

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

APRIL 9, 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, Rumpier, Ward

APPROVAL OF MINUTES:

February 28, 2019, Workshop
March 12, 2019

ELECTIONS:

Chair and Vice-Chair

PUBLIC COMMENTS:

STAFF COMMENTS:

ADMINISTRATIVE ITEM:

1. Applicant: Lanzce Douglass
Request: To request a 1-year extension for SP-1-17 (R-34 Density Increase Special Use Permit), 2772 W. Seltice Way.

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

1. Applicant: Ben Widmyer
Location: 215 W. Mill, 1715, 1705 and 1719 N. Govt Way and 208 W. Davidson
Request: An R-34 Density Increase special use permit in the R-17 & C-17L zoning district.
QUASI-JUDICIAL, (SP-1-19)
2. Applicant: Glacier 1940 Riverstone, LLC
Location: 1940 Riverstone
Request: A proposed R-34 Density Increase special use permit in the C-17 Zoning district.
QUASI-JUDICIAL, (SP-2-19)

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 Stuhlmiller at (208)769-2240 at least 72 hours in advance of the meeting date and time.***



MINUTES



**PLANNING COMMISSION
MINUTES
FEBRUARY 28, 2019, WORKSHOP
LOWER LEVEL – COMMUNITY ROOM
702 E. FRONT AVENUE**

COMMISSIONERS PRESENT:

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

STAFF MEMBERS PRESENT:

Hilary Anderson, Community Planning Director
Sean Holm, Senior Planner
Jake Plagerman, Planning Tech.
Troy Tymeson, City Administrator
Shana Stuhlmiller, Public Hearing Assistant
Ted Lantzky, Building Official
Nick Goodwin, Urban Forester
Bill Greenwood, Parks/Rec Director
Terry Pickel, Water Superintendent
Lee Brainard, Police Department
Bobby Gonder, Fire Department
Chris Bosley, City Engineer

COMMISSIONERS ABSENT:

Mike Ward

OTHER OFFICIAL REPRESENTATIVES PRESENT:

Kiki Miller, City Councilmember
Tony Berns, ignite cda, Executive Director

CALL TO ORDER:

The meeting was called to order by Chairman Messina at 11:00 a.m.

APPROVAL OF MINUTES:

Motion by Ingalls, seconded by Luttrupp, to approve the minutes of the Planning Commission meeting on December 12, 2018. Motion approved.

WORKSHOP: Atlas Mill Project Preliminary Design and Development Standards

Hilary Anderson, Community Planning Director, welcomed the group and made the following remarks:

- She thanked everyone for coming and said that she was excited to unveil the work done by Welch Comer and GGLO, the team working on the Atlas Waterfront project.
- She explained that when the property was annexed into the city, there was a requirement to create a Planned Unit Development as part of that agreement to come up with some Design and Development standards for the property.
- She stated that what would be heard today is an update from Welch Comer and GGLO representatives on what the important components of the project are and what some of the details will be for some of the standards.

- She announced that they are televising and recording the first part of the presentation and then Chairman Messina will announce when the recording and broadcast has stopped, and added that minutes will be available containing the additional discussion beyond the recorded portion of the workshop.

Phil Boyd, Welch Comer, provided the following statements:

- He thanked the commission and staff.
- He stated that the presentation would consist of a review to provide a background, making sure they are working from the same level of information.
- He introduced his team -- Don Veighe and Mark Sindell of GGLO, who are part of a landscape architecture urban planning firm that works on large scale projects like the Atlas Mill property. He said that Heartland is a real estate advisory and Bernado Wills is a landscape architecture company that is working on the public space design for the project, and ignite CdA and the City who are the "team."
- Mr. Boyd said that Chairman Messina requested that various city departments be present today who will help give input on what their various departments will need for the project.
- He commented that this project is unique and community-driven, with the property situated on the waterfront space but also on the "upland" area which is a unique and special situation, and he pleased to be associated with it.
- The objectives today are to: provide information about the project, development process, vision and the intent of the development standards. Mr. Boyd said that this is a 30-40% draft of the plans, which are not set in stone. Input is wanted.
- He noted that on the agenda they will be discussing the vision, goals, and the process they are moving through with the existing site and how the current master plan seen today will change.
- He explained the need for development standards which will be to achieve and retain a character quality in value throughout the development. He commented that this is across the entire space and over time. This property will take time to sell and try to maintain the character in order to maintain the value of the property.
- The project goals are to preserve the waterfront as public space and to stimulate development on the property that has sat vacant for a long time.
- During the master planning phase, they had a community meeting and asked the question if citizens were prepared to trade off density to preserve waterfront for public space, and the answer was, "yes."
- He stated that they intend to be under construction in 2019-20.
- He stated that the team had a kick-off meeting in Seattle that included Chairman Messina, Hilary Anderson, Mayor Widmyer, Troy Tymeson, GGLO and Heartland.
- They recently met with the planning staff on February 1st to discuss some early concepts for the project.
- Mr. Boyd explained the intent of today's meeting which was to start refining their concepts.
- They hope to be presenting a 75% plan at a March Planning Commission meeting with the development standards and, if that is too soon, they can schedule another workshop before they formally take the development standards to the Planning Commission.
- He stated that once the hearing is done, they will start on the master plat and Planned Unit Development (PUD).
- Mr. Boyd said that once the master plat is done, ignite will do the marketing efforts to get potential developers before they issue RFP's. They need to establish RFP criteria and Mr. Boyd explained that land disposition how the land is disposed of through the ignite processes through a request for proposal.

Facts about the Site:

- The planning area is about 60 acres
- Public space is about 15 acres
- 3,700 feet of shoreline
- The upland public space is 10 acres. Mr. Boyd explained that the reason it is public space is

because the unsuitable soils are deep and unlikely to make it developable.

- He showed various site photos of the property of what the property used to look like.
- The city was able to secure “used dirt” from I-90 and place it on the property to be used as constructible soils.
- He showed various pictures of the property looking up the river.
- He showed the current master plan and stated that the theme idea from the team was taking advantage of the views to the river.
- He stated that all the amenities for parks and recreation are not funded and commented that the financial feasibility report would not allow full build out of the public space. What is funded is the “clean and green” option, which would include the pedestrian trail, wheel trail, turf, greenspace and the irrigation system throughout the park. Limited landscaping, no docks, a restaurant picnic shelter, and a parking lot would be included.
- He identified a parking lot that will be located down by the river and said that the reason why this was added was accessibility to allow folks who are not mobile to get into these areas. He stated there will be a kayak launch and a swimming area.
- He explained the elements that are included in the “clean and green” project were \$3.5 million dollars, which doesn’t go very far on a project this big.
- He stated that ignite cda has been going over their River and Lake District priorities and feel there are opportunities in the Atlas site to make some additional improvements because they knew there were some things needed to make it a better project. ignite asked the team to look at those at other workshops, with the Parks & Recreation Commission and City Council, and City Council and the ignite board.

Don Veighe, Architect and Urban Designer, GGLO

- Mr. Veighe explained that his presentation would be in two sections. The first part would be an introduction which will explain the master plan, and the second part is the chapter on development.
- He described the development concepts which include the waterfront and the waterfront street with the buildings along it, and how it makes the signature parts of the place for the neighborhood.
- He stated that there is an idea within the plan that it may have a heart that is more commercial at an intersection off of Seltice that is called Riverfront Drive (the name may change).
- He presented various photos of buildings showing some mixed use or retail.
- He discussed street frontages and described how the buildings and the space between the buildings, street, and sidewalk interact together to create the public and private sections coming together. He noted that Kendall Yards in Spokane is doing some unique buildings.
- He described a Block Plan illustration showing various development blocks throughout the site. He stated that their biggest hurdle is trying to design the blocks that fit with the urban design of the project and allow enough flexibility to allow a variety of things to happen currently on the market.
- Mr. Veighe showed examples of building types and standards that will be part of these blocks. He said most of the building types they are looking at are not to be repetitive amongst the blocks.
- He stated that as they get along with the design it would be helpful for the commission to make some suggestions of what will work and what won’t.
- He described various building types they were looking at like townhouses and alley loaded conditions, and showed examples of parking and the different characteristics the buildings might have.
- He reviewed different types of apartments on small lots with parking that may be beside surface parking, or go under the building. He stated that they weren’t sure when planning the development last summer if the economics would support a larger scale mixed-use building that might have some retail and some free standing retail and/or offices in a few of the areas on site.
- In regard to frontage types, they tried to create character along the waterfront street to have alleys or a condition stating that there will be no individual driveways for individual buildings off of the main waterfront street, and they call this “Frontage Type A”.
- He explained that in order to create the “great street,” it is important to have buildings that are two stories.

