdivision infrastructure for the project in one phase. The applicant has indicated that he is anticipating that the site improvements and site infrastructure work will begin February 1, 2020 and continue through May 30, 2020.
- Mr. Behary provided photos of the site and the site plan.
- He referenced the various findings in the staff report.
- He noted the staff comments in the staff report with all departments' comments.
- He said that if the project is approved, there are seven conditions.

Mr. Behary concluded his presentation

Commission Comments:

Commissioner Luttrupp said they received a letter and inquired if staff could comment. Mr. Behary said that some of the letter writer's comments were regarding the setbacks and most of those comments were addressed through the PUD process and staff heard those concerns at that time and they were addressed.

Public testimony open.

Dennis Cunningham, applicant, provided the following statements:

- He explained that they were at the Planning Commission meeting last month with the PUD presentation, and after that hearing worked with staff over the last three weeks to come up with the Lakewood connection, which was worked out.
- He addressed Chairman Messina's comment regarding parking on the sidewalk side of the street and, with input from staff, will now provide parking on the sidewalk side of the street. He commented that it will add 23 additional spaces.
- He addressed the concern from staff who wanted to keep circulation of traffic at a calming

measure and why they didn't want to widen the road. This was addressed with the new roadway design in the subdivision plans.

- He stated that they have addressed most questions with the PUD process.

Mr. Cunningham concluded his presentation.

Commission Comments:

None.

Public testimony closed.

Motion by Rumpler, seconded by Mandel, to approve Item S-4-19. 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.

2. Applicant: The City of Coeur d'Alene
Location: 2598 E. Seltice
Request:
 - A. A proposed 60 acre PUD known as "Atlas Waterfront PUD" QUASI-JUDICIAL, (PUD-4-19)
 - B. A proposed 415-lot preliminary plat known as "Atlas Waterfront 1st Addition". QUASI-JUDICIAL, (S-3-19)

Tami Stroud, Associate Planner, presented the staff report and stated the request is for approval of a Planned Unit Development that will allow primarily single-family dwellings, townhomes with limited commercial, and multi-family. In addition, 25 acres of open space including 12 acres of public open space along the Spokane River waterfront is proposed and a 415-lot preliminary plat to be known as "Atlas Waterfront 1st Addition".

Ms. Stroud made the following statements:

- In 2018 the City of Coeur d'Alene, in collaboration with ignite cda, purchased the Atlas Mill site which had operated for more than 100 years and closed in 2005. The former mill site was annexed into the City in 2017 with a C-17 (Commercial at 17 units/acre) zoning district. In 2017/18 the Atlas Mill site was master planned to determine the financial feasibility of the property being included in an urban renewal district (URD). Considerable public input was solicited for the public spaces. The intent of the City and ignite cda is to transfer blocks of development in phases over the next couple years as site development efforts progress, instead of selling the property all at once.
- As noted in the application, the proposed project is intended to create a unique and desirable neighborhood with a significant waterfront public open space. The City acquired the parcel to achieve two objectives: 1. Preserve the waterfront for the community; and 2. Stimulate private investment on a former mill site that has been vacant for more than decade. The PUD will allow the higher densities

necessary to make the project financially feasible, while removing the most valuable real estate, the waterfront, from development and preserving it for the public.

BACKGROUND INFORMATION:

- The subject site is located to the west of Riverstone and south of Seltice Way, flanking the north bank of the Spokane River with the River's Edge development bordering the property to the west. The 60.9 acre site is currently vacant and undeveloped and, with the acquisition, opens the door for economic development and public access to the river. The former railroad right-of-way that runs through the property was acquired and annexed into the City in 2015 to provide opportunities for parkland, a trail, and public access through to the waterfront. The proposed project will be developed under the C-17 (Commercial at 17 units/acre) zoning district with the "Atlas Waterfront Neighborhood Development Standards" in place for the development of residential uses including single-family dwellings, townhomes, commercial and multi-family units. Atlas Mill will be primarily residential with opportunities for office/retail on the western edge and near Seltice Way. In addition, two "commercial only" nodes are located adjacent to the waterfront park as both locations are desirable restaurant locations.
- The Atlas Waterfront PUD development will include three different frontage types: Residential fronting Riverfront Drive (rear-loaded), Residential fronting interior streets (rear-loaded), and Residential fronting interior streets (front-loaded) with additional frontage options based upon lot circumstances, as noted in the Development Standards.
- The "Development Areas Key Plan" notes the area of development on the Atlas Mill Site property and the standards that apply to each of those areas including the use, building types, lots (width, depth, area) for the proposed townhouses and duplexes, setbacks, and building height showing different ways that buildings and lots can be configured to meet the design intent and development standards as on the "Development Areas Key Plan."
- The proposed development will include 25 acres of open space including a 12-acre waterfront park, and upland open spaces to provide pedestrian circulation routes in addition to sidewalks. The waterfront park provides a grassy open play area, playground, picnic shelter, food truck parking, separate pedestrian and bicycle waterfront trails, a water dog park, ADA accessible swim area and kayak launch and several other water access points. The very northeast area of the site is a 7.7-acre public space with a use that will be determined by the City Parks and Recreation Department. .
- The project will be developed in phases as shown on the Phasing Map (page 16) over an 8 to 10-year schedule, depending on market conditions. The property will be sold by ignite CDA, the urban renewal district, through a Request for Proposal (RFP) process, in partnership with the City of Coeur d'Alene.
- Ms. Stroud presented various photos of the site.
- She explained the requested deviations with the request.
- She noted the updates made to the plan based on the Planning Commission's Special Call Meeting on November 6th, when the Planning Commission provided input to the project design team and recommended the following changes to the Atlas Waterfront Neighborhood Development Standards:
 - Page 10, added Old Mill District "precedent images"
 - Page 30, Area 4. Added Hotel to use and building type
 - Page 34, Area 5. Added Hotel to use and building type
 - Page 44, Area 9. Added Hotel to use and building type.
 - Page 48, Area 10. Added office, retail, mixed used and hotel to use and building type.
 - Page 50, Area 11. Added administrative and professional office and hotel to use and building type.
- Ms. Stroud stated that the Comprehensive Plan designates the area as Spokane River District – Transition.

- She noted the various Comprehensive Goals and Objectives that apply.
- She provided a copy of the Land Use Map for the property.
- She provided an Atlas Waterfront Illustrative Plan for the property, phasing plan, and view corridors.
- She provided an illustrative rendering of the various building types proposed for the property.
- She noted various photos of the site.
- She explained a table submitted showing the amount of open space areas per phase.
- She noted that in February of 2016, the Planning Commission held a workshop to discuss and better define the intent, functionality, use, types, required improvements, and other components of open space that are part of Planned Unit Development (PUD) projects. The workshop discussion was necessary due to a number of requested PUD's with the Planning Commission being asked to approve "usable" open space within a proposed development.
- Per the Planning Commission Interpretation (Workshop Item I-1-16 Open Space), the list which outlines what qualifies as Open Space is as follows:
 - ≥ 15 FT wide, landscaped, improved, irrigated, maintained, accessible, usable, and including amenities
 - Passive and Active Parks (including dog parks)
 - Community Gardens
 - Natural ok if enhanced and in addition to 10% improved
 - Local trails
- Ms. Stroud provided a copy of the preliminary plat for the project.
- She noted the various comments from staff for the project.
- She stated that there are 15 conditions associated with the approval of the project.

Ms. Stroud concluded her presentation.

Commission Comments:

Commissioner Fleming noted that on page 36 of the staff report it stated that the Fire Department needs a +/- 1 acre lot close to Seltice for a future fire station #5 and she hopes that staff recognizes it as a need, and also noted areas 9, 10, and 11 which would be a good spot and would provide instant access on Seltice. Ms. Stroud said that there have been discussions with the Fire Department for the need in the future.

Ms. Anderson explained that staff did discuss a future fire station with Chief Kenny Gabriel and Troy Tymesen, City Administrator, and explained that the challenge to provide a fire station at this time is that the City is trying to pay itself back for purchasing the property. She noted that in the staff report is a comment that states to make sure the public and City Council are aware of the need for a future fire station and they will see how the project builds out to see if it is possible to provide a future fire station.

Commissioner Mandel noted the special condition # 5 reference to the City's "one lot, one lateral rule" and asked when does that rule come into play and how do they make sure it will be in compliance with this project.

Mike Becker, City Wastewater, explained that the "one lot, one lateral" rule was devised as a method of understanding where a person discharges their sewer into the public system. He added that the rule is when they have a new subdivision to make sure every lot within that subdivision has its own assigned lateral with no sharing of laterals so property owner "A" is not responsible for backing up in property owner "B"'s residence. He explained that they have worked closely with Welch Comer Engineers and now have a conceptual design of how it will be accomplished through the subdivision process. He recommended that it is hard to estimate when they don't know how many lots they are going to be working with at the time.

Commissioner Mandel asked if it will eventually be part of the Wastewater's review eventually. Mr. Becker stated that was correct.

Commissioner Ingalls said that it is a unique project where the City is the applicant and in the exhibits the City is providing a very generous amount of public open space with 100% of the waterfront being public. He explained that staff stated the property has to be paid for, so they have to have some of the density to pay for the public to enjoy the open space. He referenced the Comprehensive Plan that speaks about density and questioned at what amount of density do they have to pay and noted that the Comprehensive Plan anticipates between 10-16 dwelling units per acre, but those pockets of higher density housing would be appropriate and are encouraged. He commented that as staff was making their presentation, he was looking through the packet and asked if the overall gross density per acre was somewhere around 11.

Ms. Stroud stated that was correct.

Public testimony open.

Phil Boyd provided the following statements:

- Mr. Boyd provided a site overview to discuss the objective which is to demonstrate how the development satisfies the PUD and subdivision requirements.
- He gave a brief overview of the history of the project and explained that as the City started down the path they had two primary objectives: 1) to preserve the waterfront for the public; and, 2) to stimulate private development investment. He explained by solving some of the problems on the site, the City initiated the purchase of the property and ignite completed a preliminary master plan and they developed a financial feasibility study. He explained with the feasibility model they were able to develop a plan that has high density as mentioned by Commissioner Ingalls, but allowed them to preserve the waterfront. He added that the two new Urban Renewal Districts were formed a year ago. He said that the project broke into two phases: Phase 1 is the public waterfront and the mayor was championing to get the waterfront project moving forward so the public could enjoy it. He stated a benefit for doing that was showing developers that the project is real. He explained that there are three key elements for the project, which are the Development Standards, the master plat, and the PUD. He referenced that the Design Standards in the packet define how to create a unique development and establish land use options for developers to look at to see what they want to buy and also provide ignite cda with an evaluation tool to vet different developers.
- Mr. Boyd noted that one of the design principles was views and to make sure the nodes on the waterfront were really featured view corridors. He explained that the block layout is designed to promote views to the river.
- He stated that on February 7th staff and Nichole Kahler, of CDA 2030 did a visioning workshop where input from the community was received, and the comments from the community indicated taking higher density in exchange for water access, and to preserve a piece of the property as a potential job creator, which has been in the back of their mind.
- He addressed the challenges with the site with unsuitable soils going down to a depth of 40-60 feet, so remediation will happen in Phases 3 and 4 in order to raise money to do it since it's so expensive.
- He went through the various Comprehensive Plan polices and explained how each of those policies listed in the staff report have been met.
- He stated that they are now currently under contract to do six million dollars' worth of shoreline stabilization and construction, which has been started.
- He showed a rendering of how the trails will be developed to get down to the water without further eroding the shoreline. He explained that in some areas around the shoreline they don't want to promote public access and pointed out on a rendering, the areas placed with a rock wall.
- Mr. Boyd explained that the waterfront park will provide 25% of the open space, which is above the required 10% for a PUD.
- Water sewer transportation infrastructure and capital improvements are necessary and will be supported. He said that they will have to extend a portion of the sewer through the abandoned railroad right-of-way. He added that it is not an ideal situation because they have to extend the sewer a ways, but have no choice because the topography doesn't allow all the wastewater to flow

to the east.

- In regard to connectivity, Mr. Boyd explained that the shared use path on Seltice is existing and demonstrated on the map how they will be connected.
- He noted on the map the area where they will be removing undesirable trees, but also preserving and protecting trees. He pointed out another area on the map where they will lose a lot of trees and noted that from looking at the map it is alarming, but also pointed out another area where many trees will be saved. He added that they went out and did a survey of every tree and spent a lot of time redesigning the wall in order to preserve the trees in the area.
- Mr. Boyd noted the area on the map that is within the 100 year flood plain and, knowing that, they placed the trails out of that area.
- He said the development is supposed to be a mixture, which is what the Development Standards will provide, and that the RFP process will enforce that.
- He explained that the numerous public meetings and workshops have resulted in a lot of public input, and that input is what was presented.
- He explained the various height restrictions and not going over 35 feet at the shoreline. Moving back from the shoreline the heights increase, which would be 45 feet with the objective being for people to see over the top.
- He explained the one deviation that was requested was requested as noted on the map a parcel that has a multi-use character that could be a restaurant on the bottom floor with residential above it, and explained that internally and non-internally ramped garages will be used because of the topography. They are asking to allow use to have a deviation for parking in that, instead of 1 space per 200 square feet, they would have 1 space per 250 square feet, and allow use to put 250 spaces within the distance limit of 650 feet which people are willing to walk.
- The city and ignite will be governing the Master Association for a period of time.
- Mr. Boyd said that they feel they have met all the PUD and Subdivision requirements and asked for approval.
- He answered that the dock presented on the plan looks farther in the river but, in reality, the dock from the shore will be about 85 feet so the dock is not positioned correctly on the rendering. Mr. Boyd said that the encroachment permits have been submitted to the Idaho Department of Lands, which is their jurisdiction. He explained that currently the dock is not funded, but they will be working on other encroachment permits for the waterfront park and will submit the dock permit too.

Mr. Boyd concluded his presentation.

Mr. Sheldon stated that he is opposed to the project and that the City has no business buying the property and it should have been bought by an individual developer. He said that if the commission is not careful, the project could end up looking like Riverstone, especially if there is a down turn in the economy. He feels the project should be expedited to no more than 4 years. He stated that he agrees that stabilization of the bank is important.

Randy Colbert said that he wanted to present a different perspective on the property and, to him, it's not an ugly site and he has lived on a property overlooking the site for 3 years. He said that he likes the percentage of open space that is planned, but would like to have the area consolidated to have things together. He thanked the commission for what they do.

Heidi Vahuert said that she seconded what the gentleman said and thinks the property is great. She said from looking at the plan it looks like Riverstone is a "sea" of apartments and asked who really goes down there to spend time. She further commented that she feels like the taxpayers are paying for the project, so she asked that the City make something they all can use that doesn't cost money to use.

Commissioner Fleming said that was the commission's initial thought and felt Riverstone didn't have access for the public and explained that the project will provide a large parking lot and a large park. She added that there will be a roadway along the water which will be totally open.

Ms. Vahuert said that without development on the property it is a piece of nature and she that feels as soon as development is started it will be lost forever. She added that it is her opinion and she feels that the property was bought by tax payers, so the commission should keep that in mind.

Sara Williams said that she values the compromises that are made and, as a frequent "semi wild" land area, it is a rare find and to have an opportunity for public space is appreciated. She added that the project is a good step in the right direction.

Rebuttal:

Mr. Boyd provided the following statements:

- He said that there was a previous comment made of the 8 –10 absorption period and explained that there will be no delay and that the intent is to sell the land as quickly as possible. In regard to the other comment about shoreline stabilization, he explained that the project has been designed by a costal engineer who has worked on rivers like that all over the place and, if approved, the project would be put out to bid and start construction in three weeks.
- The funding to purchase the parcel was provided by funds from the Wastewater Utility that was a loan with rate payer fees, and cities are allowed to do this type of loan.
- In regard to the question of "Why doesn't this property stay a park?" Mr. Boyd explained that, early on, when they were working on the project through various workshops with community input the topic came up and was considered. He explained that they need revenue to pay for the park and that why they decided to move in this direction. He added that another question came up, which was "Why isn't this project done by a private developer?" and explained that the property sat empty for 12 years with no interest from any a private developer who was not able to do it, because it was an expensive piece of property to develop and Mr. Boyd noted that the only reason the City can do it is because of a partnership with ignite, which has financing mechanisms available to them that developers don't have.

Commissioner Ward asked if there was a timeline for the project. Mr. Boyd explained that the process started in February 2018 and has moved forward with numerous public meetings and those comments are incorporated into the plan presented tonight.

Commissioner Ward asked how many people have been involved in the process. Mr. Boyd estimated that at various community meetings they would each have anywhere between 75-100 people in attendance. He added that they made an attempt to reach out to the regulatory agencies that are involved with them. He further stated that they hear comments that they have "unlimited" funds, which is untrue. He commented that it has been a very thoughtfully put together project.

Commissioner Messina asked if the Request for Proposals (RFP) process could be explained. Mr. Boyd explained that the RFP process gives ignite the ability to request that private entities submit a proposal. He stated that Heartland, which is their real estate advisory group, helped develop their RFP which has specific criteria such as financing, how close they will follow the Development Standards, terms and conditions, and do they want ignite to carry the project forever or cash out on day one. All the criteria will go in a submittal from the developer to Mr. Berns who will collect the submittals and present them to a steering committee that is made up of city staff, ignite, Heartland. Mr. Boyd added that a developer can come in and put a proposal together for one parcel, or one block, because many developers don't have the millions of dollars to buy a big parcel and the goal of ignite/city is that they wanted to make the property available to people who can develop 20 homes, or the developer who wants to build 200 homes. He said that he is hoping to see many proposals and added that when they were putting together the Design Standards, the Planning Commission asked them the question, "What do the developers think?" and that they held an open house for developers and showed them drafts of the Design Standards for

their comments. Mr. Boyd explained that staff gets many calls about the process and those calls are directed to the real estate consultant, who will answer those calls.

Public testimony closed.

Ms. Anderson explained that the two decisions to be made are either approving or denying the PUD and Subdivision. The next step, if approved, is to develop a final PUD plan which will be reviewed by staff. A copy of the final PUD will then be on record and used by staff as a tool when building permits are issued to make sure it is consistent to what is approved. She explained that with the approval of the subdivision, the applicant will submit a master plat including improvement plans that all departments will review and make sure utilities are adequate to start building.

Discussion:

Commissioner Luttrupp said the city and ignite are taking a risk and it was not an easy decision, and he wondered if someone else would have done it. He said that he hopes the property is sold quickly, and knows there are going to be some challenges but can't forget that what they are getting is the property along the river. He said that he feels that they are setting a precedent with other PUD's who can provide more open space that is required, and that would be great.

Commissioner Ingalls said the nature of the project is to preserve the waterfront and to provide generous open space to the public and make it more inviting. He explained that they have seen many PUD's that have come forward struggling to make 10% open space. He said for the project to provide 25 acres of open space and 100% of the waterfront for the public is inviting. He gave kudos to staff and Mr. Boyd.

Commissioner Rumpler commented that he is proud of the work that has been done by staff and the commission and said this has been a very difficult process and a chance to develop the property for the community is an extraordinary project.

Commissioner Mandel said preserving the waterfront was the priority and commended the work done by the team and the agencies. She added that what is more important is the diversity of housing types, building types, retail, and commercial and hopes it does inspire creativity and address some of the challenges they have for housing in the community and presents a nice place for people to go that is on the water.

Commissioner Ward commented on the need for a fire station and if the highest best use for this property is a fire station than that decision can be made at that time and stated that we have options.

Commissioner Fleming said they are growing quickly and if they can get people out of their cars, or on their feet, or biking, that different ways are great.

Chairman Messina thanked Mr. Boyd and the commission for their hours and time.

Motion by Fleming, seconded by Ward, to approve Item PUD-4-19. 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.

Motion by Fleming, seconded by Luttropp, to approve Item S-3-19. Motion approved.

ROLL CALL:

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

Motion to approve carried by a 6 to 0 vote.

ADJOURNMENT:

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

The meeting was adjourned at 8:01 p.m.

Prepared by Shana Stuhlmiller, Public Hearing Assistant

**PLANNING COMMISSION
SPECIAL CALL MEETING
MINUTES
NOVEMBER 18, 2019
LOWER LEVEL – COMMUNITY ROOM
702 E. FRONT AVENUE**

COMMISSIONERS PRESENT:

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

STAFF MEMBERS PRESENT:

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

CALL TO ORDER:

The meeting was called to order by Chairman Messina at 12:00 p.m.

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

1. Applicant: City and ignite cda
Request: Review of the Urban Renewal Plan for the Health Corridor 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.

Hilary Anderson, Community Planning Director, provided the following statements:

- On November 12, 2019, beginning at 5:30 pm, the Coeur d’Alene Planning Commission held a regularly scheduled meeting.
- After the meeting had concluded, it was discovered that an inadvertent error had occurred in one of the online agendas posted on the City’s website.
- The Administrative Item on the agenda---the Review of the Urban Renewal Plan for the Health Corridor District Urban Renewal Project for conformity with the City’s Comprehensive Plan and recommendation to Council---should have been noted as an “action item” pursuant to Idaho State Open Meetings Law. Although the item was correctly noted to be an “action item” in the online Planning Commission Agenda Packet and on all posted hard copies of the agenda, including physical meeting notices, it was not identified as an “action item” on a single online site. This is considered a minor deviation from strict compliance with Idaho Code § 74-204(4).
- Ms. Anderson explained that the only action required by the Planning Commission is to make new findings related to the conformity of the Health Corridor Urban Renewal Plan with the City’s Comprehensive Plan. The presentation and discussion would be considered part of the legal record.

Motion by Ingalls, seconded by Ward, stated that the Urban Renewal Plan for the Health Corridor Urban Renewal Project is in conformity with the Comprehensive Plan and therefore forwards this recommendation to the City Council. Motion approved.

ROLL CALL:

Commissioner Fleming (Phone)	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:

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

The meeting adjourned at 12:05 p.m.

Prepared by Shana Stuhlmiller, Public Hearing Assistant



PUBLIC HEARINGS



**PLANNING COMMISSION
STAFF REPORT**

FROM: TAMI STROUD, ASSOCIATE PLANNER
DATE: DECEMBER 10, 2019
SUBJECT: SP-4-02m – REQUEST FOR A MODIFICATION OF A MINIMAL CARE SPECIAL USE PERMIT TO ALLOW THE NUMBER OF RESIDENT BEDS TO INCREASE FROM 56 TO A MAXIMUM OF 88 BEDS, WITH THE ADDITION OF TWO RESIDENTIAL BUILDINGS
LOCATION: 840 E. DALTON , LOCATED ON THE SOUTHWEST CORNER OF DALTON AND 4TH STREET

OWNER:
Pacifica L44, LLC
1775 Hancock Street
San Diego, CA 92110

APPLICANT:
Todd Butler
401 S 18th Street
CDA, ID 83814

DECISION POINT:

Todd Butler, on behalf of the owner Pacifica L44 LLC is requesting a modification of a Minimal Care special use permit for an existing care facility with 56 beds and one staff residence within four (4) existing residences. The requested modification is for the addition of two (2) residential buildings to allow 16 beds per building with a total of 32 additional beds. The maximum number would increase from 56 beds to 88 beds.

BACKGROUND INFORMATION:

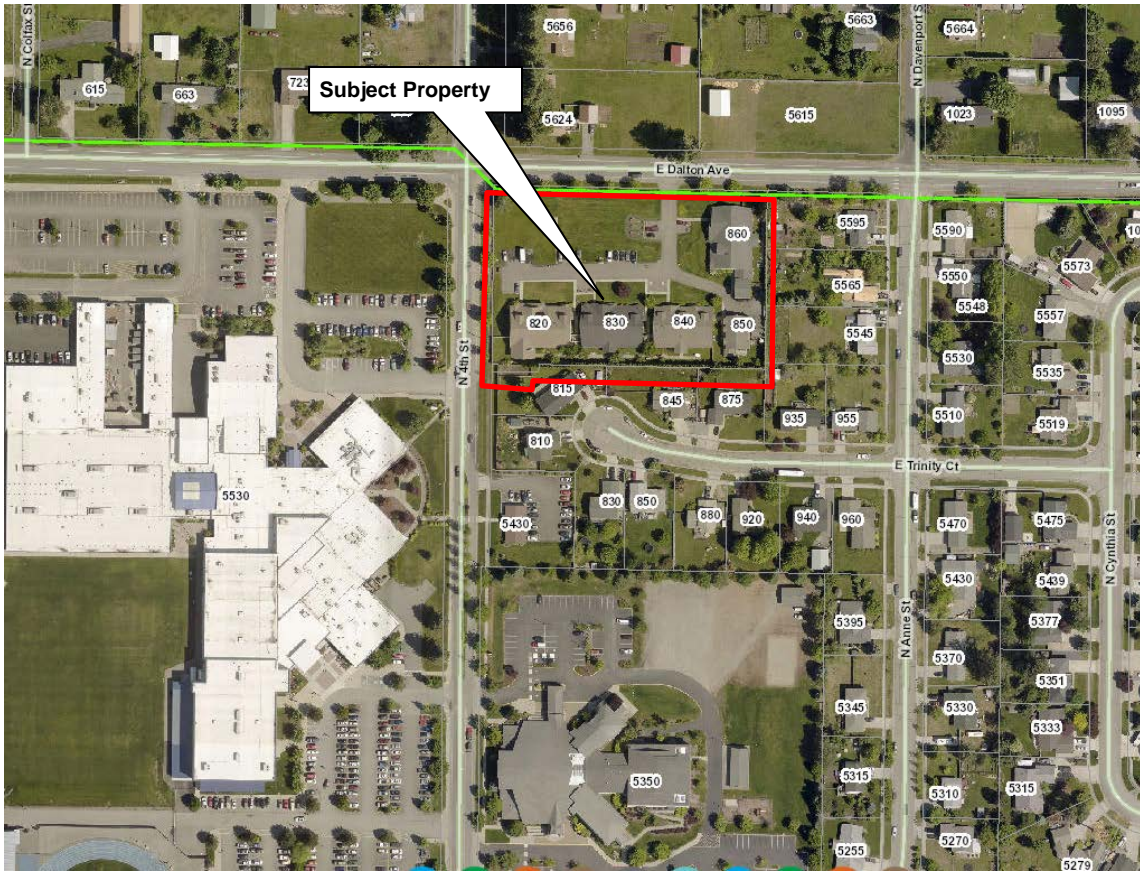
On April 9, 2002, the Planning Commission approved a request for a minimal care Special Use Permit in the R-8 (Residential at 8 units per acre) zoning district to allow an assisted living facility consisting of 4 dwellings with 14 residents each for a total of 56 residents and one staff residence. On August 29, 2003, the City received a requested amendment to the approved site plan asking that the setback be adjusted to allow for the standard nonresidential setback of 25' on the side and back, rather than the proposed 30' setback for the sides and rear yard setback. That request was unanimously approved.

The above request had two conditions attached to the approval.

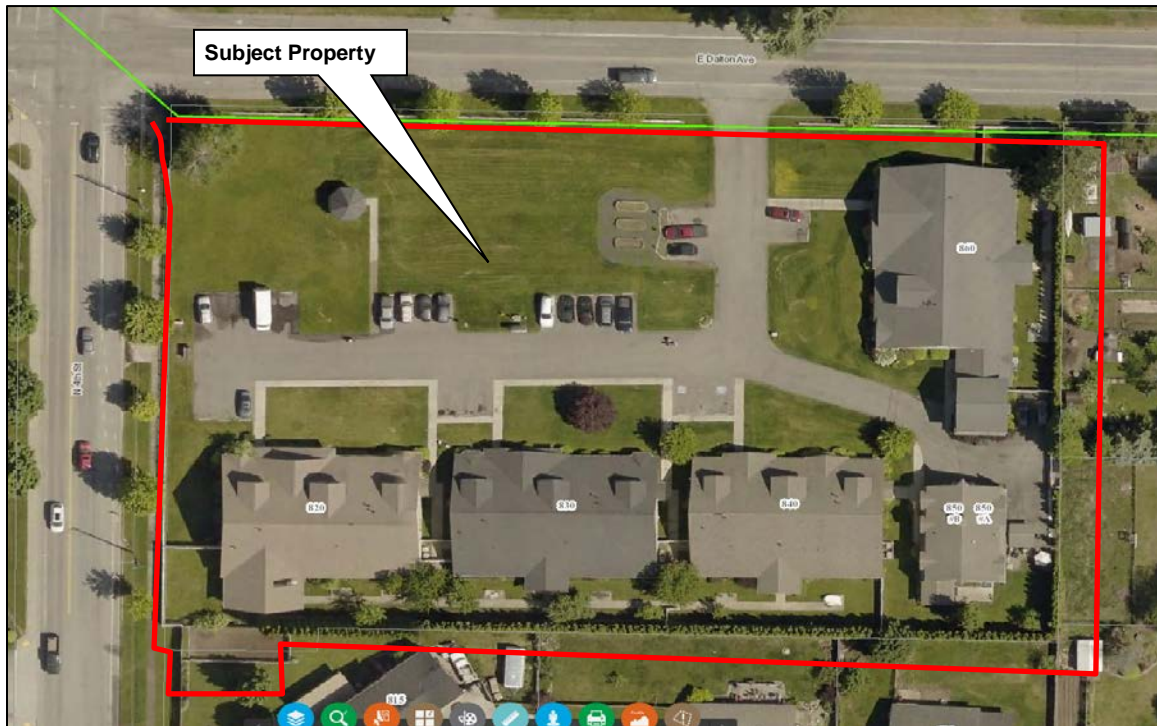
- 1) The applicant must adhere to the site plan submitted with the Special Use Permit application and,
- 2) The maximum number of residents shall be 56.

Due to the above conditions of approval, the applicant is requesting a modification to the original SUP in order to increase the number of beds from 56 to 88 for the care facility, and modify the site plan for the proposed project.

PROPERTY LOCATION MAP:



AREA MAP:



R-8 Zoning District:

17.05.090 Generally:

This district is intended as a residential area that permits a mix of housing types at 8 dwelling units per gross acre.

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, landslide hazard, and landslide hazard.

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

- single family housing
- duplex housing
- pocket housing
- home occupations as defined in Sec. 17.06.705
- essential services (underground)
- civic administrative offices
- neighborhood recreation
- public recreation

Permitted uses by special use permit in an R-8 district shall be as follows:

- boarding house
- child care facility
- community assembly
- community education
- community organization
- convenience sales
- essential service (above ground)
- handicapped or minimal care facility
- juvenile offenders facility
- noncommercial kennel
- religious assembly
- restriction to single family group dwelling
- 2 unit per gross acre density increase
- bed & breakfast facilities

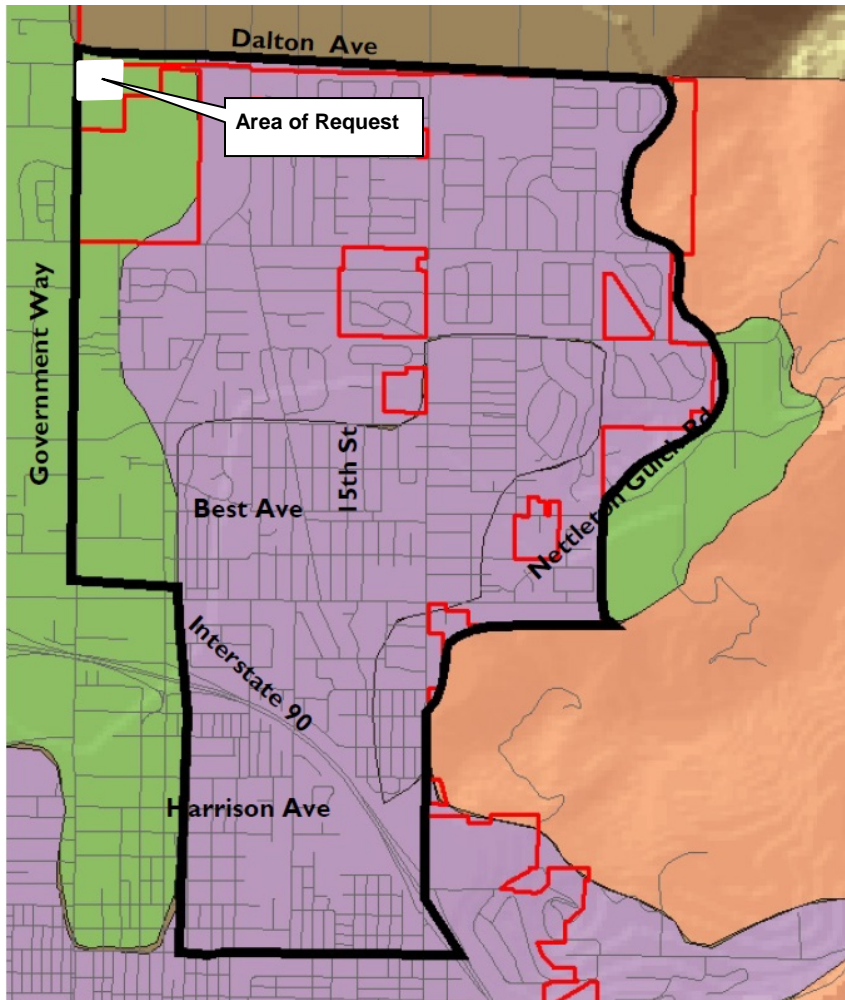
REQUIRED FINDINGS:

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

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

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

NE Prairie: Transition



NE Prairie- Transition:
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.

NE Prairie Today:

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

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

NE Prairie Tomorrow:

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

The characteristics of NE Prairie neighborhoods will be:

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

2007 Comprehensive Plan Goals and Objectives that apply:

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.

Objective 3.05 - Neighborhoods:

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

Objective 3.16 – Capital Improvements:

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

Objective 4.01 - City Services:

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

Objective 4.05 – Public Safety:

Provide adequate public safety to our citizens and visitors.

Objective 4.06 – Public Participation:

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

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

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

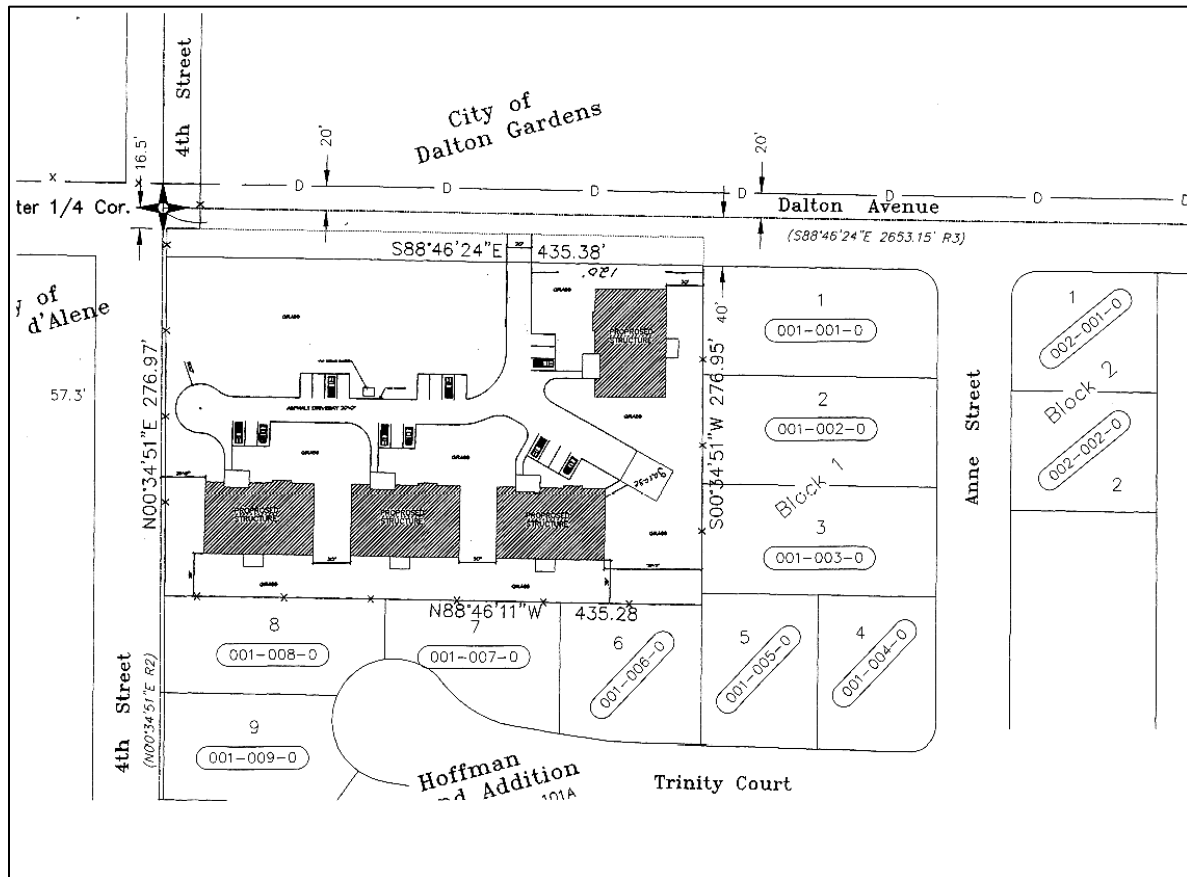
The proposed site is located adjacent to 4th Street and Dalton Avenue, which are collector streets on the Transportation Plan. The existing development consists of four residential senior care homes. The requested modification is for two (2) additional buildings that are designed to look like residential dwellings and increase the number of beds for the facility.

As mentioned above under the “background information” portion of this staff report, the original SUP was approved in 2002 to allow an assisted living facility consisting of 4 dwellings with 14 residents each for a total of 56 residents and one staff residence. The approved SUP would allow for 2 additional buildings and a maximum of 88 beds. The design of the architecture for the proposed buildings would be single story and residential in character, blending in with the existing buildings on-site and the residential neighborhoods to the North, South and East sides of the property. Coeur d’Alene High School is located directly to the West along 4th Street. The proposed Senior Living Community is accessed from an existing driveway on Dalton Avenue.

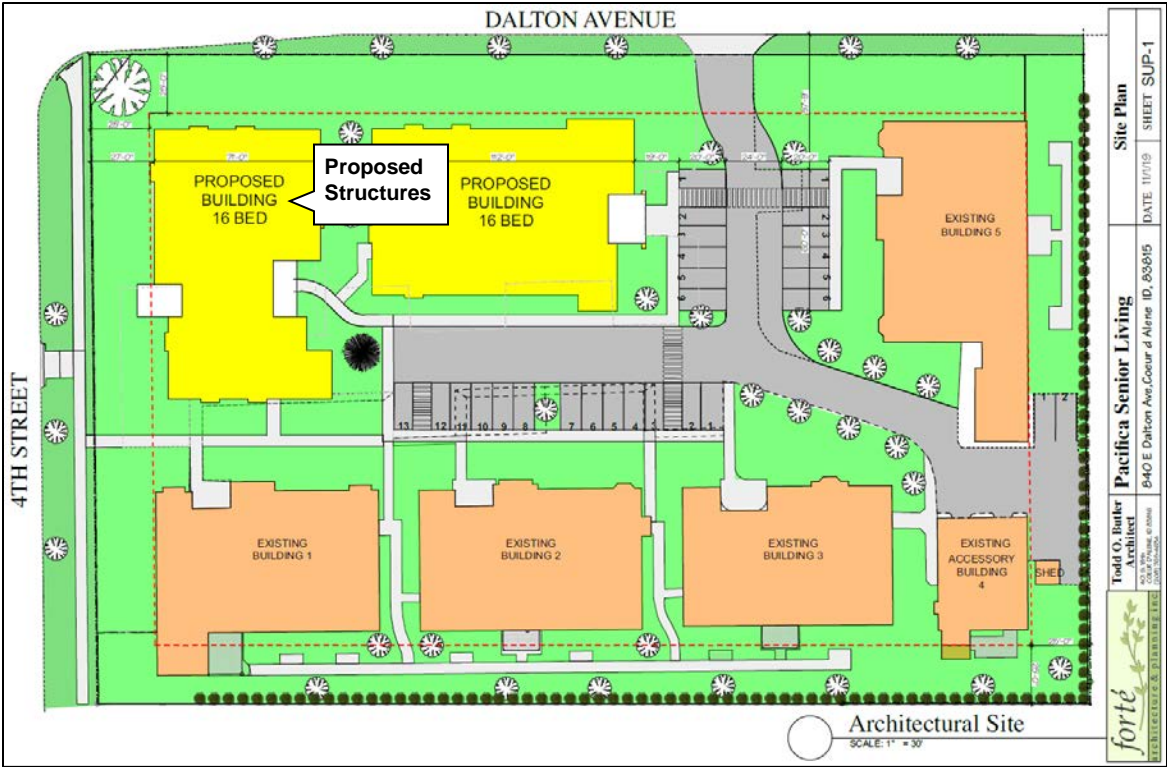
The parking requirement for a Minimal Care Facility is 1 space per 6 beds. 27 parking stalls are shown on the site plan, 15 stalls are required.

See also the “NE Prairie” descriptions from the 2007 Comprehensive Plan listed in Finding #B8A as well as the photos of subject property. A land use and zoning map are provided below to assist in depicting the context of the area.