- He discussed the edges of the blocks were they have any alley. It would be important to make sure to screen that off either through vegetation, garages or some other structure, so they maintain desirable street character on all sides of the blocks. There are three options: townhouses, single family and mixed use. They have discussed bringing small Cottages and placing them on a portion of the block where it would be more feasible.
- He showed examples of the site plan where the townhouses will be placed with some parking under the buildings, and explained the positioning for future buildings.
- He stated that their desire is to keep the same character along the waterfront.
- He stated that midblock will have some flexibility.
- He said that most lot depths are estimated to be is in the 75-90 foot range.
- He stated that staff has raised concerns over how much parking and the amount of paving they might have contiguous on the alley and noted that perhaps they would require vegetative spacing in between those at a certain interval.
- Alley loaded single family is something to ask developers to do and suggested that there not be a wraparound porch on the ends, but architectural elements on those ends to help enliven the street end so, it doesn't look like it is chopped off.
- Mr. Veighe showed some renderings of various examples of front loaded townhouses and duplexes. He stated the images show the garages not being contiguous and that there are one car garages interrupted by building face and front porches.
- They would suggest having either building projections or porches always being in front of the garage doors, and attached single family with double car garages.
- He stated they would like the commission's perspective on these building types within the Atlas Waterfront neighborhood and noted the areas located on the map.
- He stated that having parking underneath the building would make a lot of sense and assumed that it would be for the homes along the alley, and would not be completely buried parking.
- He suggested one thing to change on the plan would be to put south facing courtyards that will overlook the water.
- In regard to free standing retail and office, Mr. Veighe suggested that they have a fair amount of surface parking adjacent to it. He also suggested having the buildings fronting the street creating a grid street edge condition with parking off to the side, hiding the parking as much as possible.

Mr. Vegihe concluded his presentation.

Ms. Anderson inquired if Mr. Veighe could point out on the map all the blocks that would allow any commercial uses, such as offices and retail.

Mr. Veighe stated that the commercial uses would start from the west going to the east and pointed out on the map those areas designated.

Chairman Messina said that this is a workshop and a preliminary design and that they are not approving anything. He added that when the commission feels the plan is ready to be presented to the Planning Commission, that date will be announced.

Commission and Staff Questions:

Commissioner Luttrupp questioned if ignite owns the property. Mr. Berns stated that they do own the property.

Commissioner Luttrupp questioned if ignite will develop the property or will they be seeking proposals. Mr. Berns explained that, as they stated in the presentation, they will seek proposals on a specific block from developer and sell that property to them through the development price. The developer will build the product that is agreed upon after submitting his proposal and that way they will get the money up front to pay for the property.

Commissioner Luttrupp inquired if modifications will be allowed. Mr. Berns answered that it could be a possibility.

Commissioner Ingalls commented that when he starts seeing buildings over 4 stories it makes him nervous. He stated that he hopes that, in the future, they will be seeing a master PUD to come before the commission. He stated that during the presentation the various vegetation was mentioned and where parking will be located, and commented that it is the kind of stuff the Design Review Commission looks at. He questioned if the proposal will generate a 3rd special area. He explained that Riverstone is platted and all the improvements went in and commented that in order to sell lots, infrastructure needs to be in before construction is started. He questioned who will be responsible for putting in the entire infrastructure and questioned if the city will play "banker."

Mr. Boyd explained that the development standards are going to define the product type and the character in each of the blocks. He stated, as an example, that if a developer comes along and buys a lot, the developer will have to complete the infrastructure. He explained that if a developer wants to buy a lot, Mr. Berns will have to be able to make a quick decision with an approved RFP by the Planning Commission. He reminded the commissioners that the market will drive what will be in that area.

Commissioner Ingalls said that he concurred, but they have to be comfortable with the future master PUD.

Mr. Boyd explained that that is why they are doing the workshops -- to get the information to make it work - but it has to be a balanced plan for ignite to sell off the property for development.

Mr. Holm stated that, from a staff perspective, looking at blocks 2, 3, 4, 5, and 6, he could see as this area is developed in the future, the pressure to shut the street down and have a party. He said that if they intend to put a lot of curb cuts along the fronts of those lots or blocks, those types of things will be prohibited. He encouraged the commission to give some thought to the future viability of the street as it fronts the waterfront and to shut down the street, but in case of a fire, emergency services can get down the street if there is an emergency.

Mr. Boyd stated that within the master plan for those specific lots there aren't any curb cuts on that street, with everything loaded from the back.

Mr. Holm commented that there will be 25% extra area along the frontage for public use if they are able to shut down the street.

Chairman Messina expressed that he is for a plan like this and emphasized the need for flexibility, but to be cautious because they might get something they don't want. He questioned if it will come back to the commission as a Planned Unit Development (PUD) and explained that once a PUD is approved and there is a major change, it will need to come back to the commission.

Ms. Anderson stated that it is a goal to build in flexibility, so it doesn't have to come back to the commission for every change.

Mr. Holm stated that he can see each one of the blocks developed by separate developers and questioned if there will be a master set of CC&R's for the entire site. Mr. Boyd stated that might be premature, but the idea is that there won't be individual CC&R's, but there will be master design guidelines to start.

Mr. Holm referenced the development Meadow Ranch and explained that when that project was approved, staff came up with some unique language in their CC&R's where they have an "odor" easement. He stated that, in this case, he could see doing something similar and, as an example, for someone to say they don't want a market next to them in the future, but waving your rights would allow uses to be flexible over time.

Ms. Fleming stated that she would like to see some flexibility in these blocks to have a restaurant close by so you can walk to it, and suggested more restaurants on the water.

Mr. Boyd said that it was great feedback and commented that they have been working on parking and are suggesting parallel parking that would allow more walkable streets.

Chairman Messina asked that, given the plan that was just presented, is there anything the commission should look at for each of their departments.

Bill Greenwood, Parks and Rec Director, said that they like the plan and are interested to see how it will serve the parks once the infrastructure is in. He commented that everything the team has put together is great!

Terry Pickel, Water Superintendent, explained that if you put the utilities in the alley, they will have to have a minimum 10 foot spread, 30 foot easement, 45 foot street, and he doesn't see that there will be enough room. He commented that the density needs to be known upfront, so they can place a 12 inch main from west to east where they have a new well. He further said that they just found a new water source attached to the property and can use the water right for irrigation; but, before they can use it, the waterfront property will likely have to have a plan for the water before they lose it.

Lee Brainard, Police Captain, stated that he is the Operations Division Commander, and that they are concerned with crime prevention design standards. He said that from looking at the design, he sees some design elements at the beginning stages that are worthy of a conversation based on crime statistics, natural surveillance, natural territorial reinforcement, accessibility and visibility, and he is not sure if this is the venue for them to ask those questions, but they don't know what the design standards are yet.

Commissioner Mandel inquired if there is an example of crime prevention.

Mr. Brainard said that they look at subcategories that contribute to positive activity or negative activity generators, territorial reinforcement, type of lighting, accessibility, and traffic calming, and that this is not a new concept for the police department. The goal is to find things before they cause problems.

Mr. Veighe said that he could give an example and explained that at GGLO they have been looking at crime prevention. He said that they have worked on a lot of housing projects where there is mixed income and they try to change the neighborhood.

Chairman Messina directed that if any departments have other concerns, to please get them to Ms. Anderson so she can direct the concerns to the commission. He commented that their goal is to get it done, but they are not going to rush.

Bobby Gonder, Fire Department, said they look at access to and through, street widths, and turning radiuses because trucks are bigger and longer. He said that they don't go down alleys because their trucks are too big. He expressed concern about the density of the buildings and explained there are a lot of close homes that fire can jump down the line, especially if vinyl siding is used. He commented that they are flexible and it is important for them to be involved in the early development process. He said that hydrant placement is a concern, and it is important to have sprinkler systems for multifamily. Snow storage is also important. Mr. Gonder said they are willing to give assistance where needed.

Chris Bosley, City Engineer, said that in regard to snow removal, it is important to not pile it on sidewalks, and he explained that they don't plow alleys and that garbage pickup happens in alleys and it gets challenging in the winter and generally in the downtown area, there is no room for snow to plow alleys. He stated these types of things need to be thought through on how they will occur and, especially, if there are going to be mandatory alleys where the people are required to park in the alleys, which becomes an issue as far as getting the snow out and can be challenging. On street parking, Mr. Bosley said he noticed that

there is a lot for parking on the river frontage which is great, but it would be nice to have it be addressed in the Planned Unit Development (PUD) that designates the type of parking it will be.

Ted Lantsky, Building Official, said that with townhouse construction you can build right next to each other and there are no requirements for fire sprinklers. He suggested making sure that single family residences aren't close to property line. He also said that the public park is great, and to make sure to have accessibility to boat launches.

Councilmember Miller said that she likes the conversations and hopes the process works and is excited to hear that they are proposing flexibility within the blocks, and commented that if any problems come up, she is confident that they will figure it out.

Mr. Gonder commented that he appreciates flexibility, but if someone wanted a multifamily home, additional street cuts will be required for fire lines, which can cause problems.

Chairman Messina asked how it would be handled if an applicant wanted to work on a different phase.

Mr. Boyd explained that the way the districts are set up is by how much that specific district has and how the infrastructure will be funded.

Commissioner Luttrupp stressed the importance of flexibility.

Commissioner Ingalls inquired about the triangle piece and asked if it is in play and will it be part of the plan.

Mr. Boyd said that they do have some thoughts on that piece of property, but reminded the commission that the city council and ignite control the property and will be looking out for what is best for the community.

Ms. Anderson asked if the design team wanted feedback today such as how many stories, multifamily, etc. She commented that a question was asked if Design Review will be involved and, based on the various flexible scenarios, if they know what would the maximum number of units would be.

Commissioner Rumpler said that this is a great property and it will be a difficult balancing act. He said that he has always felt the river is very important and commend the work that has been done and hopes when decisions are to be made hope we give you all the tools to be successful.

Chairman Messina inquired if there is a timeline for this project.

Mr. Boyd stated the intent for today was to get a feel for what they presented today. He commented that he thinks they are getting close but there is a lot of detail that needs to be worked out and they will take comments from today and incorporate those into the plan and maybe have another workshop.

Chairman Messina said he would like to have another workshop and explained that by having more clarity, it will cut down the amount of time it takes to present to the commission.

Commissioner Mandel said that she has lived in urban areas and knows when she sees it and would like to have some reference points, so they can understand the vision.

Ms. Anderson thanked the commission and said they will look at possible dates to schedule another workshop.

Prepared by Shana Stuhlmiller, Public Hearing Assistant

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

COMMISSIONERS PRESENT:

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

STAFF MEMBERS PRESENT:

Hilary Anderson, Community Planning Director
Tami Stroud, Associate Planner
Sean Holm, Senior Planner
Shana Stuhlmiller, Public Hearing Assistant
Randy Adams, Deputy City Attorney

COMMISSIONERS ABSENT:

Lewis Rumpler
Brinnon Mandel
Michael Ward

CALL TO ORDER:

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

APPROVAL OF MINUTES:

Motion by Luttrupp, seconded by Fleming, to approve the minutes of the Planning Commission meeting on January 8, 2019. Motion approved.

OATH:

Mrs. Stuhlmiller performed the Oath of Office for Commissioner Luttrupp's reappointment.

Chairman Messina stated that on the agenda tonight, they were supposed to elect a Chair and Vice-Chair and because they are missing a few of the commissioners, they will move that item to the next Planning Commission meeting on April 12, 2019. Motion approved.

COMMISSION COMMENTS:

Commissioner Luttrupp reminded the citizens to vote, if they haven't already.

STAFF COMMENTS:

Hilary Anderson, Community Planning Director provided the following statements:

- She thanked the commission for participating in the workshop on the Atlas Waterfront Preliminary Design and Development Standards on Thursday, February 28th, and stated the consultant team was very impressed and thankful for all the great input.
- Another workshop is planned for April 4th, 11a.m. - 1p.m., which is part 2 for the discussion on the Atlas Waterfront Preliminary Design and Development Standards.
- She stated that this Friday, March 15th is a joint workshop with Council and the Parks and Recreation Commission regarding the Atlas shoreline, parks and open space. It will be held at 12:00 p.m. in the Library Community Room.

- She stated that they have three public hearings scheduled for the next Planning Commission Meeting on April 9th, with two requests for a density increase Special Use Permit and an annexation request.
- She stated that she has been invited to present tomorrow morning at the Chamber's Executive Round Table with Tony Berns for a discussion on Growth and Innovation in Planning.
- Envision Coeur d'Alene will be receiving proposals this Friday, March 15th and hopefully they will have some great ones. They have scheduled the launch event on May 29th.

PUBLIC COMMENTS:

There were none.

Chairman Messina explained that they have a requested amendment to the agenda to change the order of the public hearings and will be doing A-1-19 first and ZC-2-19 second. Motion approved.

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

1. Applicant: Ted Burnside
 Location: 7725 N. Ramsey Road
 Request: A proposed 4.6 acre annexation from County Commercial to City R-17.
 LEGISLATIVE (A-1-19)

Tami Stroud, Associate Planner stated that Lake City Engineering, on behalf of Ted Burnside, is requesting approval of a proposed +/- 4.6 acre annexation from County Commercial to city R-17 zoning district (Residential at 17 units/acre).

Ms. Stroud provided the following statements:

- Lake City Engineering, on behalf of Ted Burnside, is proposing to annex a +/- 4.6 acre parcel as noted on the annexation map.
- The subject property is near the southwest corner of the intersection of Prairie Avenue and Ramsey Road.
- She presented an aerial view of the subject property.
- She stated that the Comprehensive Plan designates this area as Ramsey-Woodland (Transition)
- She noted where the various staff comments were located in the staff report.
- The +/- 4.6 acre parcel is located on the west side of Ramsey Road and approximately ¼ mile south of Prairie Avenue.
- The site fronts Ramsey Road and is generally flat.
- Currently, there is an existing single-family dwelling unit, and an out building on a portion of the property; however, the majority of the subject property is vacant.
- The physical characteristics of the site appear to be suitable for the request at this time.
- She showed various photos of the property.
- This is a rapidly changing area within Coeur d'Alene. Multiple annexations, subdivisions, zone changes and PUD's have been approved in the area within the last five years.
- There is an existing coffee stand (in city "C-17") and cell tower to the north of this project, and a residential subdivision abutting the subject property, "Province 20", directly to the south.
- A multi-family project is proposed on the abutting lot directly to the north. The surrounding property consists of residentially-zoned parcels (R-8) to the south, and (R-3) and (R-17) on the north.
- The applicant has stated in the narrative that the goal is to incorporate the subject property and the

property to the west with the existing multi-family zoned property to the north to create a larger multi-family project.

- She showed a map of the various land uses surrounding the property.
- She noted that there is one proposed item for the annexation agreement that states: "Prior to the completion of the annexation, the applicant must address any outstanding code violations for the existing structures onsite."

Ms. Stroud concluded her presentation.

There were no questions for staff.

Public testimony open.

Drew Dittman, Applicant representative, provided the following statements:

- The property is 6.8 acres and currently zoned commercial in the county and they are proposing an R-17 designation.
- He stated the property to the north is R-17 as noted on the map that includes the new school site, with R-8 to the south, which is the Provence 20 subdivision, and then there is the Coeur d'Alene Place PUD to the south that is C-17PUD.
- He stated that Idaho Code requires express standards for annexation and zoning requests.
- They believe the proposal is in conformance with the Comprehensive Plan.
- He stated there is commercial property along the east side of Ramsey Road.
- Currently there is a trail that runs along Ramsey to the Coeur d'Alene Place subdivision that runs down to Lake City High School and then to the Maverick gas station. This property is close to walking trails and Mr. Dittman feels this project will be a good fit.
- He stated the utilities are available with no objections from Streets and Engineering.
- He stated that they have been in contact with the Hayden Lake Irrigation District and they stated they have no issues.
- He described the property as flat with an existing tree farm and no outstanding features that would prohibit development on the property.
- He stated that there was a comment from Chris Bosley, City Engineer, who stated that Ramsey is a major collector and can handle traffic, and that Prairie is a principle arterial that can handle high volumes of traffic.
- He commented that there is R-17 and C-17 zoning to the north, commercial to the East and R-8 to the south with C-17 south of that property.
- He stated that this property meets all the land uses

Mr. Dittman concluded his presentation.

Commission Comments:

Commissioner Fleming inquired about the "left turn" issue and asked if that would be discussed at the next hearing for the zone change request.

Mr. Dittman explained that it is more of a development issue and would be addressed at the time of development and they will work with the City Engineer based on the number of approved units etc. He stated that it is premature to talk about it since there is no development now.

Commissioner Ingalls said that the parcel is currently in the county and is referenced by Mr. Holm as a "doughnut hole," and which he refers to as "Swiss cheese" and considered a "freeloader" that is getting city services. He stated that it makes sense to clean up the "doughnut holes." and commented that if he lived in one of the houses to the south and liked looking north at a nice tree farm, he would want that view to be like that forever. He inquired if the applicant could describe what it will look like compared to if the

request is turned down and remained in the County as County Commercial.

Mr. Dittman explained that if the property remains in the county it could be developed as commercial property with a gas station. He said there would be a number of commercial projects that could be done on the parcel and commented that the parcel could also be annexed as commercial with commercial properties surrounding the property to the east.

Commissioner Ingalls confirmed that development could include a gas station, mini storage etc. He inquired if the property was approved as R-17, what would that look like.

Mr. Dittman explained that they could have 17 units/acre and the maximum height would be 45 feet, which is three stories, and they would not need to go three stories to get the density. He stated that they can get 17 units per acre with two story buildings. He referenced the Landings and Carrington Place in Coeur d'Alene as two story apartment projects that meet the R-17 density. He stated that he would anticipate that that is what would be on the property.

Chairman Messina inquired if Mr. Dittman received a copy of the letter submitted by the School District and noted on page two of the letter, under "Partnerships," the last three sentences that state "the district is also pleased to report that the developer has indicated a willingness to provide some mitigation for the impact on local schools." He asked Mr. Dittman to explain.

Mr. Dittman said the applicant has been in contact with the School District and discussed the future school site. He explained that they asked them if they could provide connectivity by a walking trail for potential students to walk to the school site. Mr. Dittman said that they can only go to their border and can provide a walking trail to get there. In Idaho you can't have impact fees for schools that are not allowed by code.

Chairman Messina stated that putting an access to the school site was mentioned, and asked if the applicant/owner owns the R-17 piece that they annexed in March.

Mr. Dittman said the boundary lines are not correct and noted on the map the parcel the applicant owns.

Chairman Messina inquired if apartments are planned for the other R-17 piece of property that was approved earlier this year.

Mr. Dittman said that the parcel is currently zoned R-17 and explained that building permits are sitting in the building permit "queue" and were put on hold when the opportunity came up for these two pieces to see if they can combine them and make it one big parcel.

Chairman Messina questioned if there has been any discussion with the property owner for connecting the R-17 parcel to the school.

Mr. Dittman noted that that piece of property is currently in the county and is not for sale. He said that if the zone change goes through, the three parcels will be for one project.

Dawn Antrim said she is concerned that, with a new school proposed, traffic will be terrible. She stated that she works downtown at the District Court and it takes twenty minutes for her to get to work. She believes that traffic from 172 apartments will be terrible, and said that she has two kids in grade school and they had to be split up, because one school didn't have enough room for the fifth graders and the first graders. She said that the schools are at capacity and something needs to be done.