Original Site Plan Depicting Existing Buildings on the Subject Property:



APPLICANT’S SITE PLAN:



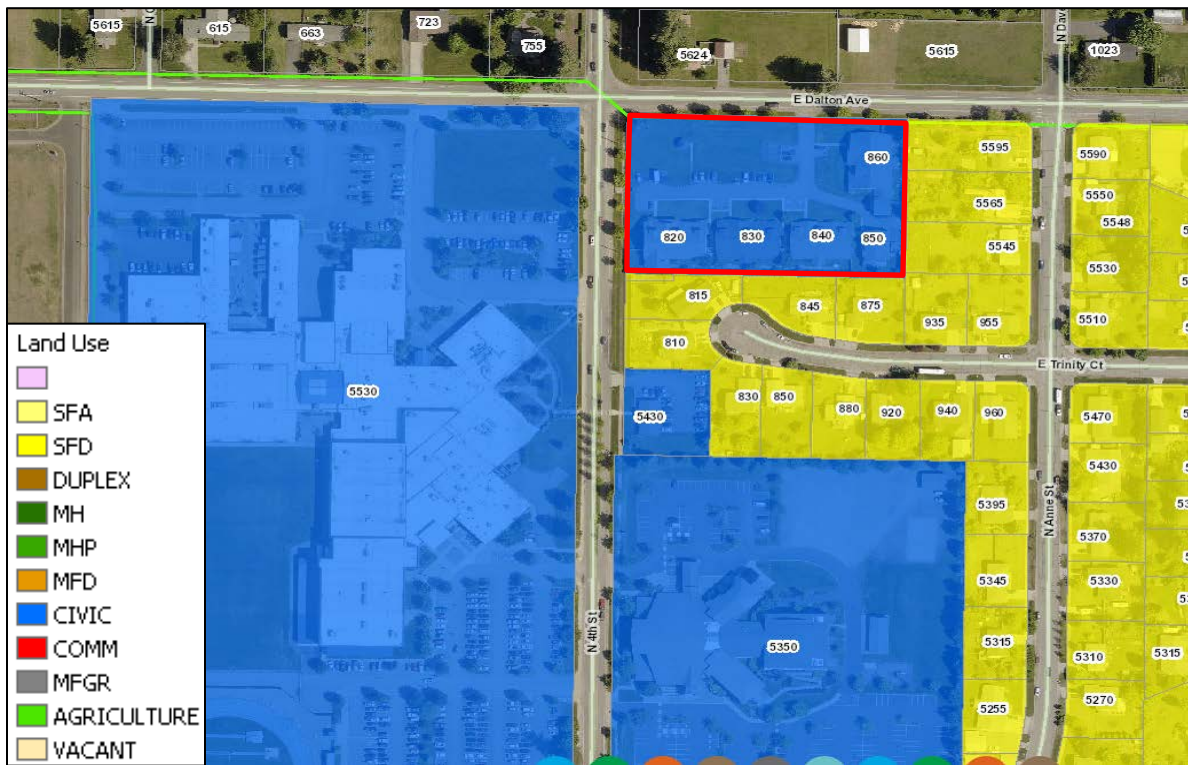
ENTRY ELEVATION:



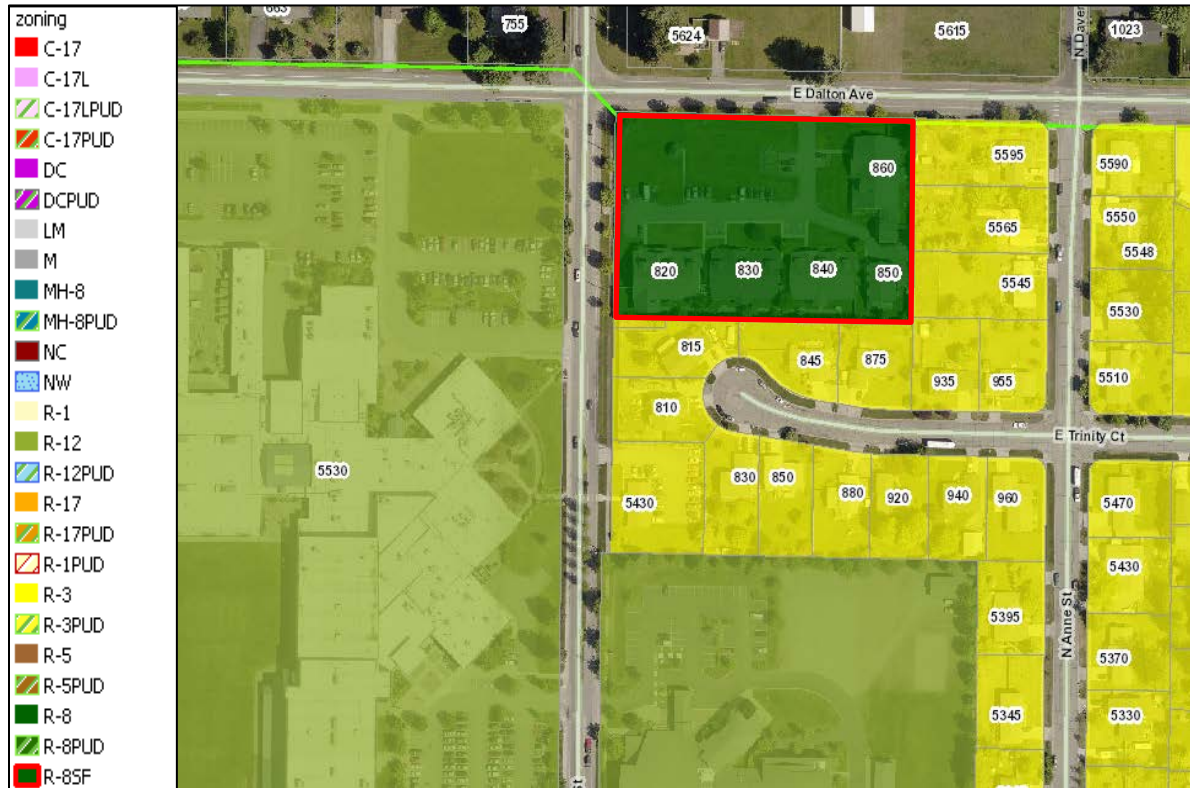
MAIN LEVEL FLOOR PLAN:



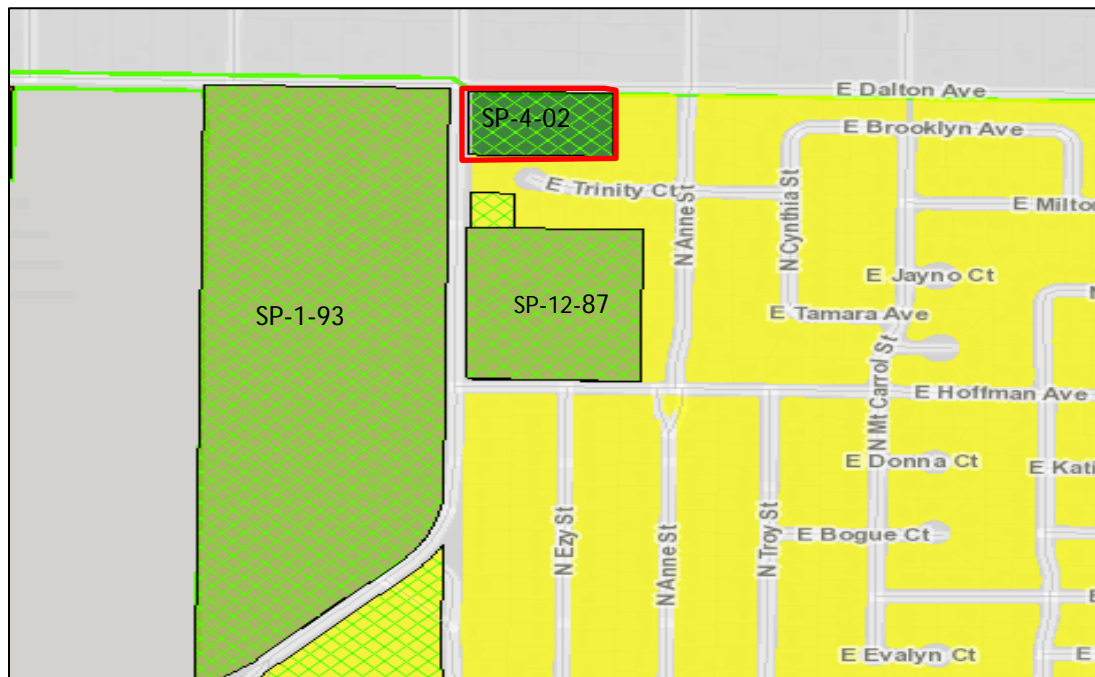
GENERALIZED LAND USE PATTERN:



EXISTING ZONING:



OTHER SPECIAL USE PERMITS IN THE AREA:



SITE PHOTO- 1: View along Dalton Avenue looking south toward the subject property



SITE PHOTO- 2: View along Dalton Avenue looking south toward the subject property



SITE PHOTO- 3: View along 4th Street looking west at the subject property



SITE PHOTO- 4: View along 4th Street looking east toward the subject property at one of the residential care buildings



SITE PHOTO- 5: *View from the subject property looking northwest at the neighboring property*



SITE PHOTO- 6: *View from the subject property looking west along Dalton Avenue*



SITE PHOTO- 7: View from the intersection of Dalton & 4th Street looking southwest at the Coeur d'Alene High School



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

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.

STAFF COMMENTS:

STORMWATER:

Stormwater treatment and containment will be addressed during future development and construction on the subject property. City Code requires a stormwater to remain on site and a for stormwater management plan to be submitted and approved prior to any construction activity on the site.

-Submitted by Chris Bosley, City Engineer

STREETS:

The subject property is bordered by 4th Street to the west and Dalton Ave to the north, with access onto Dalton Ave. The existing 4th Street meets the City standards. Dalton Ave is under the jurisdiction of the City of Dalton Gardens. The developer should contact them for any requirements. Repair of cracked and broken sidewalks will be required at the time of building permits.

-Submitted by Chris Bosley, City Engineer

TRAFFIC:

The proposed change of use is not expected to have adverse effects on the adjacent transportation network. The proposed improvements are expected to generate approximately 6 am and 9 pm trips per day. The Streets & Engineering Department has no objection to this special use permit as proposed.

-Submitted by Chris Bosley, City Engineer

WATER:

There is adequate capacity in the public water system to support any additional proposed domestic, irrigation and fire flow for the proposed special use permit.

-Submitted by Kyle Marine, Assistant Water Superintendent

WASTEWATER:

This property is already connected and paying for public sewer.

-Submitted by Mike Becker, Capital Programs Manager

FIRE:

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

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

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

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

EXISTING CONDITIONS TO BE REMOVED:

PLANNING:

The applicant must adhere to the site plan submitted with the Special Use Permit application.

The maximum number of residents shall be 56.

PROPOSED NEW CONDITIONS:

PLANNING:

The maximum number of residents shall be set at a maximum of 88 beds.

FIRE:

NO PARKING – FIRE LANE signs shall be installed along the north curb line for FD access.

The fire sprinkler system's FDC must be within 75 feet of a fire hydrant. Additional fire hydrants may be required to meet this maximum distance.

WATER:

Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense. Any additional service will have cap fees due at building permit stage. The connection point for the project would be in 4th Street only.

ORDINANCES AND STANDARDS USED IN EVALUATION:

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

ACTION ALTERNATIVES:

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

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

**APPLICANT'S
NARRATIVE**

Pacifica Senior Living- SUP Narrative

The existing Minimal Care Facility located at 840 E Dalton Ave, consists of (4) Senior Living Homes with 56 resident beds and an additional Accessory building.

We are requesting a Special Use Permit that would allow the number of resident beds to increase from 56 to a maximum of 88 beds. This would allow for 2 additional buildings that would house up to 16 residents each.

The proposed special use permit would be in line with the goals and objectives outlined in the 2007 comprehensive plan.

The development would have a minimum impact on the existing community and neighborhood. The size of the property can easily support (2) additional structures and the nature of Senior Living Community would have minimal impact on traffic and the environment.

The property has established street trees and landscaping of which our additional units will provide additional trees and landscaping to preserve and enhance the beauty of our natural environment.

Working with existing infrastructure it will be an efficient use of the land and provide an infill of services in character with the existing development.

It provides economic growth for an established business that will provide for year-around stable jobs, as well as providing a needed service that will allow the elderly to preserve a quality of life in beautiful Coeur d' Alene.

The design of the architecture will be single story and residential in character, providing a neighborhood feel, which is in character with residential neighborhoods to the North, South and the East sides of the property. Coeur d' Alene High School is located directly West of the property across 4th Street and our project would be a great transition between areas.

The additional homes would have minimum impact on city services. The property is accessed from an existing driveway on Dalton Avenue. 4th street is directly to the West of the property and provides easy access for city services such as Police, Fire, Ambulance, Recycling and Trash collection.

PLANNING COMMISSION STAFF REPORT

FROM: MIKE BEHARY, ASSOCIATE PLANNER

DATE: DECEMBER 10, 2019

SUBJECT: PUD-1-04.m7 MODIFICATION OF THE BELLERIVE PLANNED UNIT
DEVELOPMENT

S-6-19 5 LOTS PRELIMINARY PLAT REQUEST FOR
"BELLERIVE BY THE RIVER"

LOCATION: 0.66 ACRES LOCATED AT 1809 W BELLERIVE LANE

APPLICANT/OWNER:
Atlas Building Group LLC
PO BOX 2122
Coeur d'Alene, ID 83816

REPRESENTATIVE/ENGINEER:
ATS, INC.
PO Box 3457
Hayden, ID 83835

TWO DECISION POINTS:

Atlas Building Group LLC is requesting approval of a modification of a Planned Unit Development.

AND;

A 5 lot, preliminary plat to be known as "Bellerive By The River".

BACKGROUND INFORMATION:

The existing site is currently vacant and is made up of one parcel consisting of 0.66 acres. The subject site was originally part of a larger PUD that the applicant is now proposing to modify. The proposed modification will allow the construction of 5 single family dwellings. The approved use for the site was intended for a commercial use. The applicant has indicated that he intends to develop the PUD similarly to the PUD located adjacent to the southeast of this site.

The proposed Planned Unit Development (PUD) will comprise of five residential lots with private driveway and easement located toward the rear of the property to allow for ingress and egress. The applicant also has an access easement with the adjacent property to the east for access to the proposed lots. The lots all have frontage on Bellerive Lane.

The proposed development will have a density of 3.3 units per acre. The property is currently zoned C-17, equating to a density of 17 residential units per acre, which would allow up to 11 units on the subject property. The overall Bellerive PUD development has approved open space areas that meet the 10 percent open space requirement. Open space areas for the overall PUD development are not proposed to be modified or reduced.

The proposed PUD will be comprised of five single family detached houses. The applicant has indicated that the proposed development would be a compatible with the adjacent developments and uses in the area. The applicant has submitted building elevations of the proposed residential dwellings indicating how it will look from the street. (See building elevations on pages 14 and 15) The applicant has also submitted a PUD site plan that shows the proposed site layout and the building locations on the proposed PUD. (See PUD site plan on page 9)

HISTORICAL INFORMATION:

1999:	A-7-99	<i>Annexation</i>	Approved
2004:	PUD-1-04	<i>PUD - "Riverstone"</i>	Approved
2005:	PUD-1-04.m	<i>Modify PUD - to "Riverwalk"</i>	Approved
2005:	ZC-2-05	<i>R-17 to C-17</i>	Approved
2005:	I-5-05	<i>Interpretation: Clarify 35 foot Setback along River</i>	Approved
2005:	PUD-1-04.m1	<i>Modify PUD - 35-foot prohibited construction area</i>	Approved
2006	I-4-06	<i>Interpretation: Phasing & Name Change to "Bellerive PUD"</i>	Approved
2008	I-3-08	<i>Interpretation: adjust Phasing boundary for "Bellerive"</i>	Approved
2009	I-1-09	<i>Interpretation: a surface parking lot first without a structure</i>	Approved
2009	I-2-09	<i>Interpretation: a parking lot to be used for commercial use</i>	Approved
2012	I-2-12	<i>Interpretation: extension of Lakewood Drive be postponed</i>	Approved
2013:	PUD-1-04.m2	<i>Modify PUD – (River) Boardwalk Homes and Carriage Homes</i>	Approved
2014:	PUD-1-04.m3	<i>Modify PUD - Boardwalk Homes and Carriage Homes</i>	Approved
2015	PUD-1-04.m4	<i>Modify PUD - Allow 6 rather than 4 units & to modify Open Space</i>	Denied
2016:	PUD-1-04.m5	<i>Modify PUD - Modification of open space from 18 % to 10 %</i>	Approved
2018:	PUD-1-04.m6	<i>Modify PUD - To allow for Gates across roads</i>	Denied

PLANNED UNIT DEVELOPMENT MODIFICATION REQUESTS:

The applicant is requesting the following deviations from existing standards:

- Front Setback (Porch): 10' as measured from the property line.
- Front Setback (House): 18' rather than 20' as measured from the property line.
- Side Yard Setback: 5' and 5' rather than the 5' and 10' required for lots without alley access.
- Minimum Lot Area: 5,250 SF rather than 5,500 SF
- Minimum Lot Width/Frontage: 32' rather than 50'

BIRDS EYE AERIAL PHOTO:



PUD-1-04.m7: PLANNED UNIT DEVELOPMENT FINDINGS:

17.07.230: PLANNED UNIT DEVELOPMENT REVIEW CRITERIA:

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

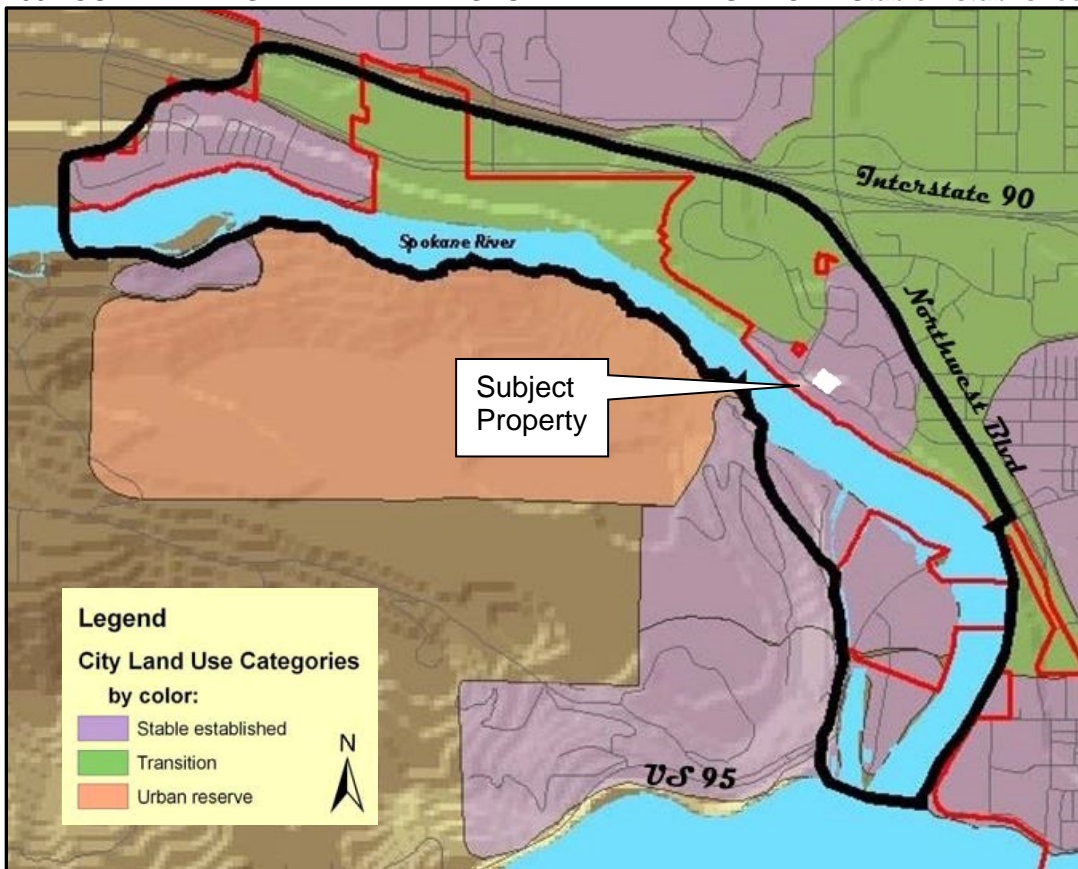
REQUIRED FINDINGS (PUD):

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

2007 COMPREHENSIVE PLAN- LAND USE CATEGORIES:

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

2007 COMPREHENSIVE PLAN MAP: SPOKANE RIVER DISTRICT – Stable Established



Stable Established Areas:

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

Spokane River District Tomorrow

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

The characteristics of the Spokane River District neighborhoods will be:

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

NEIGHBORHOOD CHARACTER:2007 Comprehensive Plan: Spokane River District Today

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

2007 COMPREHENSIVE PLAN GOALS & OBJECTIVES THAT APPLY:

Goal #1: Natural Environment

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

- **Objective 1.11 – Community Design:**
Employ current design standards for development that pay close attention to context, sustainability, urban design, and pedestrian access and usability throughout the City.
- **Objective 1.12 - Community Design:**
Support the enhancement of existing urbanized areas and discourage sprawl.
- **Objective 1.13 – Open Space:**
Encourage all participants to make open space a priority with every development and annexation.
- **Objective 1.14 - Efficiency:**
Promote the efficient use of existing infrastructure, thereby reducing impacts to undeveloped areas.
- **Objective 1.16 - Connectivity:**
Promote bicycle and pedestrian connectivity and access between neighborhoods, open spaces, parks, and trails systems.