Janet Roberts said she lives in Provence Twenty located behind the parcel. They are aware of the 435 acre field for Coeur d'Alene Place for 429 homes. She stated her concern is that apartments already have been approved in the R-17 zone and that the new school proposed on the corner of Ramsey and Prairie will be overtaxed. She stated if this zone change is approved, they will be putting "for sale" signs on their homes.

Chris Jessen noted on the map where he lives and said that he understands there is going to be progress. He said he is worried what is going to be built behind his house and if it is proposed three stories, he will be losing his sunsets, with people looking into his bedroom. He said they moved there because the properties behind them were vacant and commented that single family or duplexes would be fine, but three story apartments are too much.

David Hirtle stated he lives in Provence Twenty and questioned when the last traffic study was done on the property.

Ms. Anderson said that she is not aware of the date, but the City Engineer noted in the staff report that the project would not have an impact on traffic. She said that she could give Mr. Hirtle the number for the City Engineer who can give him the information when those studies were done.

Mr. Hirtle said his wife can't make a left turn to go north on Ramsey and with the addition of these apartments it will be terrible. He said that R-8 would be a better fit and make it part of their neighborhood.

Chairman Messina said that the commission is aware of the traffic problem along that corridor and they are in the process of redoing the Comprehensive Plan that will address those issues and that, right now, they are doing the best they can do.

Rebuttal:

Mr. Dittman made the following statements:

- He stated that he appreciates all the comments.
- In regard to traffic, he said that the City Engineer reviewed it and commented in the staff report that he sees no objections. Ramsey is a major collector. Prairie is a principal arterial that is designed to handle a high volume of traffic and where you want to put higher density projects.
- The cell tower is not on the property.
- In regard to schools, Mr. Dittman said that in the letter it was referenced that one out of every 5 multi-family units equals one school age student that will join the district. He said that they have 15 acres between all three of the parcels, and explained that if the entire parcel was zoned R-17 and was built to maximum density, that would be 255 maximum units. Multi-family generates 1 student for every 5 units, which equals 51 students at maximum build out if it was multifamily. If the parcel was R-8, which is the same as Provence 20, single family generates .62 students per unit, which is based on information from the school district. Mr. Dittman said that if they were to develop the parcel as single family, 75 units times .62 is 47 students. He commented that 51 multi-family versus 47 single family, which would be the same amount of students either way.
- He stated that it's not fair to say that apartments on the property will be a burden to the school district.

Mr. Dittman stood for questions.

Public testimony closed.

Discussion:

Commissioner Ingalls stated that this is a parcel that belongs in the city and stated that the Comprehensive Plan designates this area as a transition area. He said that years ago this area was envisioned as an area that would change and it was envisioned that these "doughnut" holes would be making their way into the city and confusing which jurisdiction whose codes prevailed, etc. He said that the Comprehensive Plan had a vision that this was coming into the city and that this is a "no brainer". Commissioner Ingalls said that he believes that when they look at the project to the north of the property, it makes sense to look at it as one project and agree that the zone be designated R-17.

Commissioner Luttrupp said that he is sympathetic to the people who live in the area and said that when they look at the Comprehensive Plan they will spend some time on trying to better develop how they are going to manage growth. He said that he understands that nobody wants a large building next to them but understands that growth and traffic is an issue but it's a problem throughout the city. He commented that he supports the request.

Commissioner Fleming commented that the piece or property belongs in the city and they will have to walk through this with the developer for the best solution. She supports the request.

Chairman Messina said this is a good fit for the property and he will support the request.

Motion by Ingalls, seconded by Fleming, to approve Item A-1-19. Motion approved.

ROLL CALL:

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

Motion to approve carried by a 3 to 0 vote.

2. Applicant: Tammi Kerr
Location: 1781 W. Alps Street
Request: A proposed zone change from R-3 to R-17
QUASI-JUDICIAL (ZC-1-19)

Tami Stroud, Associate Planner stated that Lake City Engineering, on behalf of Tammi Kerr, is requesting approval of a proposed +/- 4.9 acre zone change from R-3 (Residential at 3 units/acre) to city R-17 zoning district (Residential at 17 units/acre).

Ms. Stroud provided the following statements:

- The 4.9 acre zone change request is located on the west side of Ramsey Road and south of Prairie Avenue along Alps Street.
- The property was annexed into the city in July of 2005, with the R-3 (Residential zoning at 3 units/acre) zoning district.
- The applicant is requesting the R-17 (Residential at 17 units/acre) zoning district and has noted in the narrative that the request for the R-17 zone is to allow for the development of a multi-family project in coordination with the previously approved multi-family project to the north.
- The Comprehensive Plan designates this area as Ramsey-Woodland (Transition).
- She noted the various comments from city staff in the report.
- She presented various site photos of the property.
- She noted that this is a rapidly changing area within Coeur d'Alene. Multiple annexations, subdivisions, and Planned Unit Developments have been approved in the area within the last five years.
- Some of the larger projects include: Garden Grove, Vista Meadows, Kerr Properties, and the Prairie Trails subdivision.
- The subject property abuts the "Province Twenty" development to the east and a single-family dwelling to the west that remains in the County. Just north of the property there is a proposed multi-family project "Bluegrass Lodge" that is currently awaiting building permit approval.
- The applicant has noted that the subject property may be integrated as part of the overall multi-family project in the future.

- She showed a rendering of the land use properties
- She stated that there are no proposed conditions

Ms. Stroud concluded her presentation.

Commission Comments:

Commissioner Fleming commented that they have previously looked at a Planned Unit Development (PUD) south of the property and discussed a possible traffic light at Wilbur. She asked if the request is approved, would the distance be too close between the Wilbur connections to put a light in at that location.

Ms. Anderson said that is correct and that they did ask the City Engineer, who said it would not be an appropriate location for another traffic signal.

Commissioner Luttrupp commented that this area is in transition per the Comprehensive Plan and, when looking at the neighborhood character, would it be appropriate to have the property zoned to R-17 without it being disruptive to the surrounding neighborhood. He suggested a zoning more than an R-3, but less than an R-17.

Ms. Stroud stated that the R-12 zone would be the next zoning district and if the intent is for the applicant to integrate the properties, an R-12 would not allow multifamily. She showed a photo of the property and how the three parcels would look when combined together.

Commissioner Fleming questioned if the intent is to combine the lots into one development.

Ms. Stroud stated that the narrative states that the intent is to combine the parcels for the apartments.

Commissioner Fleming stated that from looking at the combined parcels she could see a way to manage traffic. She said she understands from listening to testimony that the surrounding neighbors are paranoid because they see many cars going out into the street.

Public testimony open.

Drew Dittman, Applicant representative, provided the following statements:

- He stated that Idaho code requires certain standards for zoning, as in an annexation.
- There is a full analysis in the narrative and since the property is in a transition area, it will allow for multifamily.
- When they proposed the project, they originally had two points of access, which was a requirement from the City Engineer and the Fire Department. He explained that points of access will help alleviate access and traffic, and said that if the zone change is approved for R-17, their goal is to combine the three parcels into one, with multiple points of access.
- He stated that Alps Road would be improved during site development to city standards along their frontage and it would be the first point of access and a second point of access on to Ramsey. He stated that Alps will go through and tie in to Coeur d'Alene Place.
- He stated there is a traffic signal proposed at Wilbur.
- He stated there is R-17 zoning to the north, R-17 zoning to the west, and there is also a C-17PUD. He explained that C-17 can have a variety of things such as apartments, gas stations, etc. He commented there is also C-17 zoning on the east side of Ramsey. He said that the proposed development fits with the surrounding land uses.

Mr. Dittman concluded his presentation.

Commission Comments:

Commissioner Luttrupp inquired what the height limit is for the C-17 PUD to the south of the subject

property.

Mr. Holm explained that the C-17 and C-17L PUD height was not limited and it is just the underlined zone that would govern.

Commissioner Luttrupp asked what are the differences between a C-17 zone and R-17 zone in regard to density and height.

Mr. Holm explained that the density is the number that follows the designation. For example, 17 units per acre is the number that you have to live with in regard to height and setbacks, etc. He added that in regard to C-17 zoning, if 51% or more of the floor area is commercial there is no height limit. If it is 51% or more residential, then there is a 45' foot maximum height.

Chairman Messina asked what is the vision for all three pieces when the property is developed.

Mr. Dittman said that the development will be similar to the Centennial Pines Apartments right next to the C&I building which was done a year and a half ago. He said that the project, when done, will be similar. The Centennial Pines Apartments are two story buildings -- 6 unit and twelve unit two story buildings with garages located underneath. He said that the building is less than 45' feet, and that they would combine all three parcels into one project with apartments.

David Hirtle said that looking at these three parcels, they are giving the go ahead for 15 acres of apartment buildings if the zoning is approved. He said that if they do 17 units/acre, two cars per unit, and include the area approved for 429 homes, with two cars per home and the added school traffic, the number would 1,500 to 2,000 cars.

Rebuttal:

Mr. Dittman made the following statements:

- He said that there will be multiple points of ingress/access to Coeur d'Alene Place when the additional homes are built and all traffic will not go down Ramsey Road and feels Mr. Hirtle's comment is not a fair statement. He noted that Ramsey Road is a major collector and he doesn't see any problem with additional traffic.
- He stated that the proposed apartments will be 3 story apartments.