Goal #2: Economic Environment

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

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

Goal #3: Home Environment

Our Comprehensive Plan preserves the 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 3.05 - 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 prior to approval for properties seeking development.
- **Objective 3.18 - Transportation:**
Provide accessible, safe and efficient traffic circulation for motorized, bicycle and pedestrian modes of transportation, requesting input from authoritative districts and neighboring communities when applicable.

Goal #4: Administrative Environment

Our Comprehensive Plan advocates efficiency and quality management.

- **Objective 4.02 - City Services:**
Provide quality services to all of our residents (potable water, sewer and stormwater systems, street maintenance, fire and police protection, street lights, recreation, recycling and trash collection).
- **Objective 4.06 - Public Participation:**
Strive for community involvement that is broad-based and inclusive, encouraging public participation in the decision making process.

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

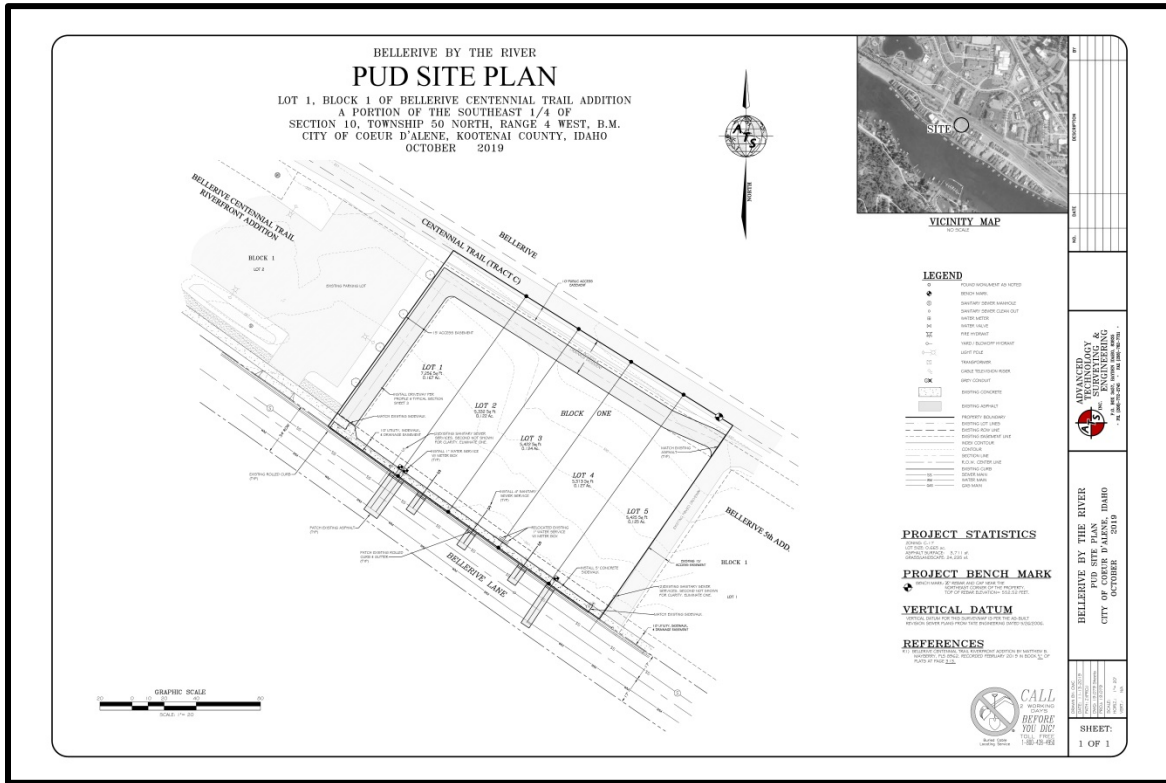
Finding #B8B: **The design and planning of the site (is) (is not) compatible with the location, setting, and existing uses on adjacent properties.**

LOCATION, SETTING, AND EXISTING USES:

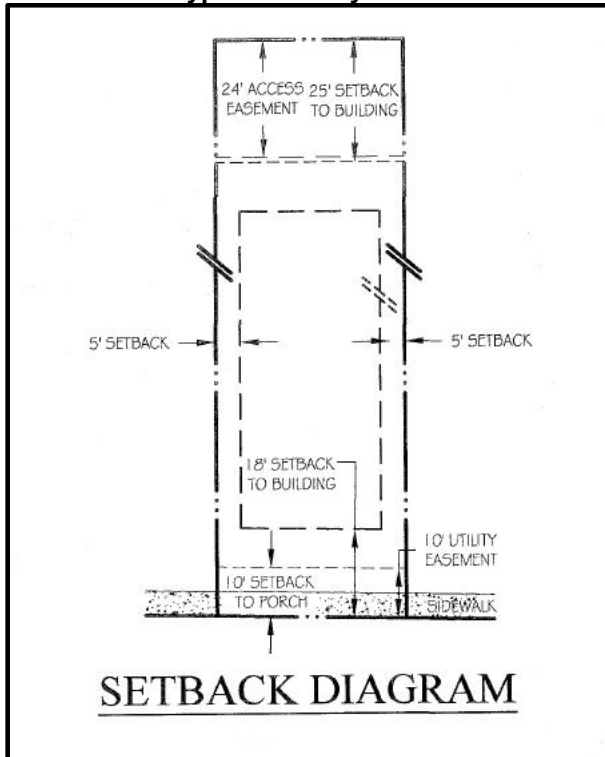
The site is relatively flat and site grading on the site has been done. There are no topographical or other physical constraints that would make the subject property unsuitable for the proposed subdivision and Planned Unit Development.

There are existing residential uses to the south and east of the subject property. To the north is Centennial Trail. To the west is a parking lot.

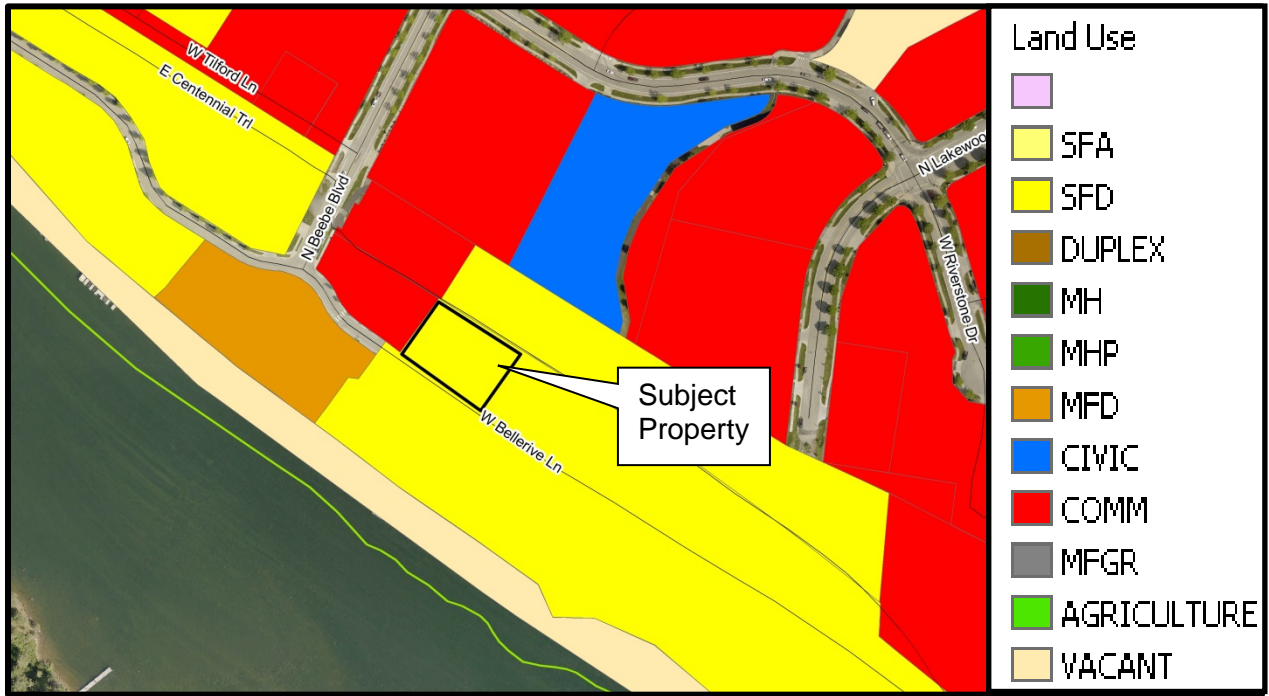
PUD SITE PLAN MAP:



PUD LOTS – Typical Lot Layout with Setbacks



GENERALIZED LAND USE MAP:



EXISTING ZONING:



SITE PHOTO - 1: View from the northwest corner of property looking east.



SITE PHOTO - 2: View from the west central part of property looking east



SITE PHOTO - 3: View from the southwest corner of property looking east.



SITE PHOTO - 4: View from the southwest of property looking northeast.



SITE PHOTO - 5: View from the south central portion of property looking north.



SITE PHOTO - 6: View from the east central portion of property looking west.



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

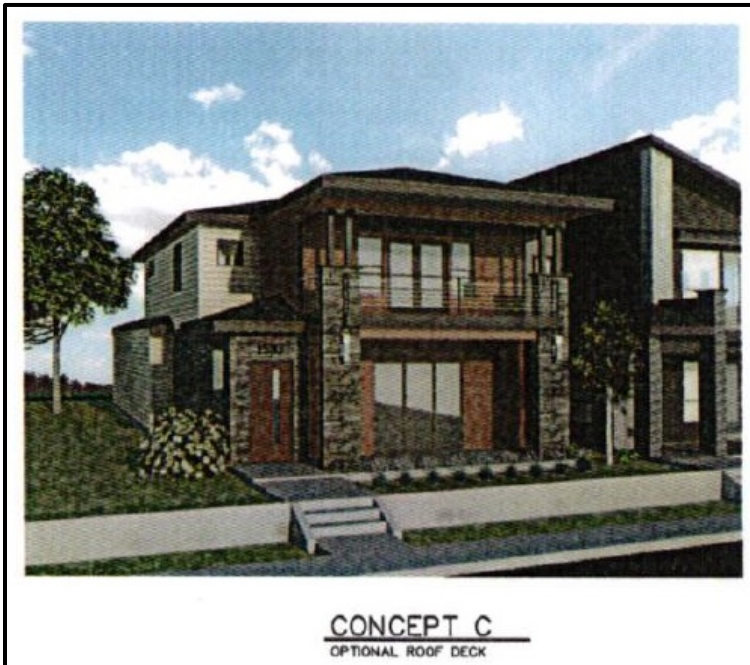
Finding #B8C: The proposal (is) (is not) compatible with natural features of the site and adjoining properties.

The subject property is relatively flat with Bellerive Lane to the south. The natural features of the site are consistent with the natural features of the surrounding properties. The proposed development is consistent with the rest of the Bellerive development. The following images reflect the proposed building elevations.

APPLICANT'S BUILDING ELEVATIONS - 1:



APPLICANT'S BUILDING ELEVATION - 2:



APPLICANT'S BUILDING ELEVATION - 3:



APPLICANT'S BUILDING ELEVATION - 4:



Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the proposal is compatible with natural features of the site and adjoining properties.*

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

STORMWATER:

City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site. Development of the subject property will require that all storm drainage be retained on site. This issue will be addressed at the time of individual building permits.

-Submitted by Chris Bosley, City Engineer

STREETS:

The subject property is bordered to the south by Bellerive Lane, a private street. Streets and Engineering has no objections to the proposed development.

-Submitted by Chris Bosley, City Engineer

TRAFFIC:

The ITE Trip Generation Manual estimates that the residential properties may generate approximately 4 AM and 5 PM peak hour trips per day. The total additional traffic generation will not likely result in any significant increase to congestion on the surrounding streets.

-Submitted by Chris Bosley, City Engineer

WATER:

There is adequate capacity in the public water system to support domestic, irrigation and fire flow for the proposed PUD

There is a 12" C-900 water main in W Bellerive Ln and 2-1" Services stubbed into the lot. All cap fees will be due at time of permit.

-Submitted by Kyle Marine, Assistant Water Superintendent, Water Department

WASTEWATER:

In accordance with the 2013 Sewer Master Plan, the City's Wastewater Utility presently has the wastewater system capacity, willingness and intent to serve this PUD as proposed.

-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, turning radiuses, no parking-fire lanes, snow storage and gate access), 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 Edition) 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 / IAAI – CFI

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

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

The overall Bellerive PUD development has approved open space areas that meet the ten percent (10%) open space requirement. Open space areas for the overall PUD development are not proposed to be modified or reduced.

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

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

There was no request made to change the City's off-street parking requirements through the PUD process. Single family homes would be required to provide two (2) off-street paved parking spaces per unit, which is consistent with code requirements for single-family residential.

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 subject property is part of the existing Bellerive HOA and will be tied to all the existing HOA requirements for the perpetual maintenance of all common property.

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

Finding #B7B: That the provisions for sidewalks, streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities, and utilities (are) (are not) adequate.

See Staff Comments on Pages 16 and 17.

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

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

Per engineering review, for the purposes of the preliminary plat, both subdivision design standards (chapter 16.15) and improvement standards (chapter 16.40) have been vetted for compliance. Streets and Engineering has no objections to the proposed development.

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

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

The gross area of the subject property is +/- .66 acres. The total number of single family units requested is 5. The result is an average of 5,749 SF square feet per unit with an overall density of 7.5 units per acre. The existing zoning is C-17PUD, which allows for commercial as well as a mix of housing types at a density of not greater than 17 units per acre. The proposed density is less than allowed by the approved PUD.

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

APPLICABLE CODES AND POLICIES:

Utilities:

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

Streets:

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

Stormwater:

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

Fire Protection:

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

General:

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

PROPOSED CONDITIONS:

Planning:

1. The applicant's requests for subdivision and PUD run concurrently. The subdivision and PUD designs are reliant upon one another. Additionally, approval of the requested PUD is only valid once the Final Development Plan has been approved by the Planning Department.

Water:

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

ORDINANCES & STANDARDS USED FOR EVALUATION:

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

ACTION ALTERNATIVES:

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

Attachments:

Applicant's Narrative



**APPLICANT'S
NARRATIVE**



**Advanced Technology Surveying
& Engineering**

PROJECT NARRATIVE
FOR
BELLERIVE BY THE RIVER

November 14, 2019

ATS, INC.
P.O. BOX 3457
HAYDEN, ID 83835
(208) 772-2745

PROJECT DESCRIPTION

The applicant is requesting a replat of the Lot 1, Block 1 Bellerive Centennial Trail Riverfront Addition, to create 5 new lots proportionate in size. The lots are 0.123 approximately and are located in the C-17(PUD) zone within the City of Coeur d'Alene. This property is 0.665 acres as recorded at Book L, Page 313A of Plats with Kootenai County. The design of these lots is similar to the Bellerive 5th Addition located just to the East of this property. The intent is for the developer to create homes like Bellerive 5th Addition. The performance standards would be met with a height restriction of 32 feet and 5,500 square feet maximum per dwelling space. The setback request is 5 foot sideyard from property line to home, and 10 foot front yard setbacks to the porch, allowing for the residence setback to be 18 feet from front property line. These lots would have attached garages, gaining access to these garages via a paved roadway, resembling the neighboring subdivision. If approved, this subdivision would appear to be an extension of the Bellerive 5th Addition. Sidewalks would be built on the Bellerive Lane road frontage and landscaping buffers would be placed in the rear of the property towards the Centennial Trail. Proposed drainage will be perforated pipes that connect to the rain gutters from the sides of the homes, directed to the South end of the property and located underground. The drainage would be buried pipes that allow water to dissipate into the ground and flow to the South end toward Bellerive Lane road frontage. There would be a catch basin 5 feet underground for any overflow that may occur. This drainage has been working well with the Bellerive 5th Addition homes just to the East. Grassy swales would be between the proposed private access road to the North and the existing Centennial Trail.

HISTORY OF THE PROPERTY

In August of 2005, JUB Engineers proposed this property to become part of the Riverwalk Planned Unit Development. They called this area Riverview Lofts, 38 stacked units with four floors each over a structured parking lot. This PUD was approved through the City of CDA and this property has been dedicated for that purpose ever since. In 2008, JUB would initiate a phase of this PUD named Bellerive, a Replat of portions of Riverstone. This subject property would become part of Lot 1, Block 3 of the Bellerive Plat. By November of 2009, INC would create Bellerive 3rd Addition and reduce this lot to 1.330 acres in size. Fast forward to February of 2019, ATS, Inc completed a Replat of this property, separating the parking lot to the West from the vacant land still dedicated to the Riverview Lofts units. At the time of that replat, all utilities commented that service would be provided to that property, once developed. That replat was named Bellerive Centennial Trail Riverfront Addition. The current property owner would now apply to Amend that original 2005 PUD, propose to reduce the density and create a more cohesive subdivision to this neighborhood. The open space dedicated to that PUD would not change the use or location with this project, and the 10% requirement would continue to be met. There have been multiple property owners and changes to this original Planned Unit Development, that we do not feel this change would have a negative impact on the area and would still meet the standards set forth in the original CC&Rs by "avoiding a mixture of architecture" and providing harmony in design.

PROPERTY OWNER

Atlas Building Group LLC
PO Box 2122
Coeur d' Alene, ID 83816

PROJECT LOCATION

The parent parcel of this site is located at 1877 W Bellerive Lane, Coeur d'Alene, Idaho 83814. Kootenai County has not updated the information since the area was subdivided, so no new identification has been given. This site is in section 10, Township 50 North, Range 04 West, Boise Meridian, Kootenai County, Idaho. The property sits between Bellerive Lane and Centennial Trail. The parent parcel number is C-K281-001-001-A, provided by the Kootenai County Assessor's office.

ZONING

The property is currently zoned C-17(PUD) by the City of Coeur d'Alene. This district is intended for commercial uses and allows for residential development. Joint access developments are encouraged. The surrounding properties have mixed Commercial and Residential structures. The applicant will keep the sideyard setbacks at 5 feet, and front yard setbacks are requested to be 10 feet to the porch, 18 feet to the home structure, which would require a Variance to the 20 feet from front property line Site Performance Standards for C-17 zones. The applicant would also request that the lots have a road frontage of approximately 38 feet each. According to the R-8 Standards of which residential development shall be applied for C-17 zones, the road frontage allowed is 50 feet. The Bellerive 5th Addition however, has lots with approximately 32 feet road frontage, and this subdivision would request similar variances to allow for similar structures.

In summary, the following items would be requested to deviate from the City standards:

1. 10-foot front property line to porch setback deviating from the R-8 front yard setback of 20 feet.
2. 18-foot front property line to home structure setback deviating from the R-8 front yard setback of 20 feet.
3. Proposed lots range from 32-40 feet of street frontage deviating from the R-8 code of 50 feet street frontage.

The City also identifies this area as Stable Established zoning. This neighborhood has an existing street network and large areas of finished development with transitional areas of development underway. The Land Use is identified as Spokane River District with various commercial, residential and mixed uses throughout. The Comprehensive Plan identifies this area as continually going through changes that have no intention of stopping. As the mills are removed, more new development will appear. There are still maintained bike paths, river frontage for public use and areas reserved for public open space that allow for this region to grow and continue to display the City's vision for a

mixed use of residential and commercial properties. The original PUD designated open space would not be changing location and would meet the 10% requirement for the original PUD, as this project would not be changing that dedicated space.

TRANSPORTATION/ACCESS

The access will be from West Bellerive Lane. The proposed subdivision is currently a vacant lot between a parking lot and Bellerive 5th Addition, comprised of housing similar to this subdivision proposal. With attached garages proposed for the back (North side) of the lots, the only way to gain access is by creating a paved private road system that goes around the entire back of the property for each resident to have space to maneuver in and out of these garages. This paved roadway would be for the residence use only, with enough space for emergency vehicles to maneuver if needed. A paved driveway would be available for guests just outside of the attached two or three car garages. The paved area for each lot on the North side of the property would be large enough for three car parking as depicted in the provided rendering. This design is similar to the Bellerive 5th Addition to the East of this property. The directly East property owner has granted permission for access via an easement to this Bellerive by the River property. By allowing this portion of the existing roadway to be used, this property would now have a paved road that goes all around the property for multiple means of access, without providing an undue burden on the existing road. This would be deviating from the original PUD in that there is no structured parking lot underneath the housing units.