Public testimony closed.

Discussion:

Commissioner Ingalls said that an R-3 zoning designation is not a good fit and from looking at what surrounds the parcel, which is C-17 to the south, R-3 doesn't make sense. He said that maybe R-17 is generous, but if that is a negative on the positive side, the three parcels can work together cohesively. He said that he is confident that with the developer's track record, he will develop a better project if they are all the same zone. He explained that the project is an infill project and he would like to have more quality infill projects than expanding city limits.

Commissioner Luttrupp said that, for him, R-17 is too much and R-8 would be more appropriate. He said that he understands that if the property is zoned the same, then more things can be done with the property. He said that, if approved, he feels that an R-17 zoning designation would be too disruptive to the existing R-8 neighborhood.

Commissioner Fleming said that she likes to see cohesion rather than another R-12 or R-8 etc. She feels that they want a more unified appearance rather than "chipping away" at some oddballs showing up. She would like the entire parcel to be R-17.

Chairman Messina stated he is confident the developer will do a great job.

Motion by Fleming, seconded by Ingalls, to approve Item ZC-1-19. Motion approved.

ROLL CALL:

Commissioner Fleming	Voted	Aye
Commissioner Ingalls	Voted	Aye
Commissioner Luttrupp	Voted	No

Motion to approve carried by a 2 to 1 vote.

3. Applicant: Habitat for Humanity of North Idaho, Inc.
Location: 601 W. Neider Avenue
Request: A proposed zone change from MH-8 to R-17 QUASI-JUDICIAL, (ZC-2-19)

Sean Holm, Senior Planner stated that Habitat for Humanity of North Idaho, is requesting a zone change for property in the city limits. The request is to allow a change of zoning from MH-8 (Mobile Home at 8 units/acre) to R-17 (Residential at 17 units/acre).

Mr. Holm made the following statements:

- The MH-8 to R-17 zone change request abuts Howard Street on the west, Fruitland Lane on the east, and Neider Avenue on the south. Directly north are mobile homes that are accessed by vehicle through Lake City Lane.
- Lake City Lane does not share a boundary with the Habitat for Humanity site.
- The subject property was deemed surplus by the City's Water Utility due to the inability to support a viable well as a source of water for the city and was auctioned through a sealed bid process which was due May 30, 2018. Habitat for Humanity of North Idaho was the highest bidder and has successfully transferred legal ownership.
- He provided a map showing the prior zone changes surrounding the property.
- He noted that the Comprehensive Plan designates this area as Fruitland – Transition.
- He referenced where the city staff comments are in the staff report.
- He provided various site photos of the area.
- He explained land uses using a map of the area. He stated that there are no proposed conditions.

Mr. Holm concluded his presentation.

Commission Comments:

Chairman Messina said that since this property is a unique shape, he questioned if the setbacks and parking will be a challenge to get many units on the property.

Mr. Holm commented said that is a true statement and from talking with Terry Pickle about providing services, it was one of the reasons the Water Department had originally obtained the property. He explained that the property has a lot of frontage and depending on what frontage is used for the front yard, the building envelope is tiny.

Commissioner Fleming inquired if they can change the frontage to Fruitland in order to meet setbacks.

Mr. Holm explained any one of the frontages can be used and it is the applicant's choice since the property is vacant.

Public testimony open.

James Casper, Applicant representative, provided the following statements:

- He stated that their goal is to create low income affordable housing and to try and cut costs through construction and volunteers.
- He commented that the property is a challenge, but single family is not affordable in any format.
- He said that they are finishing another project on Hastings which is a 1.5 or 2 acre lot, basic 3 bedroom, 1 bath house with a single garage. He said the appraisal is \$244,000.00, and commented they won't be selling it to their buyers but, later, when they move or sell, there will be nothing affordable for the lower income.
- He stated that the density is the solution to affordability for both near term/long term.
- Land costs are also an issue and they will try and use any available space. It is expensive to buy dirt.
- He stated that they have to set their costs at \$40,000 to \$50,000 per unit and this is not comparable to other lots in the city without cost going to density.
- He referenced a rendering showing the site plan and stated that when designing the lots, frontage is a big issue. He explained that they can't use Neider for frontage and still have frontage on Fruitland and so they end up with abnormal looking lots. He said that they are hopeful to provide 4 or 5 lots on the property. He further said that there will be challenges on the long lots with parking and setback concerns and they feel the height will help solve some of those issues.
- He explained that they can develop single family that will be affordable for the community.
- He stated that they are also looking at shared equity and eventually getting to the point to be able to buy back the property and control the properties in perpetuity.
- He stated that they feel this property, when completed, will be a win/win for the city.

Mr. Casper concluded his presentation.

Robert Shaw said that he owns the property behind the development and was not notified about the hearing but noticed the sign on the property.

Mr. Holm explained that Mr. Shaw did come in the other day and talked with Jake Plagerman, Planning Tech, who informed Mr. Shaw that the notice is mailed to where your tax bill goes.

Mr. Shaw stated that his tax bill comes to his home in Hayden, Idaho and that's ok since he did see the sign for the public hearing. He said that he owns the mobile home park to the north and that it is a senior park that is full of mostly low income people. He said the mobile home park has been there for 48 years and the people notified him that they have concerns about their privacy and suggested that if this project is approved, a site obscuring fence should be placed. He explained that the people in the new homes will be using the street behind as the road and is concerned about the noise.

Mr. Holm explained that their Permit Tech did speak with Mr. Shaw and commented that since it's a residential use against a residential use, there is no buffer yard requirement. He added that if it was a commercial use against a residential use, or an incompatible use, then there would be a requirement for a fence or plantings.

Rebuttal:

Mr. Casper provided the following statements:

- He said that appreciates all concerns, especially for privacy and safety for all residents.
- He stated there is a high amount of traffic and it not an ideal location for homes. He said that they do feel a fence would be appropriate. He does understand that a barrier should be there for privacy and safety for both sides.
- He stated that they don't anticipate a lot of change in traffic on a daily basis.
- He commented that as time goes by the city will have to address if there are more appropriate areas, but there are not a lot of areas to choose from to add density.

Commissioner Luttrupp inquired if they do support a fence.

Mr. Casper said that they do support a fence.

Commissioner Luttrupp commented that he hopes the applicant and Mr. Shaw can have a discussion to get it resolved.

Mr. Casper said that by putting demands to provide a large brick wall between two residential communities, he would hope that those neighbors would want to be a neighbor. He said that they may want to protect their privacy from the other neighbors.

Commissioner Luttrupp said that he is aware that Habitat for Humanity is very community oriented and he is confident they will work it out between the neighbors.

Public Testimony closed.

Discussion:

Commissioner Ingalls explained that this piece of property has been a weed farm for many years and now they have a proposal for workforce housing that will help put something on that property that is useless the way it is. It is a good thing.

Commissioner Fleming said that she concurred with Commissioner Ingalls and stated that this will be a great project.

Chairman Messina commented that he is familiar with the piece of property, which is an odd shape and will be a challenge.

Motion to reopen testimony. Motion approved.

Mr. Casper said that if there was a version of R-12 that allows multifamily at a lower height, it could be considered.

Public testimony closed.

Motion by Ingalls, seconded by Fleming, to approve Item ZC-2-19. Motion approved.

ROLL CALL:

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


Motion to approve carried by a 3 to 0 vote.

ADJOURNMENT:

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

The meeting was adjourned at 8:05 p.m.

Prepared by Shana Stuhlmiller, Public Hearing Assistant



ADMINISTRATIVE

**PLANNING COMMISSION
STAFF REPORT**

FROM: PLANNING DEPARTMENT
DATE: APRIL 9, 2019
SUBJECT: EXTENSION OF PLANNING COMMISSION APPROVAL FOR SP-1-17 DENSITY INCREASE TO R-34 FOR A PROPOSED MULTI-FAMILY APARTMENT COMPLEX IN THE C-17 COMMERCIAL DISTRICT
LOCATION: A 3.84 ACRE PARCEL LOCATED AT 2772 W. SELTICE WAY

DECISION POINT:

Atlas Mill Development Corporation is requesting a one (1) year extension of SP-1-17 (R-34 Density Increase Special Use Permit) approved January 10, 2017, which went into effect on June 4, 2017 when the annexation agreement and annexation ordinance were recorded.