UTILITIES

Water: Water will be from the City of Coeur d'Alene. We have submitted a Will-Serve letter from February 2019 on this property.

Sewer: Sewage services will be provided by the City of Coeur d'Alene. We have submitted a Will-Serve letter from February 2019 on this property.

Fire: Located in the Coeur d'Alene Fire District.

**PLANNING COMMISSION
STAFF REPORT**

FROM: SEAN E. HOLM, SENIOR PLANNER
DATE: DECEMBER 10, 2019
SUBJECT: S-5-19 – 20 LOT +6 TRACT PRELIMINARY PLAT SUBDIVISION
REQUEST FOR “VISTA MEADOWS FIRST ADDITION”
PUD-5-19 – “VISTA MEADOWS PUD” PLANNED UNIT
DEVELOPMENT
LOCATION: +/- 9.925 ACRE PARCEL LOCATED BETWEEN W. TIMBERLAKE
LOOP AND W. ALPS STREET, SOUTH OF PRAIRIE AVENUE, AND
NORTH OF THE CDA PLACE PUD.

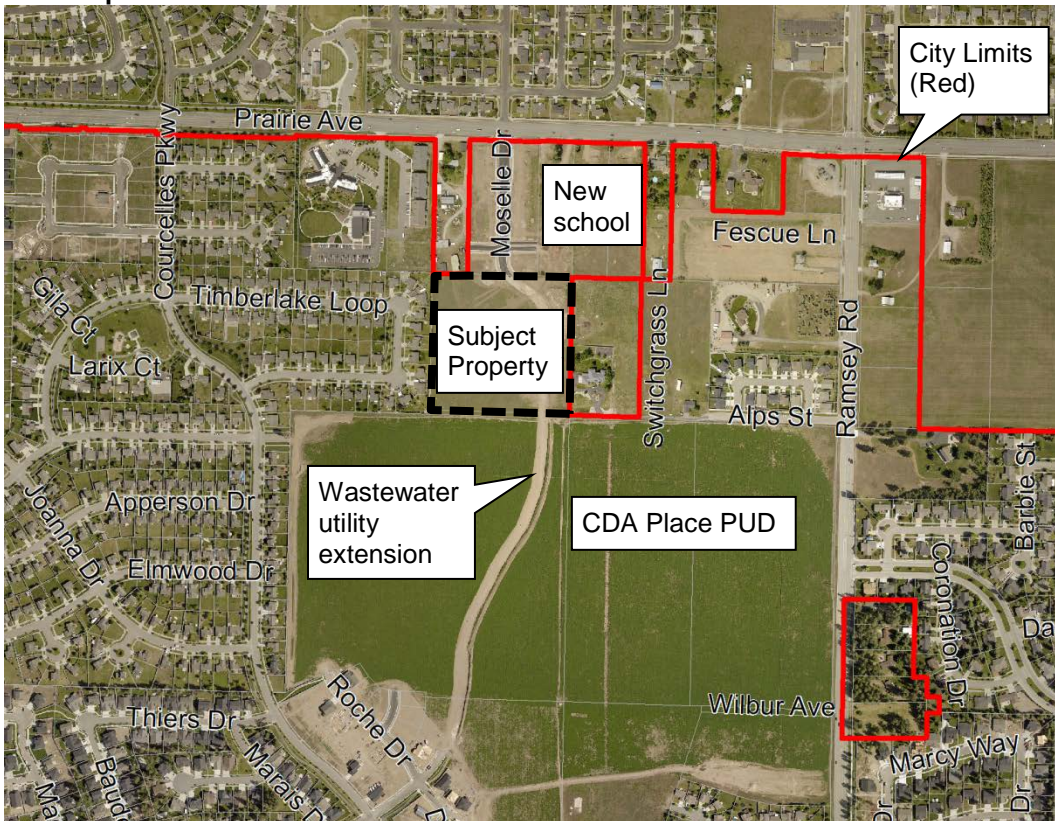
APPLICANT:

Owner: Vista Meadows, LLC
1836 Northwest Blvd
Coeur d’Alene, ID 83814

DECISION POINT:

Vista Meadows, LLC is requesting approval of the Vista Meadows Planned Unit Development and a 20-lot and 6 tract preliminary plat to be known as “Vista Meadows First Addition”, based on an existing parcel currently in Kootenai County totaling +/-9.925 acres.

Area Map:



GENERAL INFORMATION:

This property came before the Planning Commission in 2016 as a 3 part request: annexation, PUD, and subdivision. Since that time, the property annexation was completed but the PUD was allowed to expire reverting the property to an R-8 zone. The “panhandle” has since been subdivided into duplex lots in an R-8 zone. Construction for this portion of the property is underway. The applicant has since decided to bring forward another PUD request (sans the panhandle), although this request differs substantially from the previous approval. Details may be found below under the required findings for PUD.

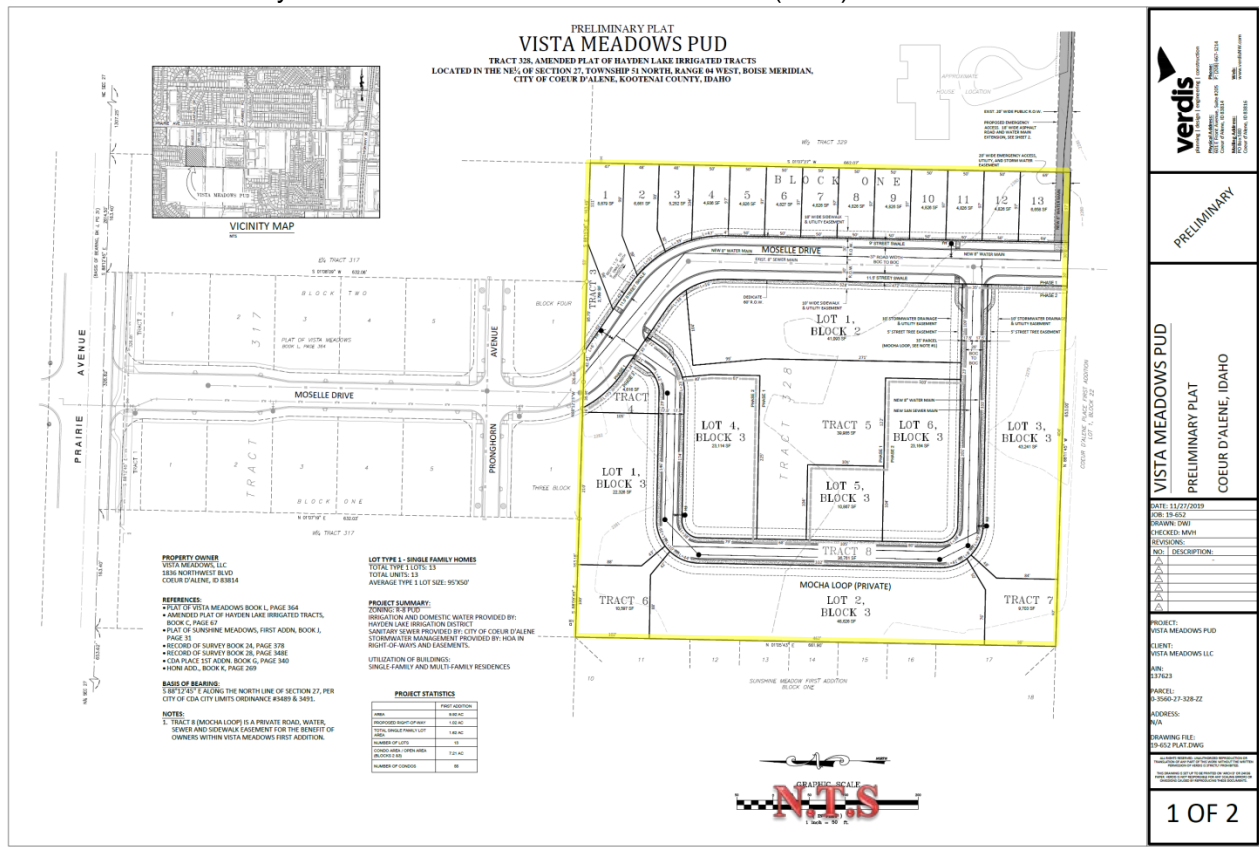
As part of this development the applicant worked with Greenstone (Coeur d’Alene Place PUD) and School District #271 to extend sewer to serve these parcels and the new school site. The new school is currently under construction which is north east of the subject property. Note that water service is provided by Hayden Lake Irrigation District (HLID) and is not in the Coeur d’Alene water system service area.

REQUIRED FINDINGS (Subdivision):

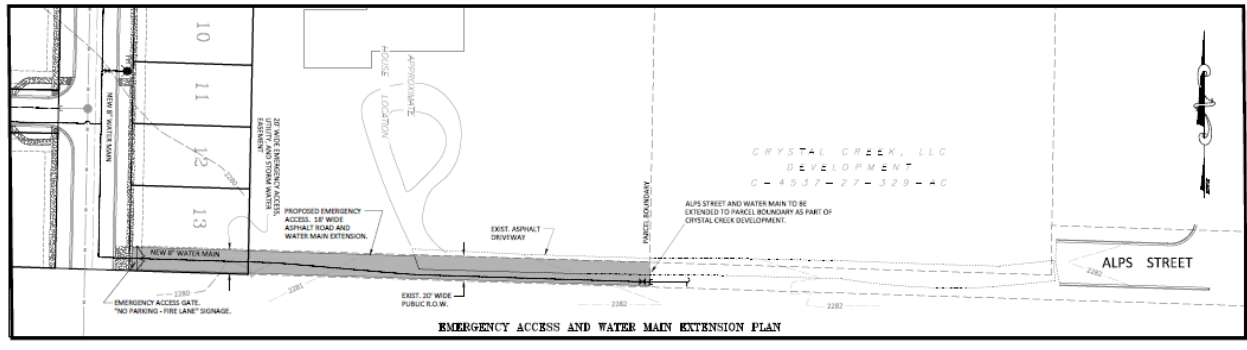
Finding #B7A: That all of the general preliminary plat requirements (have) (have not) been met as attested to by the City Engineer.

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

Preliminary Plat for “Vista Meadows First Addition (PUD)”:

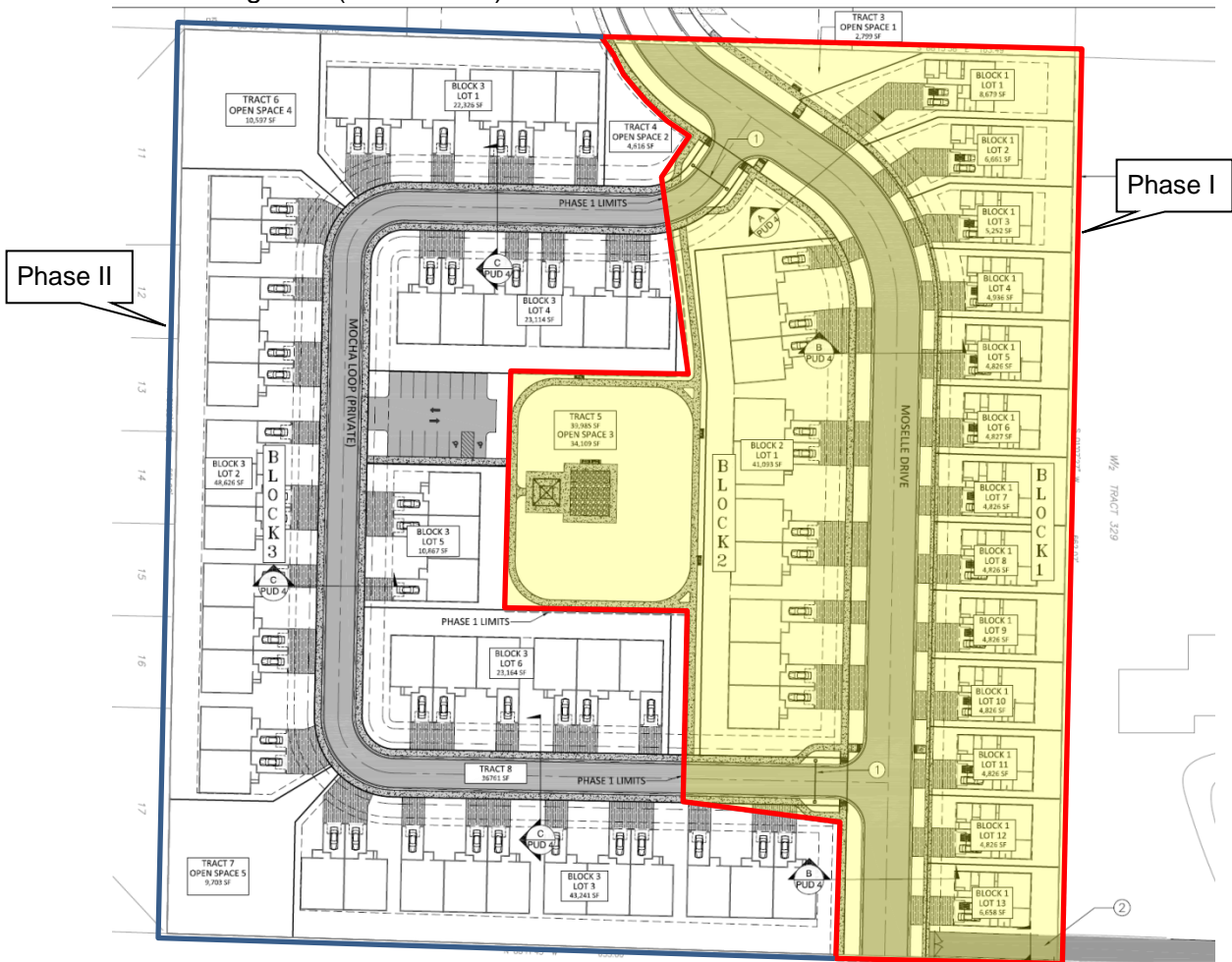


Emergency Access and Water Main Extension Exhibit:



Note that this request for subdivision would be made up of two (2) phases. The first phase would build the public street, Moselle Drive, from the northern edge of existing improvements to the southern edge of property ownership where the project meets Coeur d'Alene Place PUD. Phase I will provide 13 single family homes and 10 duplex/triplex units. A small extension of Mocha Loop would be built on the north and south sides of the property to complete the intersection and associated pedestrian improvements, as well as provide a temporary Fire Dept. turn around. Utilities will be provided to the extents of road construction where they will be stubbed out for the next phase which would be the completion of Mocha Loop. Phase II will provide 45 duplex/triplex units. See the applicant's phasing plan description for more information.

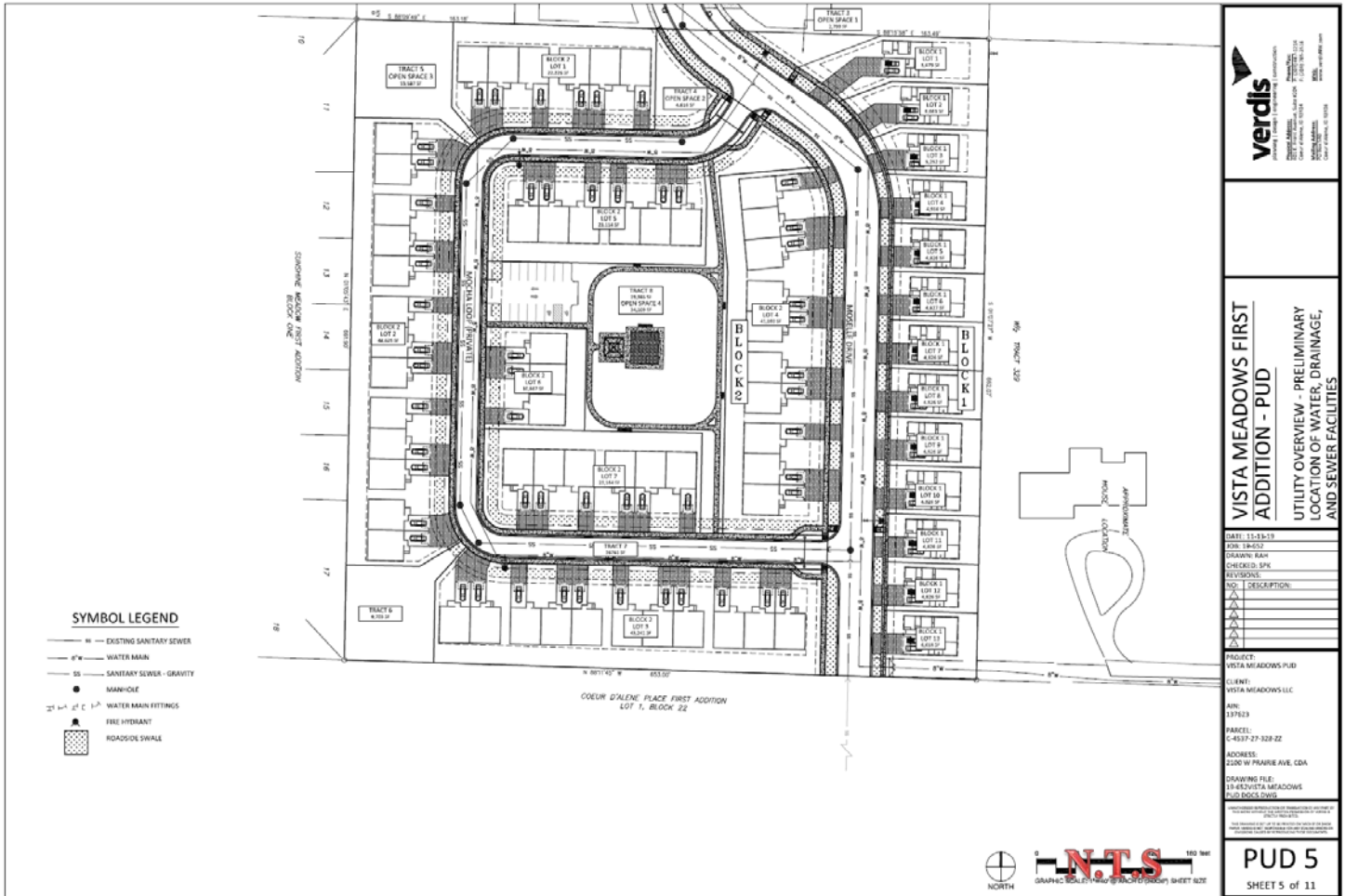
Phasing Plan (Phase I & II):



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

Finding #B7B: That the provisions for sidewalks, streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities, and utilities (are) (are not) adequate.

Proposed "Vista Meadows" Improvements:

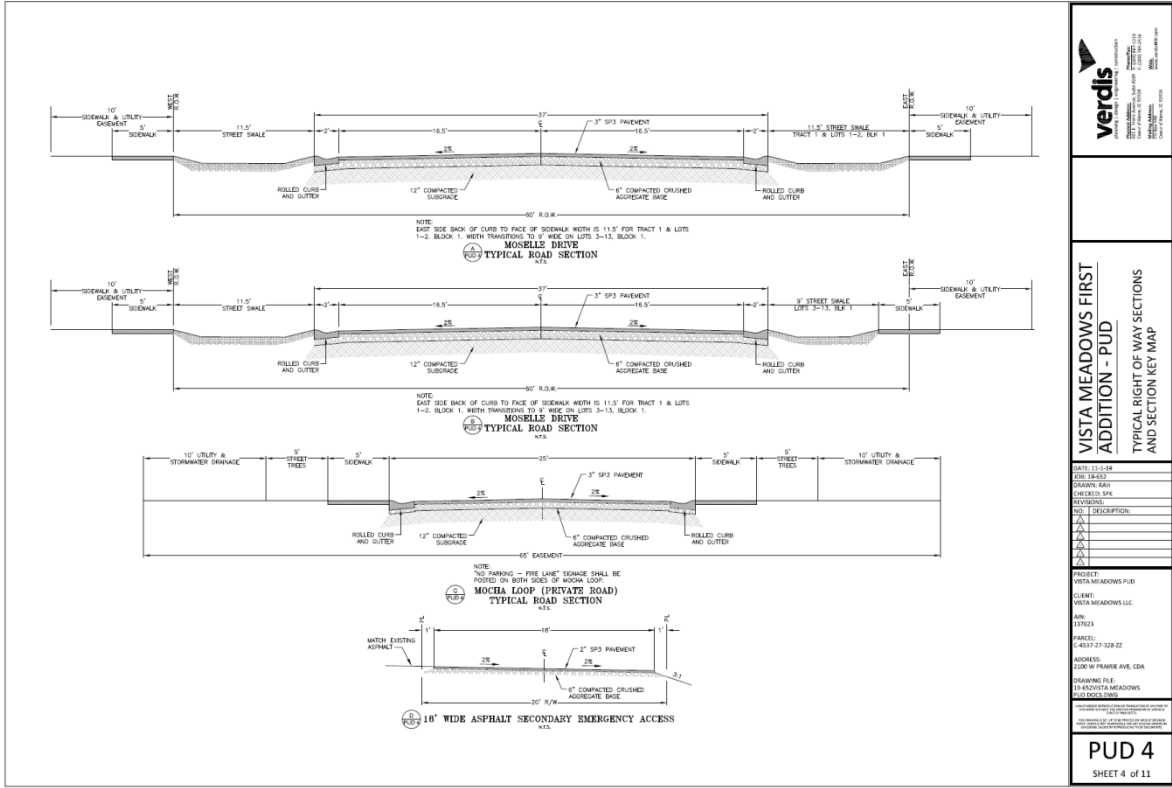


STORMWATER:

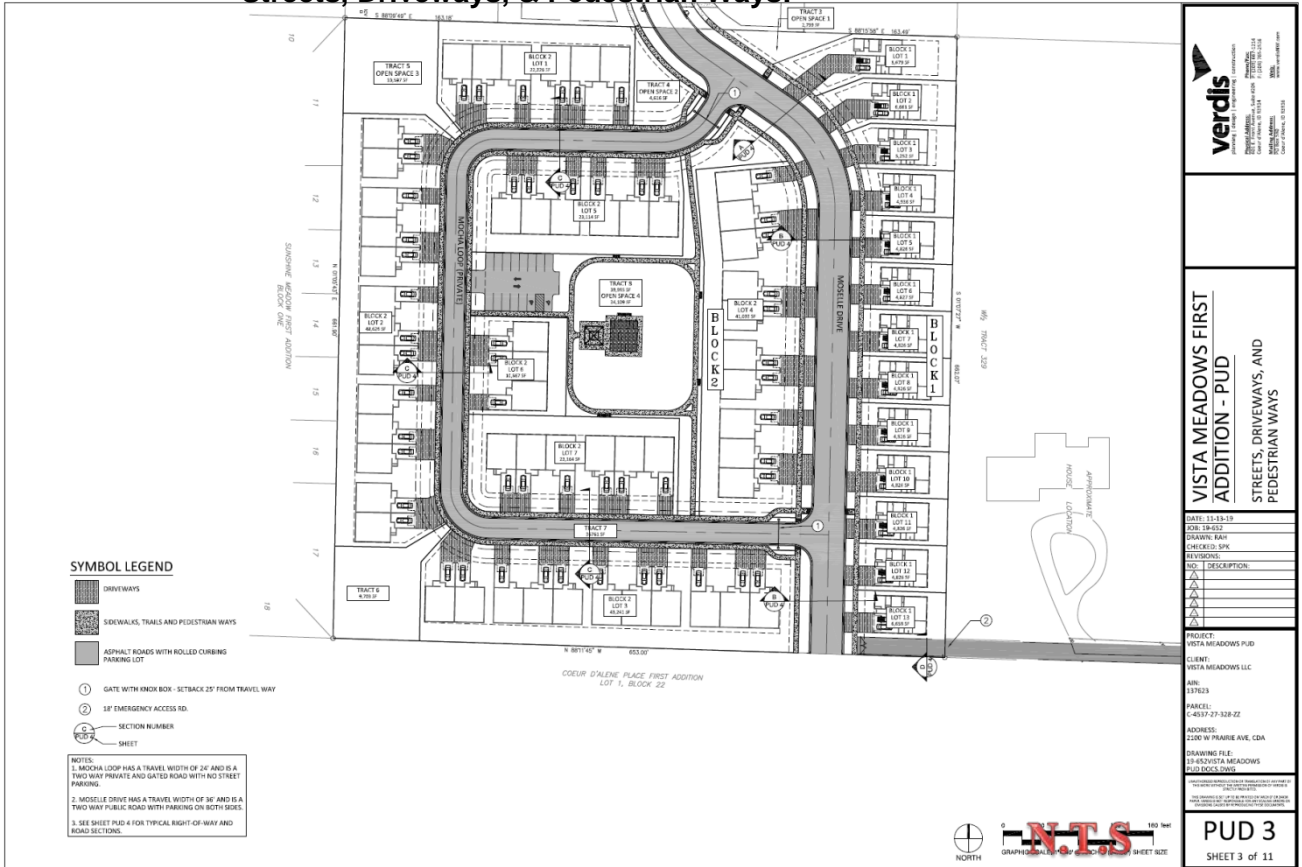
City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site. Development of the subject property will require that all storm drainage be retained on site. This issue will be addressed at the time of individual building permits.

-Submitted by Chris Bosley, City Engineer

STREETS: Proposed Street Sections:



Streets, Driveways, & Pedestrian Ways:



The subject property is connected by Moselle Drive to the north and, eventually, Moselle Drive to the south. Because the only access into this development is via Prairie Ave, which is under the jurisdiction of Lakes Highway District, approval from the Highway District is required. Single family lots currently show the 20-foot parking area to extend into the sidewalk, potentially blocking pedestrian circulation. The required parking area should not include any portion of the sidewalk.

-Submitted by Chris Bosley, City Engineer

TRAFFIC:

The ITE Trip Generation Manual estimates that the full buildout of single-family dwellings and condominiums for Vista Meadows 1st Addition may generate approximately 34 AM and 42 PM peak hour trips per day. The total additional traffic generation will not likely result in any significant increase to congestion on the surrounding streets.

-Submitted by Chris Bosley, City Engineer

WATER:

Water service for the proposed development is to be furnished by the Hayden Irrigated Tracts water system.

Assessment:

The Hayden Lake Irrigation District (HLID) has indicated that they will serve the project based on an updated "Will Serve" letter provided to the applicant and the City.

-Submitted by Sean E. Holm, Senior Planner

WASTEWATER:

The 2013 Sewer Master Plan (SMP) requires this property to connect to the existing public sewer located in Moselle Drive.

Sewer Policy #719 requires a 20' wide utility easement (30' if shared with Public Water) to be dedicated to the City for all public sewers.

Sewer Policy #719 requires an unobstructed "All-Weather" surface permitting O&M access to the public sewer.

Sewer Policy #716 requires all legally recognized parcels within the City to be assigned with a single (1) public sewer connection.

Idaho Code §39-118 requires IDEQ or QLPE to review and approve public infrastructure plans for construction.

-Submitted by Mike Becker, Utility Project Manager

FIRE:

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

Fire department access to the site (Road widths, surfacing, maximum grade and turning radiuses), in addition to, fire protection (Size of water

main, fire hydrant amount and placement, and any fire line(s) for buildings requiring a fire sprinkler system) will be reviewed prior to final plat recordation and/or building permit approval, utilizing the currently adopted International Fire Code (IFC) for compliance.

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

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

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

Per Engineering review, for the purposes of the preliminary plat, both subdivision design standards (chapter 16.15) and improvement standards (chapter 16.40) have been vetted for compliance subject to any approval of deviations requested through the PUD.

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

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

The lots in the proposed preliminary plat are based on two different ownership standards. The first are thirteen (13) single lot/single unit fee simple parcels (east side of proposed subdivision), while the remainder of the site would be a condominium style of ownership; meaning large lots where the property is owned and maintained by a Home Owner's Association (HOA). The remainder of the site is proposed as six (6) tracts made up of specific types of common use: open spaces, a private street, and stormwater abatement. This is depicted in the preliminary plat map which can be found under the subdivision portion of this staff report, finding #B7A, on page 3.

The frontages and lot sizes have been requested to be modified. Many of the single family lots meet the 50' frontage on a public street requirement; however, some of the lots are less than 50' (Block One, Lots 3 & 4), and the condominium lots front on a proposed gated private street as requested through the PUD (no

frontage on a public street). Lot sizes for the single family lots are mostly below the minimum requirement of 5500 SF, but per the PUD code is allowed by way of approval by Planning Commission if the site as a whole meets the overall density for the underlying R-8 zoning.

See the PUD analysis below for applicant requested deviations from zoning and subdivision standards.

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

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

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

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

The chief benefits of this PUD for the applicant are:

- A single family residential development on a public street.
- Allowance for a gated private street for condominium development.
- Allowance of multi-family units (triplexes) in an R-8 zone.
- A reduction to required side yard setbacks of 5' and 10'.
- A reduction of the rear yard setback of 25'.
- A reduction of minimum lot size from 5500 SF per single-family unit.
- A deviation from 600' maximum block length and midblock walkways.
- Allowance for rolled curbing vs a 6" standard curb.

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

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

Density Analysis:

The property is zoned R-8 which is residential at eight (8) units per gross acre (theoretical). The minimum lot size for single family and duplex is 5500 square feet per unit (11,000 SF/duplex). Multifamily is not allowed by right but may be approved through a PUD request. This development type change is allowed, however the overall density for R-8 would not change. Thus, 5500 SF per unit will be required based on the entirety of the site if approved.

Lot Size= 9.925 acres

9.925 acres x 43,560 SF= 432,333 SF (whole site)

432,333 SF / 5500SF= **78.6 PUD units allowed** (Rounded up to 79)

Units proposed for the site by the applicant:

13 Single family units + 55 Duplex/Triplex units= **68 total units proposed**

Density calculation if approved= **6.85 units per acre** (6,358 SF/unit)

Requested Deviations through the PUD Request:

- 1. **Housing Types:** The applicant has asked to allow multi-family structures in an R-8 zone consisting of triplex condos. This request, if approved, is allowed through the PUD development standards:

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:

B. Planned Unit Development:

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

- 2. **Setbacks:** The applicant has asked to modify the setbacks required by code (listed below) for duplex and multi-family lots. The requests:
 - o A reduction of side yard setbacks from 5' and 10' to 5' and 5' for all lots with a minimum of 10' between structures.
 - o A reduction of rear yard setbacks from 25' to 20' for all lots.

17.05.160: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

Minimum yard requirements for residential activities in an R-8 district shall be as follows:

- A. Single-family and duplex structures must meet the minimum yard requirements for a single-family structure established by the R-3 district.

17.05.080: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

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

3. Lot Frontage on a Public Street: As described in the subdivision portion of this staff report (Finding #B7D), the applicant is requesting deviation from required frontage minimums. Moselle Drive would be dedicated to the city (Public street) and would deviate from a 50' minimum frontage for two (2) of the lots: Block One, Lots 3 & 4, while the condominium lots on the gated private street, Mocha Loop, would have no frontage on a public street due to its private designation. The request:

- o Block 1, Lot 3 = 39' of frontage on a public street (Moselle Drive)
- o Block 1, Lot 4 = 47' of frontage on a public street (Moselle Drive)
- o Block 2, Lots 1, 2, 5, 6, 7 = 0' of frontage on a public street (Mocha Loop)
Note that Block 2, Lot 3 does have frontage on Moselle, but access will come from Mocha Loop.

17.05.150: SITE PERFORMANCE STANDARDS; MINIMUM LOT:

The minimum lot requirements in an R-8 District shall be five thousand five hundred (5,500) square feet per unit per individual lot. All buildable lots must have fifty feet (50') of frontage on a public street, unless an alternative is approved by the City through

normal subdivision procedure, or unless a lot is nonconforming (see section 17.06.980 of this title). (Ord. 3560, 2017)

- 4. Minimum Lot Size:** As explained above, the applicant has asked to modify the minimum lot size required by 17.05.150 for this development. As a part of this PUD request described above in the density analysis, and as allowed by the PUD code, the square footage of the entire site is used to calculate density. The applicant is requesting the following minimum:
- 4,827 SF minimum lot size (see 17.05.150 above)
- 5. Block Length & Midblock Walkways:** The applicant is requesting a deviation from 600' maximum block length & midblock walkways on the east side (Moselle Drive) and the west side (Mocha Loop) of the subject property. Pronghorn Avenue to the north (not part of this request) was built to provide east/west access to the school site under construction, and for connection to the property west in the future.
- On the east side of the development is a 5 acre parcel with a large single family home in Kootenai County and could possibly have a pedestrian connection built for future development, if that was ever to occur.
 - The west side currently has no legal or physical access for connectivity, either vehicle or pedestrian.

16.15.140: BLOCK LENGTH:

A. In general, blocks shall be as short as is reasonably possible, consistent with the topography and the need for convenient access, circulation, control and safety of street traffic, and type of land use proposed, but, ordinarily, block lengths shall not exceed the following standards as measured from centerline to centerline of through intersecting streets:

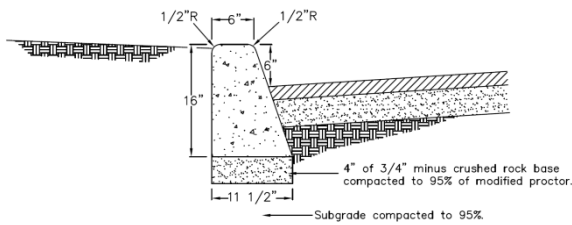
1. Six hundred foot (600') block length in all residential zones

16.15.150: MIDBLOCK WALKWAYS:

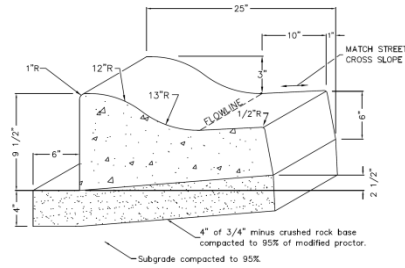
A pedestrian access easement or tract must be provided at the end of cul-de-sacs or closed end streets and at the approximate midpoint of any block exceeding six hundred feet (600') in length, or in any block of lesser length where such a crosswalk is deemed essential by the city engineer to provide circulation or access to surrounding neighborhoods, schools, playgrounds, shopping centers, transportation lines and other community facilities. The required access easements or tracts must be a minimum of fifteen feet (15') wide and contain a paved path at least eight feet (8') wide. (Ord. 3485, 2014)

6. **Curbing:** Subdivision development requires a vertical six inch (6") curb based on The City's Engineering Standard Drawings. The applicant requests allowance for six inch (6") rolled curb for Vista Meadows 1st Addition PUD. There is a standard engineering drawing for rolled curbing which must be met if approved. There are advantages and disadvantages for this request. A rolled curb can allow for easier access to units without a later curb cut for a driveway, and better snow management as it can be easily pushed into swales in winter. A disadvantage is that it can be easily mounted and parallel parking can occur in less than ideal locations (swales, sidewalks, corners, etc.).

Standard Curb:



Rolled Curb:



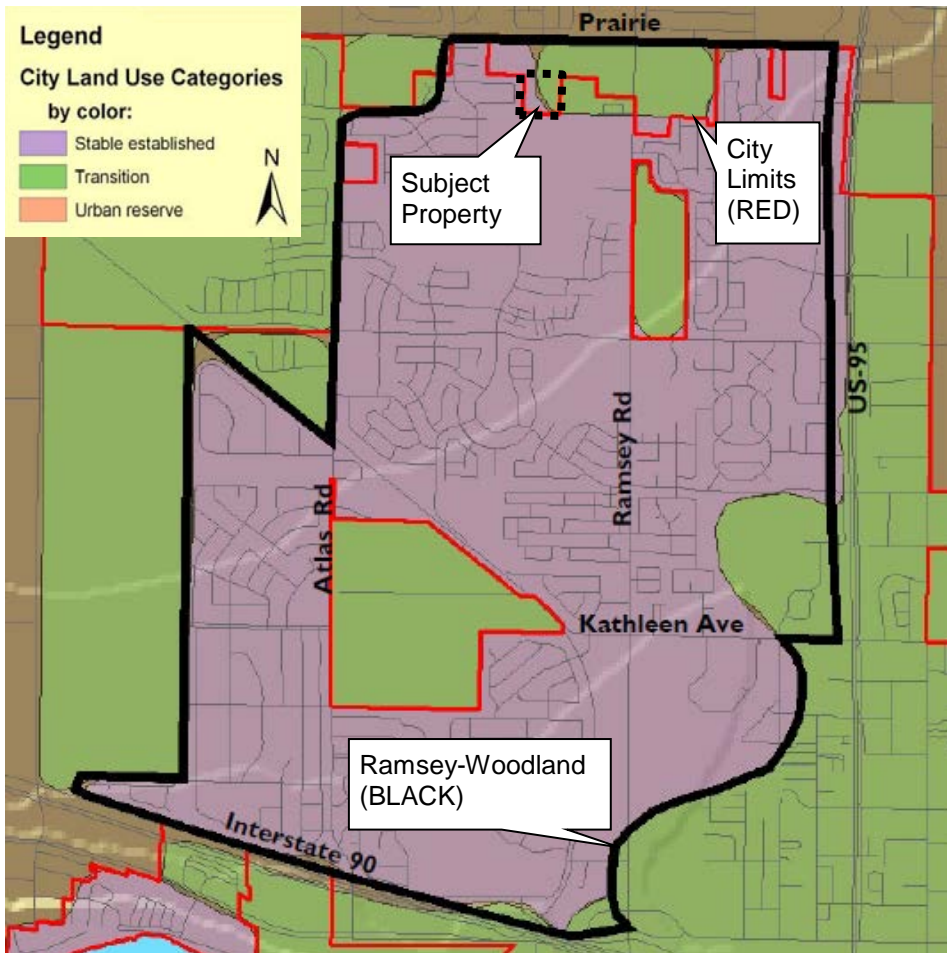
REQUIRED FINDINGS (Planned Unit Development - PUD):

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

2007 COMPREHENSIVE PLAN- LAND USE CATEGORIES:

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

Ramsey-Woodland Comprehensive Plan Map:



Stable Established:

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

Transition:

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.

Land Use: Ramsey-Woodland

Ramsey - Woodland Today:

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

Ramsey - Woodland Tomorrow

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

The characteristics of Ramsey – Woodland neighborhoods will be:

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

COMPREHENSIVE PLAN GOALS & OBJECTIVES:

- **Objective 1.02 - Water Quality:**
Protect the cleanliness and safety of the lakes, rivers, watersheds, and the aquifer.
- **Objective 1.11- Community Design:**
Employ current design standards for development that pay close attention to context, sustainability, urban design, and pedestrian access and usability throughout the city.
- **Objective 1.12 - Community Design:**
Support the enhancement of existing urbanized areas and discourage sprawl.
- **Objective 1.13 - Open Space:**
Encourage all participants to make open space a priority with every development and annexation.
- **Objective 1.14 - Efficiency:**
Promote the efficient use of existing infrastructure, thereby reducing impacts to undeveloped areas.
- **Objective 1.16 - Connectivity:**
Promote bicycle and pedestrian connectivity and access between neighborhoods, open spaces, parks, and trail systems.
- **Objective 2.02 - Economic & Workforce Development:**
Plan suitable zones and mixed use areas, and support local workforce development and housing to meet the needs of business and industry.
- **Objective 2.05 - Pedestrian & Bicycle Environment:**
Plan for multiple choices to live, work, and recreate within comfortable walking/biking distances.

- **Objective 3.01 - Managed Growth:**
Provide for a diversity of suitable housing forms within existing neighborhoods to match the needs of a changing population.
- **Objective 3.05 - Neighborhoods:**
Protect and preserve existing neighborhoods from incompatible land uses and developments.
- **Objective 3.08 - Housing:**
Design new housing areas to meet the city's need for quality neighborhoods for all income and family status categories.
- **Objective 3.10 - Affordable & Workforce Housing:**
Support efforts to preserve and provide affordable and workforce housing.
- **Objective 3.16 - Capital Improvements:**
Ensure infrastructure and essential services are available prior to approval for properties seeking development.
- **Objective 3.18 - Transportation:**
Provide accessible, safe and efficient traffic circulation for motorized, bicycle and pedestrian modes of transportation, requesting input from authoritative districts and neighboring communities when applicable.
- **Objective 4.02 - City Services:**
Provide quality services to all of our residents (potable water, sewer and stormwater systems, street maintenance, fire and police protection, street lights, recreation, recycling and trash collection).
- **Objective 4.06 - Public Participation:**
Strive for community involvement that is broad-based and inclusive, encouraging public participation in the decision making process.