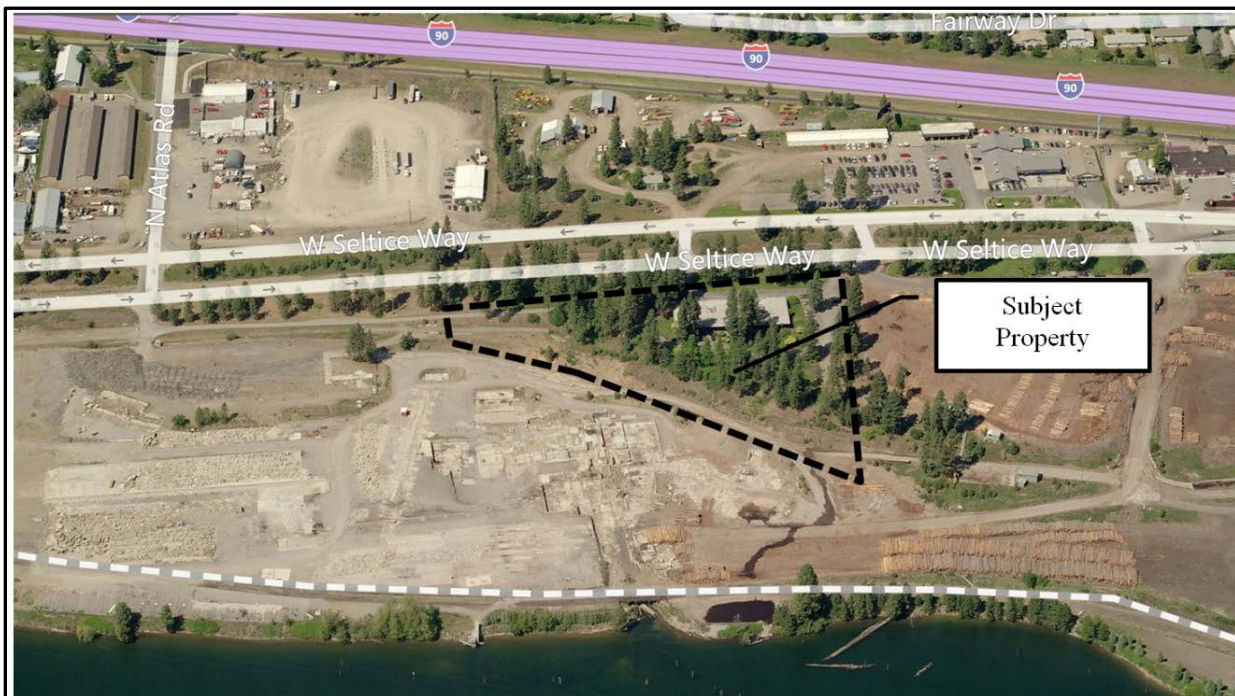
GENERAL INFORMATION:

The above-noted special use permit is set to expire on June 4, 2019. Due to active and ongoing dialogue with the City on a possible land swap involving the subject property, the applicant is requesting an extension of the SUP approval for one (1) year to **June 4, 2020**, which would allow additional time to come to mutually agreeable terms with the City.

DISCUSSION:

Section 17.09.230 of the city's code allows the Planning Commission to extend the Special Use Permit approval for one year, without public notice, upon written request filed at any time before the permit has expired.

PROPERTY LOCATION MAP:



CITED CODE ITEMS:

For SUP:

17.09.230: ADHERENCE TO APPROVED PLANS:

A special use permit shall be subject to the plans and other conditions upon the basis of which it was granted. Unless a different termination date is prescribed, the permit shall terminate one year from the effective date of its granting unless substantial development or actual commencement of authorized activities has occurred, or if there is a cessation of use or occupancy for two (2) years. However, such period of time may be extended by the planning commission for one year, without public notice, upon written request filed at any time before the permit has expired and upon a showing of unusual hardship not caused by the owner or applicant. (Ord. 1691 §1(part), 1982)

PRIOR CONDITIONS OF APPROVAL:

ENGINEERING

1. Traffic islands will be required to prohibit left turns on Seltice Way. Acceleration/Deceleration lanes will not be required.
2. Sidewalk connections to the proposed shared-use path on Seltice Way shall be routed to avoid crossing the parking lot areas.

WATER:

4. Any improvements required to meet service delivery and fire flow will be the responsibility of the developer at his/her expense.

WASTEWATER:

5. The applicant will need to demonstrate that the peak wastewater flows generated from the increased density will not compromise the public sewer main's downstream capacity all the way to the Wastewater Treatment Plant.

COMMISSION ALTERNATIVES:

- The Planning Commission may, by motion, grant an additional one year extension of Atlas Mill Development Corporation for the approved SUP to allow for additional time to come to mutually agreeable terms with the City on a possible land swap, or,
- The Planning Commission may, by motion, deny the extension request.



PUBLIC HEARINGS



PLANNING COMMISSION STAFF REPORT

FROM: MIKE BEHARY, ASSOCIATE PLANNER

DATE: APRIL 9, 2019

SUBJECT: SP-1-19, REQUEST FOR A SPECIAL USE PERMIT TO ALLOW A DENSITY INCREASE TO R-34 FOR A PROPOSED MIXED USE MULTI-FAMILY APARTMENT COMPLEX IN THE C-17L COMMERCIAL DISTRICT AND THE R-17 RESIDENTIAL DISTRICT

LOCATION: A 1.26 ACRE PARCEL LOCATED AT 1715 N GOVERNMENT WAY

APPLICANT/OWNER:
Benjamin Widmyer
PO BOX 136
Coeur d'Alene, ID 83815

ARCHITECT:
Miller Stauffer Architects
601 E Front Ave, Suite 201
Coeur d'Alene, ID 83814

DECISION POINT:

Miller Stauffer Architects representing Benjamin Widmyer is requesting approval of a special use permit to allow a density increase to R-34 that will allow a mixed use development with commercial units located on the first floor and 43 residential multi-family units located above the commercial units.

BACKGROUND INFORMATION:

The existing site is made up of six individual parcels. The six parcels contain four single family dwellings, one office building, and one vacant lot. The applicant has acquired these properties over time and is now ready to move forward with the proposed mixed use development.

The applicant is proposing to demolish the existing structures on this site and build a five story mixed use building with commercial uses located on the first floor and residential units located above the commercial units. The proposed special use request will allow for a total of 43 multi-family units on this site. The current zoning allows for a total of 22 multi-family units on this size of a parcel.

The proposed mixed use building will be five stories tall and will be allowed a maximum height of 63 feet in accordance with the proposed R-34 zoning height restrictions for mixed use structures. The applicant has submitted a building elevation of the proposed building indicating how it will look from the street. (See building elevation on page 4) The applicant has also submitted a site plan that shows the proposed site layout and the building location on the subject site. (See site plan on page 3)

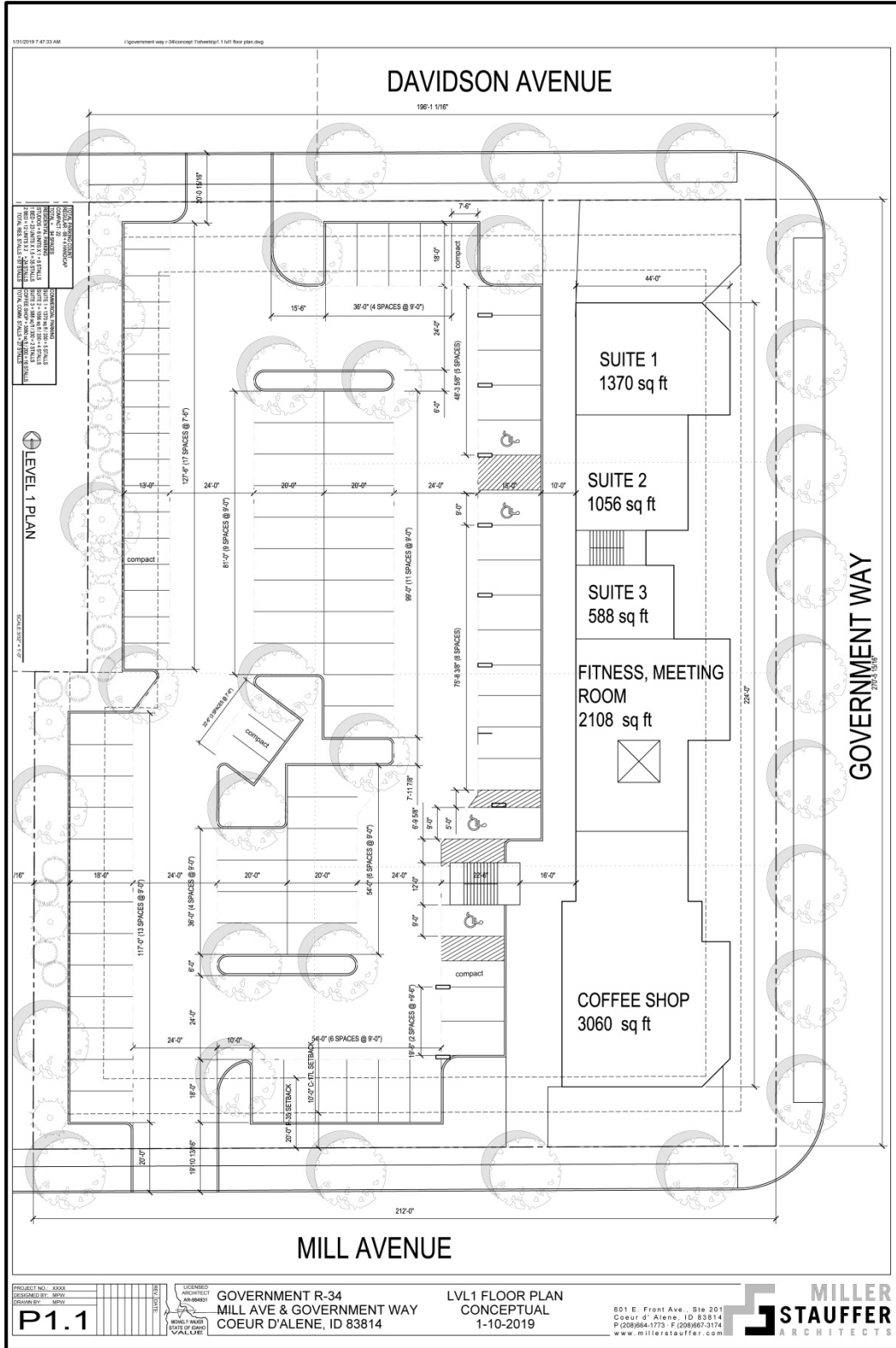
PROPERTY LOCATION MAP:



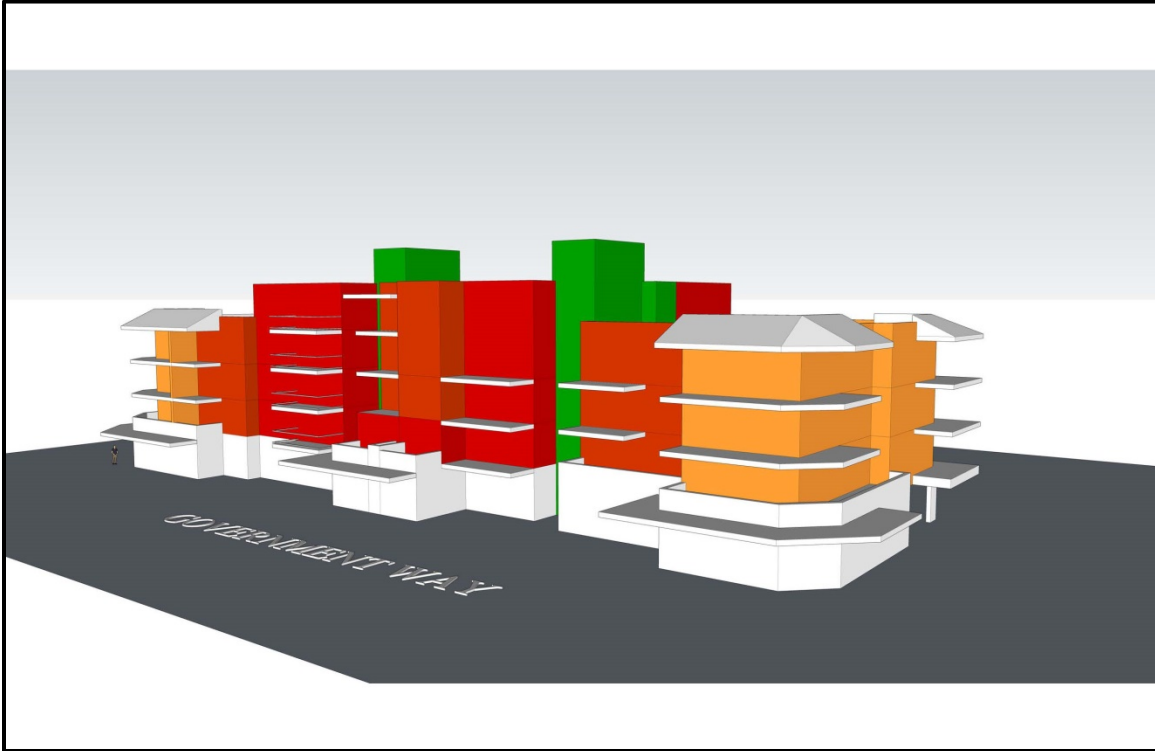
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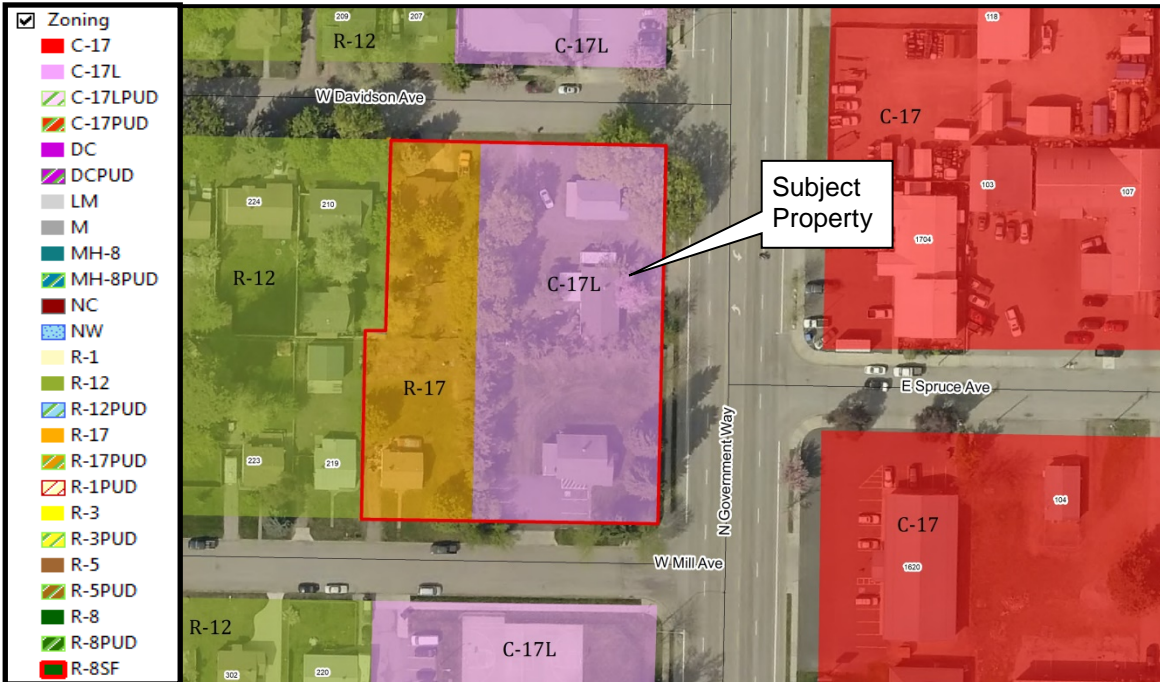
APPLICANT'S SITE PLAN:



APPLICANT'S BUILDING ELEVATION:



ZONING MAP:



C-17L COMMERCIAL ZONING DISTRICT:

The C-17L district is intended as a low density commercial and residential mix district. This district permits residential development at a density of seventeen (17) units per gross acre as specified by the R-17 district and limited commercial businesses whose primary emphasis is on providing personal service. This district is suitable as a transition between residential and commercial zoned areas and should be located on designated collector streets or better for ease of access and to act as a residential buffer.

17.05.580: PERMITTED USES; PRINCIPAL

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

- Administrative offices
- Automobile parking when serving an adjacent business or apartment
- Banks and financial institutions
- Boarding house
- Childcare facility
- Commercial film production
- Community assembly
- Community education
- Duplex housing (as specified by the R-12 district)
- Essential service
- Group dwelling - detached housing
- Handicapped or minimal care facility
- Home occupations
- Hospitals/healthcare
- Juvenile offenders facility
- Multiple-family housing (as specified by the R-17 district)
- Neighborhood recreation
- Nursing/convalescent/rest homes for the aged
- Personal service establishments
- Professional offices
- Public recreation
- Rehabilitative facility
- Religious assembly
- Single-family detached housing (as specified by the R-8 district)

17.05.590: PERMITTED USES; ACCESSORY

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

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

17.05.600: PERMITTED USES; SPECIAL USE PERMIT

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

- Commercial kennel.
- Commercial recreation.
- Community organization.
- Convenience sales.
- Criminal transitional facility.
- Food and beverage stores for off/on site consumption.
- Hotel/motel.
- Mobile food court.
- Noncommercial kennel.
- Remaining uses, not already herein permitted, of the C-17 district principal permitted uses.
- Residential density of the R-34 district as specified.
- Veterinary hospital.
- Wireless communication facility.

R-34 RESIDENTIAL ZONING DISTRICT:

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

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

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

17.05.340: PERMITTED USES; PRINCIPAL:

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

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

17.05.350: PERMITTED USES; ACCESSORY:

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

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

17.05.360: PERMITTED USES; SPECIAL USE PERMIT:

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

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

17.05.370: SITE PERFORMANCE STANDARDS; MAXIMUM HEIGHT:

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

- 63 feet for multiple-family and nonresidential structures.

17.05.400: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

Minimum yard requirements in an R-34 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 ten feet (10').
3. Side, Street: The street side yard requirement shall be twenty feet (20').
4. Rear: The rear yard requirement shall be twenty feet (20'). However, the rear yard will be reduced by one-half (1/2) when adjacent to public open space.

17.06.425: MINIMUM SETBACK AT REAR AND SIDE LOT LINES:

All accessory structures must be set back at least five feet (5') from side and rear yard lot lines unless the structure's roof slopes toward the interior of the lot or is otherwise constructed in a manner that prevents snow and runoff from crossing the property line.