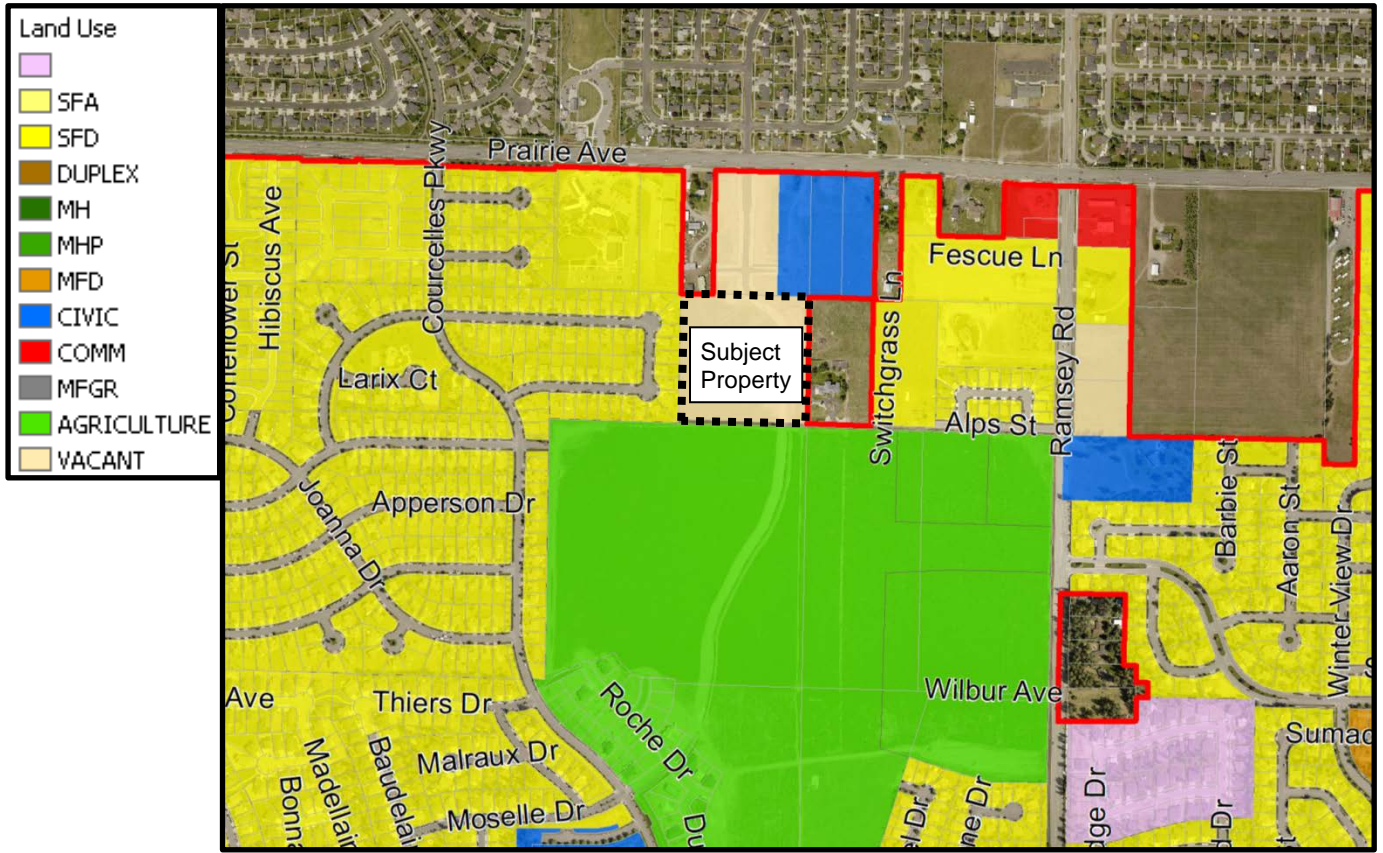
Evaluation: *The Planning Commission must determine, based on the information before them, whether the Comprehensive Plan policies do or do not support the request. Specific ways in which the policy is or is not supported by this request should be stated in the finding.*

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

LOCATION, SETTING, AND EXISTING USES:

See “General Information” (page 2), “Ramsey-Woodland (today and tomorrow)” descriptions from the 2007 Comprehensive Plan listed in finding #B8A above, as well as the land use map, zoning map, and photos below of the subject property.

GENERALIZED LAND USE PATTERN:



EXISTING ZONING:



PHOTOS OF SUBJECT PROPERTY:

Bird's eye view of the subject property looking north



Looking west from Alps at the SE corner of the property to interior of subject property (Future emergency Fire Dept. access):



Looking east toward emergency access/West Alps Street:



Looking southwest at graveled Moselle Drive (border of subject property and CDA Place PUD)



Looking south from paved portion of Moselle Drive into the subject property (accessed from Prairie Ave.):



Looking east toward new school site from intersection of Moselle Drive and Pronghorn Avenue (just north of subject property and part of the original annexation):



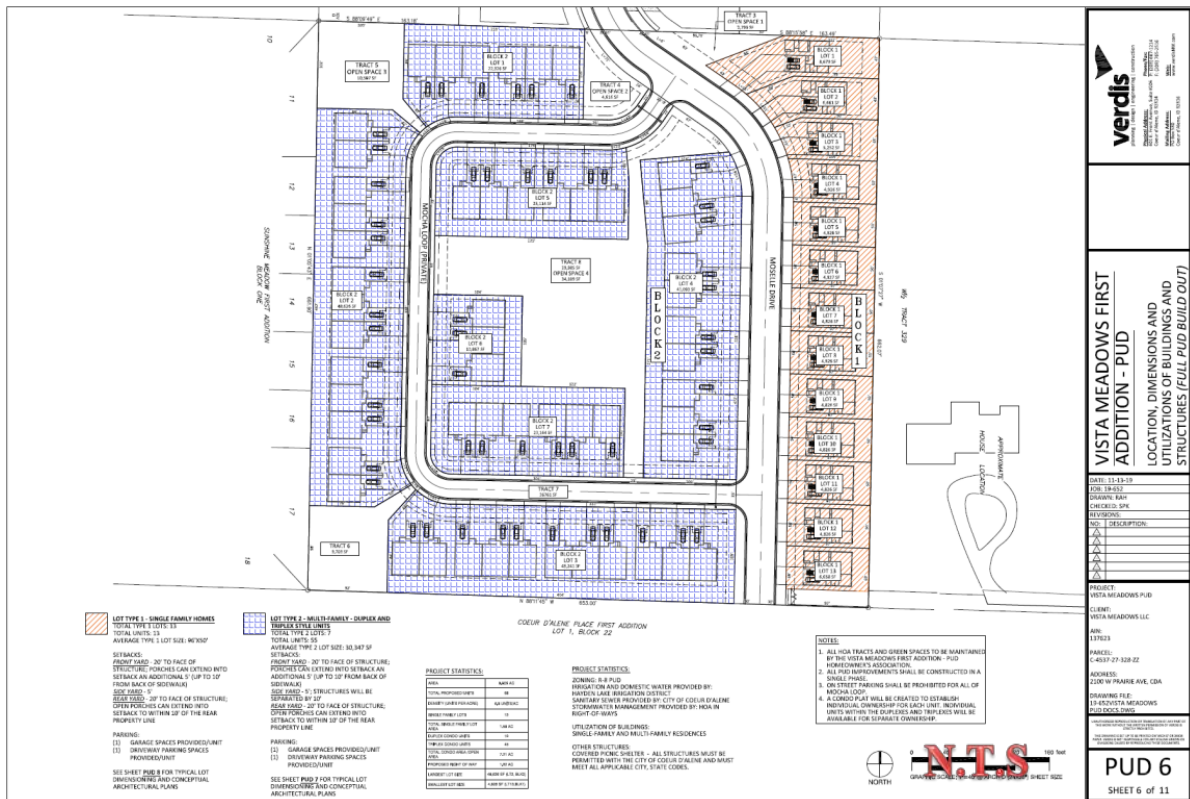
Evaluation: The Planning Commission must determine, based on the information before them, whether or not the design and planning of the site is compatible with the location, setting and existing uses on adjacent properties.

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

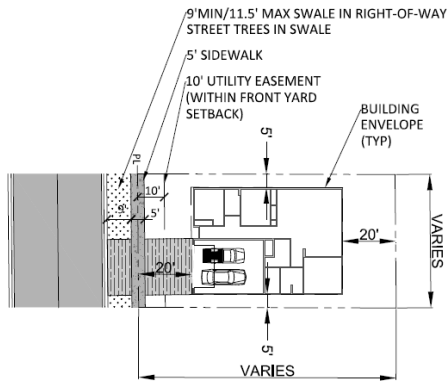
The subject property is relatively flat with Prairie Avenue to the north. Directly north of Prairie Ave. is small tract single family homes located in Hayden. To the west is Sunshine Meadows which are single family homes with lots that generally measure 8,500 SQ. FT. A school is currently under construction to which access will be gained through Moselle Drive turning at Pronghorn Avenue just north of this request. To the east is a single family home on five acres. Moselle Drive will be improved to the south, and over time it is anticipated that the Coeur d'Alene Place PUD will share that southern boundary. At less than 15% slope, the subject property is hillside exempt.

Examples of the architecture type anticipated for the site (To be provided with Final Development Plan):

Unit Types and Locations:

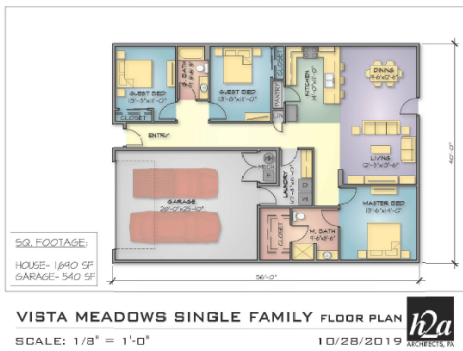


Single Family (illustrative only):



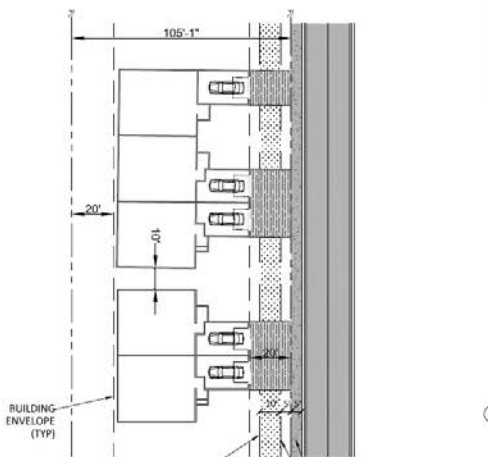
NOTE:
FLOOR PLANS SHOWN REFLECT A TYPICAL FLOOR PLAN THAT IS AVAILABLE FOR THIS LOT TYPE. ACTUAL FLOOR PLANS AND ELEVATIONS MAY DIFFER SLIGHTLY THAN WHAT IS SHOWN ON THESE DOCUMENTS. ALL FLOOR PLANS SELECTED SHALL FIT WITHIN PRESCRIBED BUILDING ENVELOPES, SETBACKS AND EASEMENTS AND SHALL MATCH AESTHETIC CHARACTERISTICS SHOWN IN THE IMAGES ON THIS SHEET.

1 LOT TYPE 2 - SINGLE FAMILY LOT - ONE STORY
TYPICAL LOT FOOTAGE



2 LOT TYPE 2 - SINGLE FAMILY LOT - ONE STORY
TYPICAL FLOOR PLAN

Duplex and Multi-Family Triplex (illustrative only):



NOTE: IN THIS SECTION STREET TREES WILL BE REQUIRED TO BE PLANTED IN THE 5' STREET TREE EASEMENT GRANTED ON THE VISTA MEADOWS PLAN.



3 LOT TYPE 1 - TRIPLEX - 1 STORY
TYPICAL FLOOR PLAN

4 LOT TYPE 1 - DUPLEX - 1 STORY
TYPICAL FLOOR PLAN

NOTE:
FLOOR PLANS SHOWN REFLECT A TYPICAL FLOOR PLAN THAT IS AVAILABLE FOR THIS LOT TYPE. ACTUAL FLOOR PLANS AND ELEVATIONS MAY DIFFER SLIGHTLY THAN WHAT IS SHOWN ON THESE DOCUMENTS. ALL FLOOR PLANS SELECTED SHALL FIT WITHIN PRESCRIBED BUILDING ENVELOPES, SETBACKS AND EASEMENTS AND SHALL MATCH AESTHETIC CHARACTERISTICS SHOWN IN THE IMAGES ON THIS SHEET.

1 LOT TYPE 1 - DUPLEX AND TRIPLEX - 1 STORY
TYPICAL LOT FOOTAGE

Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the proposal is compatible with natural features of the site and adjoining properties.*

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

See staff comments concerning public facilities and services which can be found in finding #B7B; (Subdivision: pg. 4-8), above.

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

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

From the applicant's narrative:

The open spaces will be designed with the senior community in mind, specifically activities that seniors will enjoy and ensuring that spaces are accessible to everyone. Outdoor design elements such as walking paths connect the homes and units. Benches will be provided at intervals to allow for resting and relaxation outdoors. A large grassy common area with a picnic structure and garden boxes will act as a shared venue for neighborhood events and get togethers. A parking lot will be located near the picnic structure for residents and guests. There will also be a fenced dog park with dog bags and waste receptacle for residents of the PUD to utilize. Landscaping features within all of the open space areas will include street trees, lawn, ornamental planting areas, and grassy swales. There will be individual home site landscaping and landscaping around the multifamily structures as well. A decorative privacy fence will be installed along the perimeter of the development.

Phase I will consist of developing a portion of the subject property as shown in the phasing exhibit on page 3.

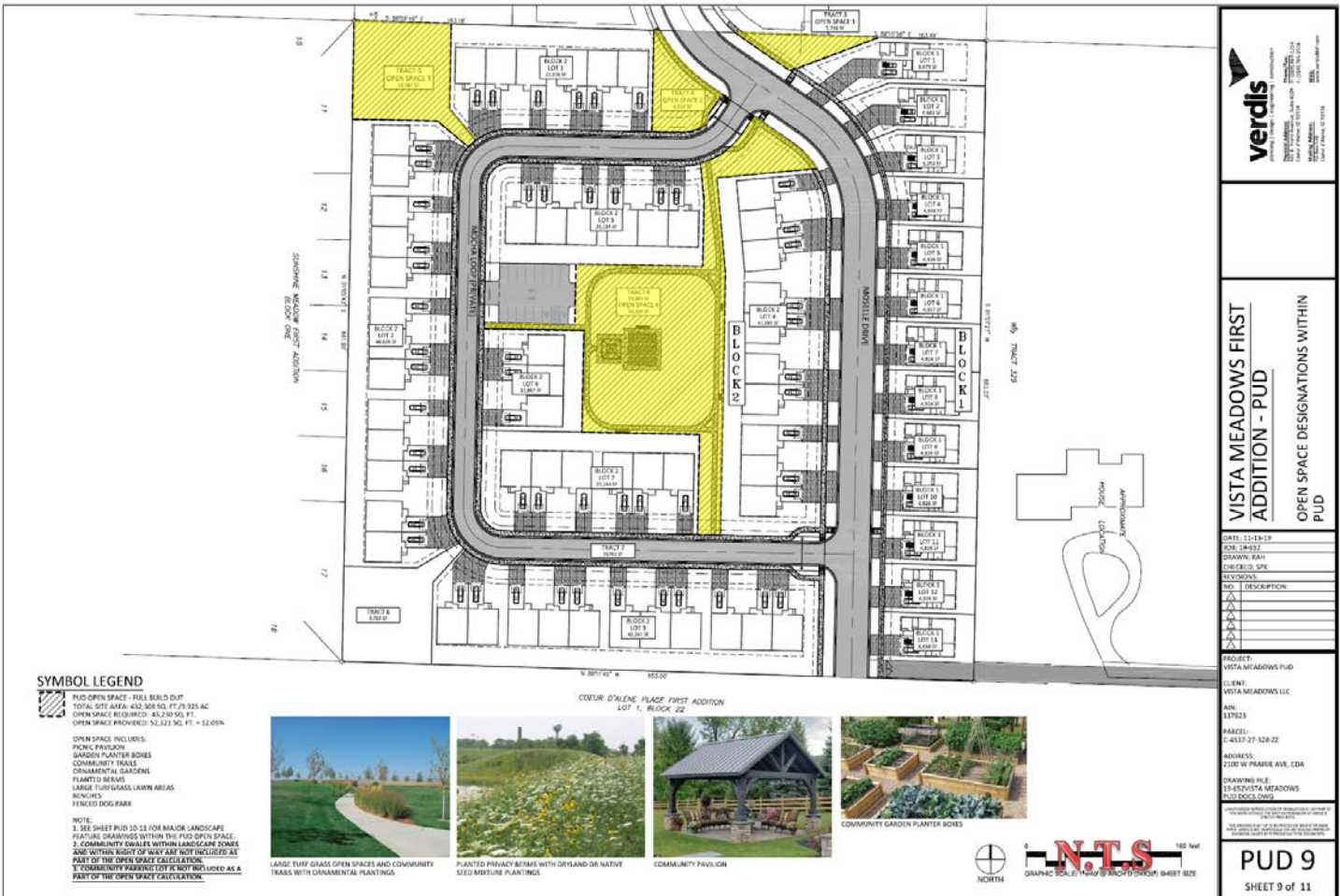
The applicant has proposed two phases of development for Vista Meadows PUD. Staff worked with Verdis to ensure phase I of Vista Meadows would include at least 10% open space for the area in phase I to ensure there is no deficit prior to starting phase II.

Tract 8 will be improved with trails and turf-grass with phase I. Prior to recording the phase II final plat, the developer will be completing the remainder of tract 8

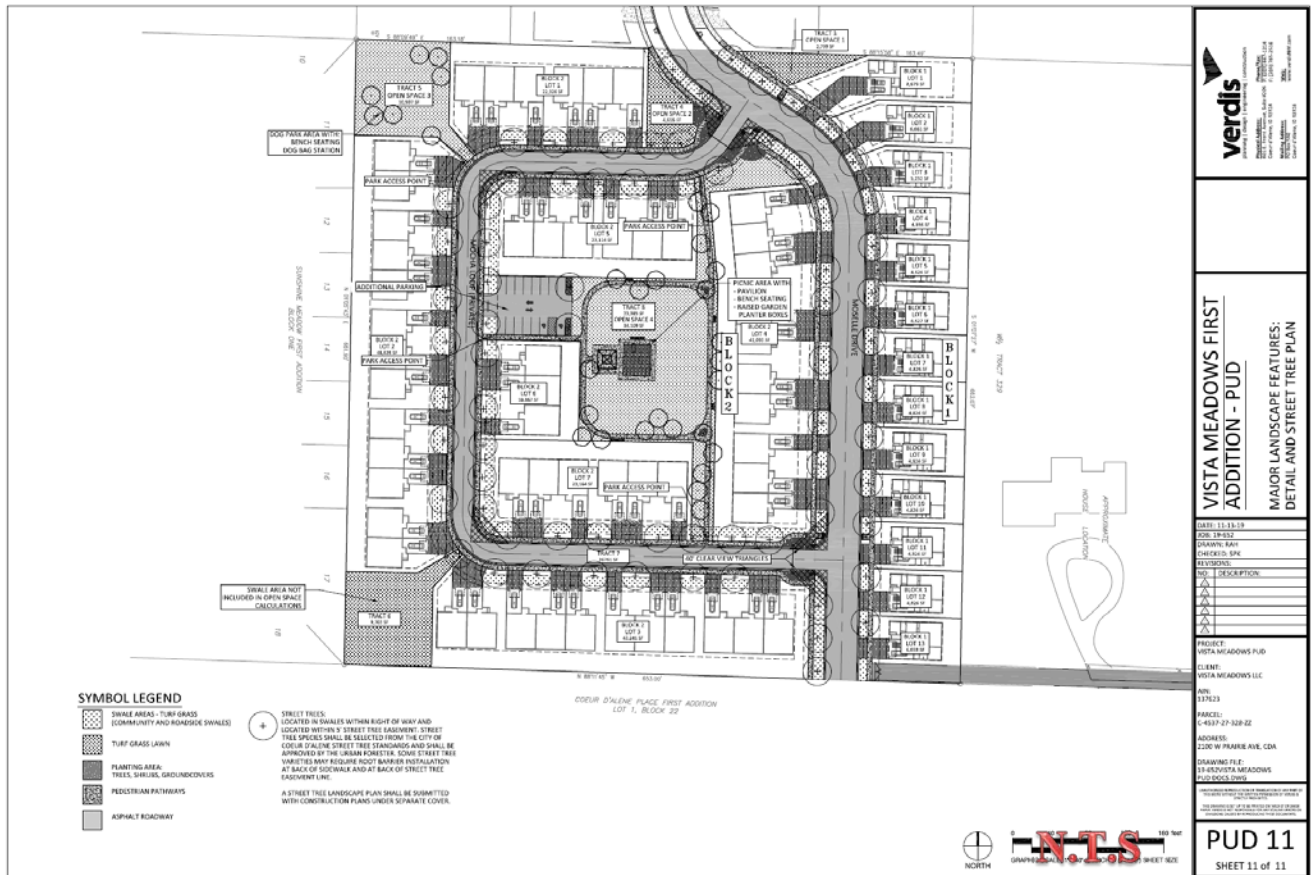
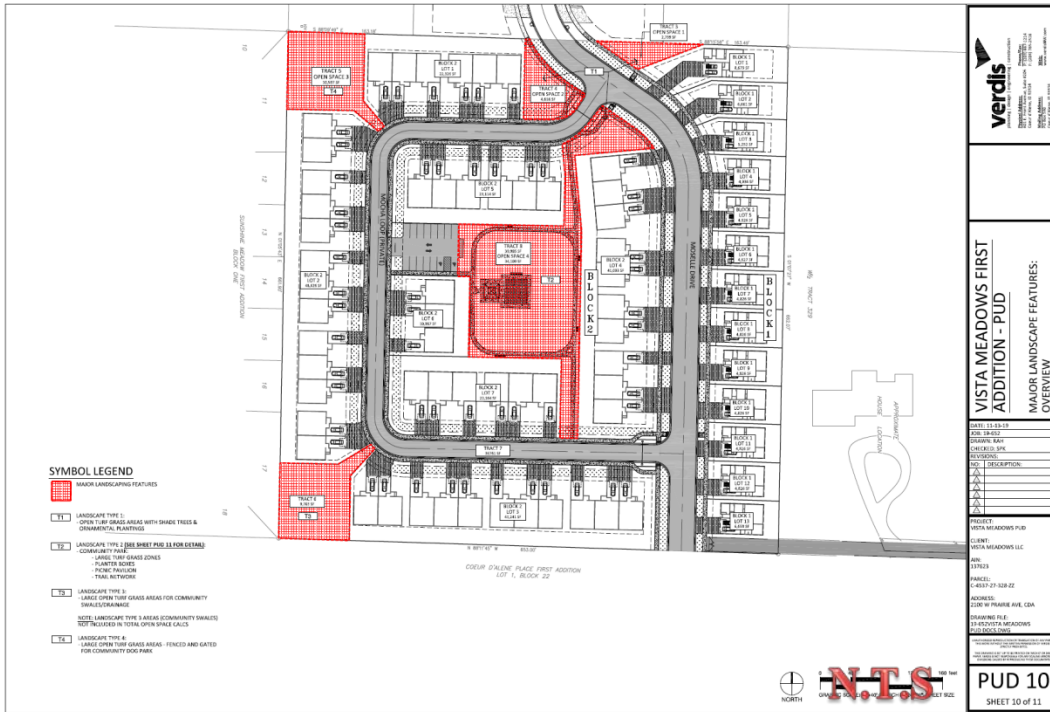
which is shown as the largest park area (phase I), with the future gazebo/pavilion and community garden area. The remainder of the open space areas in phase II will be completed at that time.

Total Usable Open Space for Phases I & II: 12.05% of the site will be private usable open space for all users of the development as defined by the extents of this request provided by the applicant.

Open Space Exhibit (Improvements subject to phasing):



Proposed Landscaping Features:



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

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

There was no request made for changes to off-street parking requirements through the PUD. Single-family homes and duplexes would require two (2) paved stalls per residential unit. Multi-family structures require parking based on number of bedrooms per unit:

17.44.030: RESIDENTIAL USES:

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

	<u>Residential Uses</u>	<u>Requirement</u>
C.	Duplex housing	2 spaces per dwelling unit
E.	Multiple-family housing:	
	1. Studio units	1 space per unit
	2. 1 bedroom units	1.5 spaces per unit
	3. 2 bedroom units	2 spaces per unit
	4. 3 bedroom units	2 spaces per unit
	5. More than 3 bedrooms	2 spaces per unit

Evaluation: *The Planning Commission must determine, based on the information before them, whether or not the 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.**

From the applicant's narrative:

Common Space Ownership and Management

Vista Meadows LLC and Verdis will work with the City of Coeur d'Alene's legal department to provide all required language for the CC&Rs, Articles

of Incorporation and the By-Laws, and any language that will be required to be placed on the final subdivision plat with regard to maintenance of all private infrastructure.

The developer will be responsible for the installation of any required street and traffic signage/signalization per MUTCD (Manual on Uniform Traffic Control Devices) and City of Coeur d'Alene standards and requirements. The HOA will be responsible for the park and playground maintenance, continued maintenance of all street and traffic signage and required signalization.

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

APPLICABLE CODES AND POLICIES:

Utilities:

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

Streets:

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

Stormwater:

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

Fire Protection:

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

General:

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

12. Written permission for access onto Prairie Avenue from the Post Falls Highway District shall be obtained prior to recording the final plat.
13. Prior to approval of the final plat, all required improvements must be installed and accepted by the City. The developer may enter into an agreement with the City guaranteeing installation of the improvements and shall provide security acceptable to the City in an amount equal to 150 percent of the cost of installation of the improvements as determined by the City Engineer. The agreement and security shall be approved by the City Council prior to recording the final plat.

PROPOSED CONDITIONS:

Planning:

1. The creation of a homeowners association will be required to ensure the perpetual maintenance of the open space and other common areas.
2. Phase I of the development must provide improvement of the large open space (Tract 8), to include: irrigation, grass/landscaping, and paved pedestrian paths as shown in the phasing plan (pg. 3). The gazebo and planting boxes will be provided in this tract with phase II.

Water:

3. All water service, operations, and, maintenance will be provided by the Hayden Irrigated Tracts water system. The City will have no responsibility for any part of the water system. Construction will need to adhere to all conditions established in the Memorandum of Understanding (MOU) between the irrigation district and the City.
4. The Irrigation District is required to have a statement on the face of the final plat that states that all water facilities and related easements are dedicated to the District, and, there will be a required sign off to that extent on the face of the final plat document.

Fire:

5. Tri-plex residential structures fall under the Fire and Building Code and require fire sprinklers (13R system). The FDC must be within 75 feet of a fire hydrant. Additional fire hydrants may be required to meet this distance.
6. 'NO PARKING-FIRE LANE' signs installed along the Fire Department secondary egress access road that connects to Alps.
7. A Knox box or keyway system will be required if the secondary egress access road is to be gated.

Wastewater:

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 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. This PUD shall be required to comply with the City’s One Lot-One Lateral Rule.
12. All public sewer plans require IDEQ or QLPE Approval prior to construction.

ORDINANCES & STANDARDS USED FOR EVALUATION:

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

ACTION ALTERNATIVES:

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

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

**APPLICANT'S
NARRATIVE**

Vista Meadows - PUD

Planned Unit Development and Subdivision Application Narrative

Revised November 27, 2019

Verdis is representing Vista Meadows LLC in their request for a Planned Unit Development and Subdivision approval. On behalf of Vista Meadows LLC, we are seeking approval of a Senior Living Planned Unit Development and two-phase subdivision with a total of 20 lots and 8 tracts to be called Vista Meadows PUD. The overall project will occur in two phases which will be platted separately as Vista Meadows First and Second Additions. The PUD and subdivision projects are being applied for and run through the process simultaneously. The Subject Property is located on the south side of Prairie Avenue, west of Ramsey Road.

Legal Description and Location of Property

The proposed development is currently one unplatted parcel with the following legal description: Tract 328 all in the Hayden Lake Irrigated Tracts Amended Plat in Section 27, Township 51N Range 4W, Boise Meridian. There is no address assigned to this lot. The parcel number is C-4537-27-328-ZZ and the total acreage of this parcel is 9.925 acres. This parcel is located off Prairie Ave and Moselle Drive, south of Vista Meadows Subdivision.

Project Overview: Proposed Uses, Structures and Infrastructure

The Planned Unit Development "PUD" will be a Senior Living Community. The members and owners within the Vista Meadows PUD will be required to meet a minimum age requirement of 55. The Covenants, Conditions and Restrictions for the subdivision/PUD will state this requirement. The first phase of the Subdivision will include 2 tracts and 14 lots within 2 blocks. Block 1 will contain 13 single family homes and Block 2 will be comprised of 1 lot to accommodate a mixture of 10 duplex and triplex units. These units will eventually be condominiumized. Phase 2 will accommodate 45 units with a mixture duplex and triplex units. These units will eventually be condominiumized

The project will allow for connectivity from Prairie Avenue through Vista Meadows Subdivision to Coeur d'Alene Place a large subdivision on the south end of the property. There is an east west road connection installed on the adjacent parcel to the north for future connections as well.

Vista Meadows PUD will be comprised of one-story residences exclusively to accommodate the independent senior living community. The intent of this planned unit development is to foster social interactions, encourage relationships and instill a sense of shared community among residents. This proposed PUD project will consist of a total of 68 residential units clustered in a neighborhood around common green space and outdoor amenities. The proposed duplexes and triplexes shown on the PUD plan will be condominiumized upon construction.

There is a need for aging place homes. Designing a community for senior living in Coeur d'Alene is a perfect fit and necessity for the area.

The subdivision design is fully compatible with the surrounding subdivisions (Vista Meadows, Sunshine Meadows, Stoddard Meadows, Legacy Place, Coeur d'Alene Place and Strawberry Fields) yet provides a distinction to future residents, senior living. The proposed lots in Vista Meadows PUD are comparable in size to those surrounding subdivisions.

The main entrance to the subdivision will be off Prairie Avenue via Vista Meadows. Moselle Drive begins at Prairie Avenue and runs through Vista Meadows Subdivision, Vista Meadows PUD and into Coeur d'Alene Place. Moselle Drive will connect through to Courcelles Parkway when all phases of Coeur d'Alene Place are constructed.

This parcel is zoned R-8. The overall density for Vista Meadows Planned Unit Development will be 6.8 dwelling units per acre which falls under the R-8 zoning provisions of 8 dwelling units per acre. There will be a total of 68 dwelling units, 20 lots and 6 tracts after both phases are built. For now, phase 1 is proposed to have 14 lots and 2 tracts in the Vista Meadows PUD. The proposed lot sizes for Lots 1-13, Block 1 range from 8,679 square feet to 4,826 square feet which will require a deviation to lot size in the R-8 zoning provisions. Setbacks are requested to be as follows:

Single Family Lots proposed setbacks:

- Front yard setback: 20' – to the front of the garage/house
- Side yard setback: 5' (both sides)
- Rear yard setback: 20'

Single family Lot sizes:

- Largest: 8,679 square feet
- Smallest: 4,826 square feet

Included in this submittal are renderings of the proposed structures to illustrate the character of the Senior Living neighborhood. The homes and units are being designed as one level ranchers to avoid stairs which can be challenging people age. Stairs are difficult with a walker and impossible for those in a wheelchair. The single level design will appeal to people of all abilities. Each single-family residence will have a 2-car garage, providing off street parking and storage space. The proposed duplex and triplex units will have an individual 1 car garage per unit. All structures will be separated by 10 feet.

Infrastructure

Proposed infrastructure within the subdivision includes public roads, sidewalks, swales, and water and sewer lines. These are all being designed by Merle Van Houten, Professional Engineer for Verdis.

Pedestrian access is provided throughout the entire subdivision via sidewalks and paths. The sidewalks will connect to Coeur d'Alene Place to the south and Vista Meadows to the north. This will provide a great walking and exercising route for the residents and provide a community feel for the residents. The single-

family lots will also have access to the looped road and walking trails as these lots will also be a part of the PUD and HOA documents.

The public road, Moselle Drive, within Vista Meadows PUD, follows the City of Coeur d'Alene Residential Typical Street Section and will have 60 feet of Right of Way with 37 feet wide of travel way, 5-foot-wide sidewalks on both sides of the roads, a 9 foot swale on the east side and an 11.5 foot swale on the west side of the road. Moselle Drive will utilize rolled curb. Moselle Drive will meet a public road standard and be maintained by the City of Coeur d'Alene.

Mocha Loop is a private gated road which will lie within a 65' access, utility and drainage easement. Automated gates will be located on both of Mocha Loops approaches to Moselle Dr. and will be equipped with Knox boxes for emergency access. Mocha Loop will be 25' wide from back of curb to back of curb and will have posted signage on both sides stating, "No Parking – Fire Lane". Sidewalk will be adjacent to rolled curb on both sides. Mocha Loop will utilize rolled curb. The next 5' beyond the back of sidewalk is dedicated for tree planting. Stormwater swales and dry utilities will be located in a 10' area beyond the tree plantings. Water and Sewer mains will be located below the road.

Open Space Amenities

The open spaces will be designed with the senior community in mind, specifically activities that seniors will enjoy and ensuring that spaces are accessible to everyone. Outdoor design elements such as walking paths connect the homes and units. Benches will be provided at intervals to allow for resting and relaxation outdoors. A large grassy common area with a picnic structure and garden boxes will act as a shared venue for neighborhood events and get togethers. A parking lot will be located near the picnic structure for residents and guests. There will also be a fenced dog park with dog bags and waste receptacle for residents of the PUD to utilize. Landscaping features within all of the open space areas will include street trees, lawn, ornamental planting areas, and grassy swales. There will be individual home site landscaping and landscaping around the multifamily structures as well. A decorative privacy fence will be installed along the perimeter of the development.

Requested Deviations for the Planned Unit Development

In summary, deviations from City standards for this Subdivision will include:

- 1) Reductions in proposed building setbacks-
 - Requesting a 5' minimum side setback from one side the property line to garage/structure, except that eaves may encroach up to 2' into setback. This would allow both side setbacks to be 5 feet each.
 - Requesting a 5' rear yard reduction to the property line. This would result in the rear yard setback to be 20 feet instead of 25 feet.

- 2) Reduction to lot size in the R-8 zoning-
 - The minimum lot size would be 4,827 square feet, a 673 square foot deviation.

- 3) Block length increase-
 - The block length from North to South will be 643' without a pedestrian connection which is a 43' additional block length deviation.
- 4) Rolled curb
 - Both Moselle and Mocha will utilize rolled curb per the engineer's street section drawings on PUD 4.

The proposed deviations are necessary to keep the lots smaller and more manageable for maintenance and care of the residents. By clustering the homes and lots the required acreage for the density units proposed will be absorbed in the open space where the amenities are located. The project allocated 12.05% of open space. The depth of the lots was determined by Moselle Drive aligning with Vista Meadows to the north and Coeur d'Alene Place to the south. The block length increase is justified by the strong pedestrian connection just to the North and proposed connection to the South of this development. We were provided a drawing of the school being constructed on Prairie, this drawing does not indicate a planned pedestrian connection to the South and the property to the West did not allow for a pedestrian connection along that length of block. These both render an additional connection mid-block unnecessary.

Comprehensive Plan

This request conforms to the Coeur d'Alene 2007 Comprehensive Plan as follows:

Goal #1- *Natural Environment*, of the Comprehensive Plan, supports policies that preserve the beauty of the natural environment by minimizing potential pollutants, by protecting water quality and by implementing community design of streets and pedestrian access throughout the development.

Vista Meadows PUD will connect pedestrians by installing the proposed sidewalks. The sidewalks will connect 2 adjacent subdivision and a school being built north of this PUD. There is also a bike pedestrian/bike path at the North end of Vista Meadows that runs parallel to Prairie Avenue. Swales will protect water quality and minimize potential pollutants. There will be street tree plantings in the right-of-way, contributing to the urban forest. (*Objectives 1.01, 1.02, 1.07, 1.11 & 1.14*). These objectives will be fulfilled during and upon completion of the development.

Goal #2- *Economic Development* supports business growth that contributes to the economic health of Coeur d'Alene.

The proposed Subdivision request will make housing available for residents near commercial businesses. There is a food court on Prairie as well as retail shopping and coffee stores (Objective 2.02).

Goal #3- *Home Environment* strives for a common-sense approach in creating exceptional neighborhood communities by ensuring infrastructure and essential services are available for properties in development, providing a variety of transportation modes and encouraging housing that meets the needs of all income and family status categories.

This proposed Subdivision and PUD will provide a mix of senior housing, single family homes and duplex and triplex units that will be condominiumized for ownership in a community-based neighborhood designed for physical exercise and social gathering. This type of housing is currently needed in the Coeur d'Alene community. The proposed subdivision and PUD also provides sidewalks for pedestrian traffic. (Objective 3.05, 3.07, & 3.10).

The 2007 Comprehensive Plan's Land Use Map identifies this area as: Stable Established.

Land Use: Ramsey - Woodland which supports residential development with mixed subdivisions and active parks. Multi-family and single-family housing are desired. There are several surrounding subdivisions within proximity to Vista Meadows PUD, therefore infrastructure improvements such as water and sewer are near the Subject Property. Vista Meadows PUD meets the Ramsey-Woodland Tomorrow Characteristics by:

- Providing pedestrian trails and sidewalks;
- Mixed subdivision and an active park with gardening boxes and a dog park.

Site Utility Extensions

Utilities to the project will be provided by the following utility companies: Avista Utilities provides the electrical power and gas lines. Spectrum will provide cable and Frontier will provide telephone service for the subdivision. Hayden Lake Irrigation District will provide water and the City of Coeur d'Alene will serve the project with sanitary sewer and road maintenance.

Common Space Ownership and Management

Vista Meadows LLC and Verdis will work with the City of Coeur d'Alene's legal department to provide all required language for the CC&Rs, Articles of Incorporation and the By-Laws, and any language that will be required to be placed on the final subdivision plat and Planned Unit Development regarding maintenance of all private infrastructure.

The developer will be responsible for the installation of any required street and traffic signage/signalization per MUTCD (Manual on Uniform Traffic Control Devices) and City of Coeur d'Alene standards and requirements. The City of Coeur d'Alene will be responsible for continued maintenance of Moselle Drive, traffic signage and required signalization.

Relationship to Adjacent Public Development Programs

Vista Meadows PUD will connect and expand the housing options available in this area. There are several other subdivisions either adjacent to or near Vista Meadows PUD. There will be connectivity from and

through adjacent subdivisions allowing pedestrians, residents and citizens safe pedestrian travel within the area to areas of food, retail and service-based businesses.

This area of Prairie Avenue is maintained by Lakes Highway District. The adoption of Moselle Drive as public infrastructure will be subject to satisfying the terms placed on the Moselle Drive Restricted Access Permit issued by Lakes Highway District during the original Vista Meadows subdivision. The permit states no future parcels shall be permitted to use Moselle's approach on to Prairie Ave until median restrictions have been constructed on Prairie Ave. The Coeur d'Alene School district is the party responsible for satisfying this requirement. Verdis has received written confirmation from the school district verifying the Prairie Ave. median improvements will be constructed in the spring of 2020 and thereby not impede the development of Vista Meadows PUD.

Preliminary Development Schedule:

There will be two phases of the Vista Meadows PUD development. Phase one will be platted as Vista Meadows First Addition. Phase two will be platted as Vista Meadows Second Addition. Utility extensions and subdivision infrastructure are proposed to begin in the Spring of 2020.

Phasing Plan:

The phasing plan for Vista Meadows will be comprised of two phases. Phase one will be comprised of the following:

- 1) Moselle Drive street section including sidewalks and utilities
- 2) Mocha Loop street stub and utility stubs within phase 1 delineation on PUD drawings
- 3) Emergency access road
- 4) 13 single family lots of Block 1
- 5) Block 2, Lot 1
- 6) Tract 3 Open Space Area Improvements
 - a. Grassy area
 - b. Ornamental planting areas
 - c. Bench
- 7) Tract 5 Open Space Improvements as follows:
 - a. Perimeter path
 - b. Ornamental planting areas within perimeter of path and to the east of path
 - c. Grassy area within perimeter of path and to the east of path

Phase two will be comprised of the following:

- 1) Mocha Loop street section including all sidewalks and utilities
- 2) Block 3, All Lots
- 3) Tract 4 Open Space Area Improvements
 - a. Grassy area
 - b. Ornamental planting areas

- 4) Tract 5 Remaining Open Space Improvements as follows:
 - a. Remainder of path
 - b. Remaining ornamental planting areas and grassy areas to north, west and south of perimeter path
 - c. Picnic pavilion structure and paving around structure
 - d. Garden Boxes
 - e. Benches
- 5) Tract 5 parking lot improvement
- 6) Tract 6 Open Space Improvements
 - a. Dog bag station
 - b. Waste receptacle
 - c. Additional fencing around perimeter of dog park
- 7) Tract 7 Open Space Improvements
 - a. Grassy area
 - b. Ornamental planting areas

On behalf of Vista Meadows, LLC, Verdis is asking for your approval of this project as proposed.



PUBLIC COMMENTS



PUD-1-04m.7 & S-6-19

We are writing you in regards to public hearing in regards to .665 parcel and a replat of Lot 1, Block 1, Bellerive Centennial Trail Riverfront Addition

We STRONGLY disagree and are against any plans to build more homes, condo's etc in this area. Riverstone has become far too overcrowded and becoming a less attractive area to enjoy.

Please take this into consideration,

Kind regards,

Janie and Don Sander
Unit 212, 1884 Bellervie Lane
Coeur d'Alene, ID
250 425-3660

Manitoulin Transport Ltd.
585 Michel Creek Road
Sparwood, BC V0B 2G1
250 425-6494 or 1-800-663-2705
fax 250-425-2844