17.44.030: OFF STREET PARKING - RESIDENTIAL USES:

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

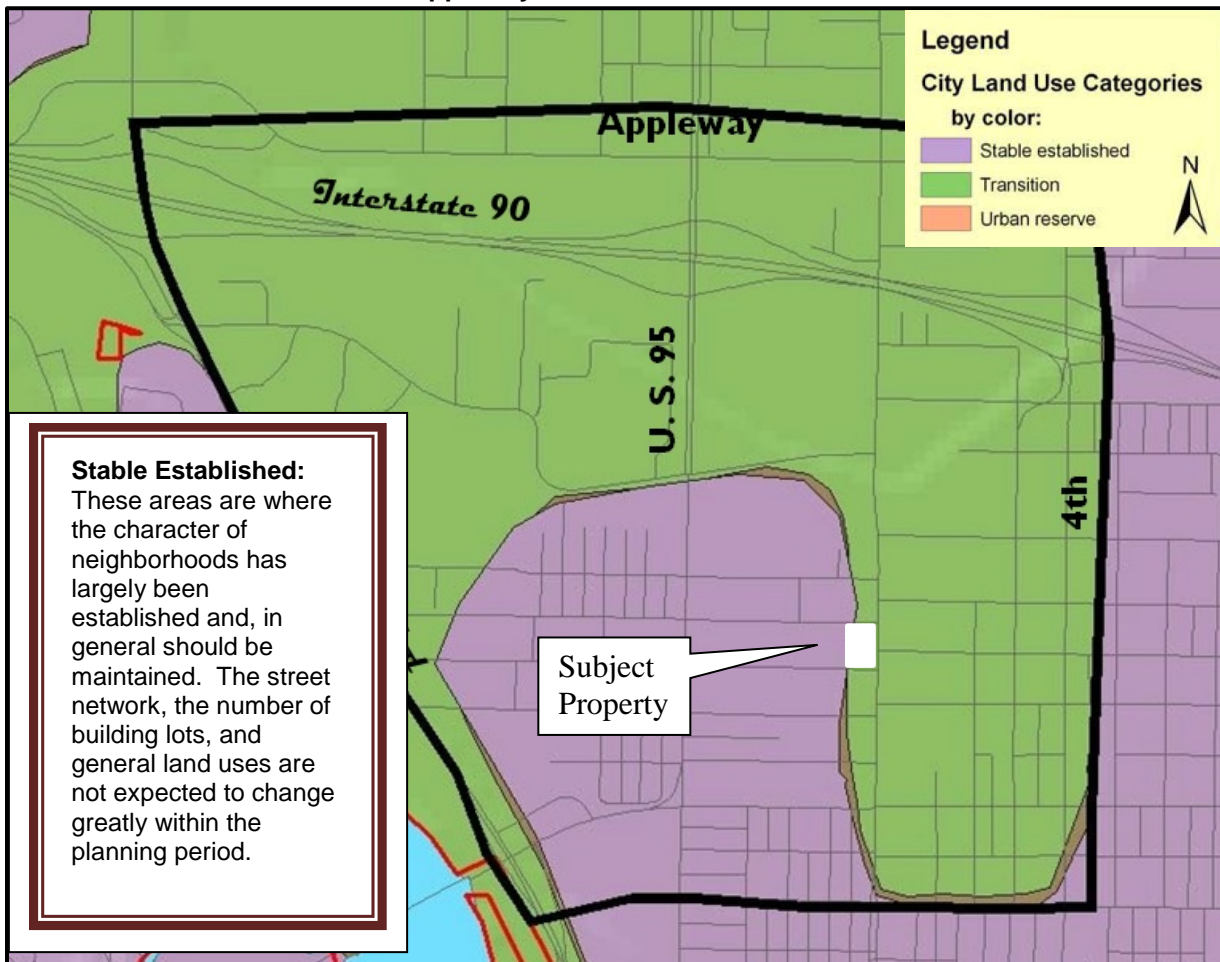
REQUIRED FINDINGS FOR SPECIAL USE PERMITS:

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

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

- The subject property is within the existing city limits.
- The City Comprehensive Plan Map designates this area as Appleway – North 4th Street, Transition:
- The subject property is located in the City's Area of Impact.

COMPREHENSIVE PLAN MAP: Appleway – North 4th Street



Transition Areas:

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

Appleway – North 4th Street Today:

This area is a diverse mix of residential, medical, commercial, and warehousing land uses. The area is very gently sloped with some drop in elevation within a block of Northwest Boulevard. This elevation change has also defined the break from commercial to residential uses for much of the area's history.

The south-west and south-central portions of the area consist primarily of stable, single-family housing at approximately five units per acre. The Winton Elementary School and park is located in this neighborhood. Various multi-family apartments, mostly constructed in the late 1970s and early 1980s, are located within the district. The most active area for construction within this district is the Ironwood corridor which consists of many health-care and professional offices west of US 95, with office and retail uses east of US 95.

Appleway – North 4th Street Tomorrow:

The Appleway – 4th Street area is expected to be a mixed use area. The stable/established residential will remain. The west Ironwood corridor will require careful evaluation of traffic flow. Ironwood will be connected to 4th Street, enabling higher intensity commercial and residential uses.

The characteristics of the Appleway – North 4th Street neighborhoods will be:

- That overall density will approach six units per acre, with infill and multi-family housing located next to arterial and collector streets.
- That pedestrian and bicycle connections will be provided.
- Street widening and potential reconfiguration of US 95 should be sensitive to adjacent uses.
- Uses that strengthen neighborhoods will be encouraged.

The characteristics of the Appleway – North 4th Street commercial will be:

- Those commercial buildings will remain lower in scale than in the downtown core.
- Streetscapes should be dominated by pedestrian facilities, landscaping, and buildings.
- Shared-use parking behind buildings is preferred.

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.

Goal #2: Economic Environment

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

Objective 2.02

Economic and Workforce Development:

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

Goal #3: Home Environment

Our Comprehensive Plan preserves the city's 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 3.10

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 for properties in development.

Objective 4.01

City Services:

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

Objective 4.06

City Services:

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

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

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

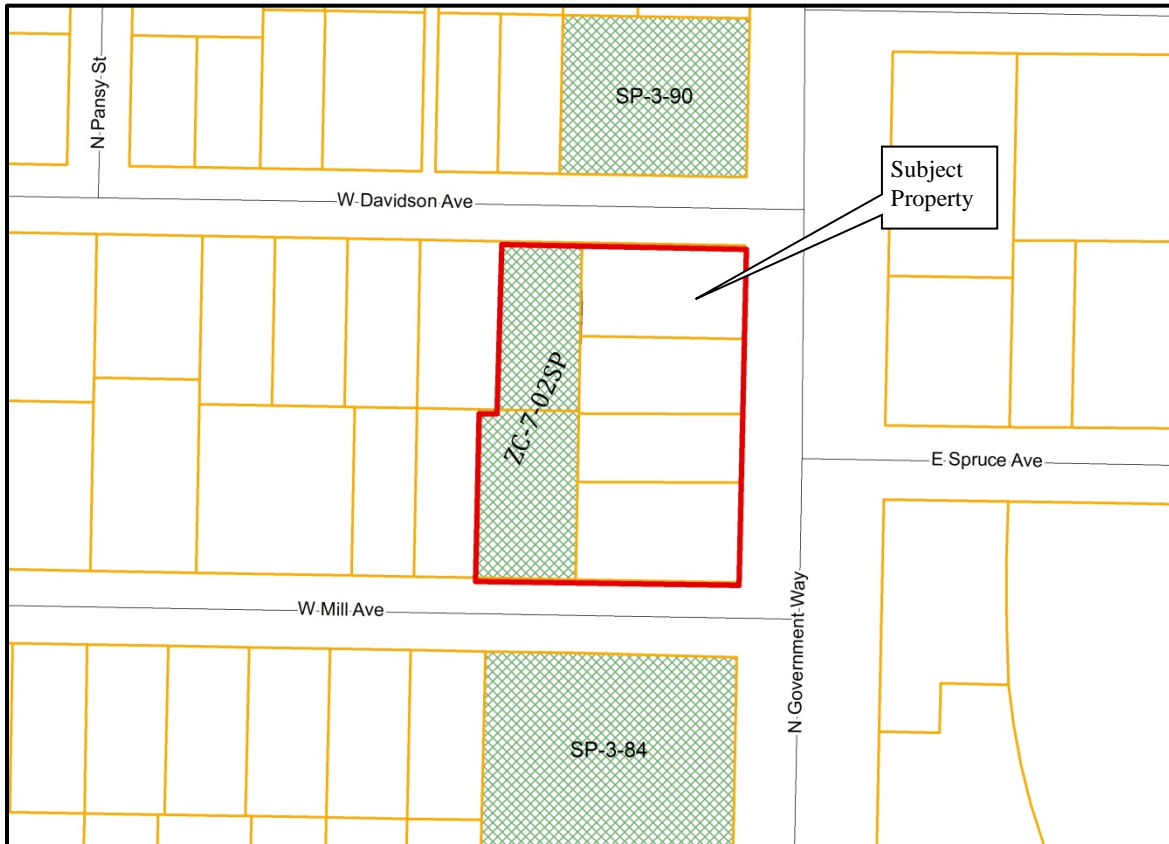
The proposed building will meet all the required building setbacks and maximum building height requirements that are required for mixed use multi-family structures in the C-17L District. The properties to the west of the subject site have single family dwellings located on them. To the east are a commercial retail facility and a motorcycle sales and service facility. To the south is the Idaho Youth Ranch family services facility. The property to the north is an office use.

The properties to the north and south of the subject site are zoned Commercial, C-17L and Residential, R-12. The properties to the west are zoned Residential, R-12. The properties to the east are zoned Commercial, C-17 (as shown on the zoning map on page 4).

The subject site is located directly west of the intersection of Government Way and Spruce Avenue. Government Way is an Arterial street. The subject site also has frontage along Mill Avenue and Davidson Avenue. The site plan indicates that there will be two access points, one from Mill Avenue and one from Davidson Avenue. The subject property is also located approximately 2 blocks to the south of the Ironwood Square commercial property that includes commercial uses such as shops and restaurants.

The proposed mixed use building is designed so that it is closer to Government Way and will have the parking located at the rear which will help buffer the building from the adjacent single-family residential uses. (See site plan on page 3)

SURROUNDING SPECIAL USE LOCATIONS:



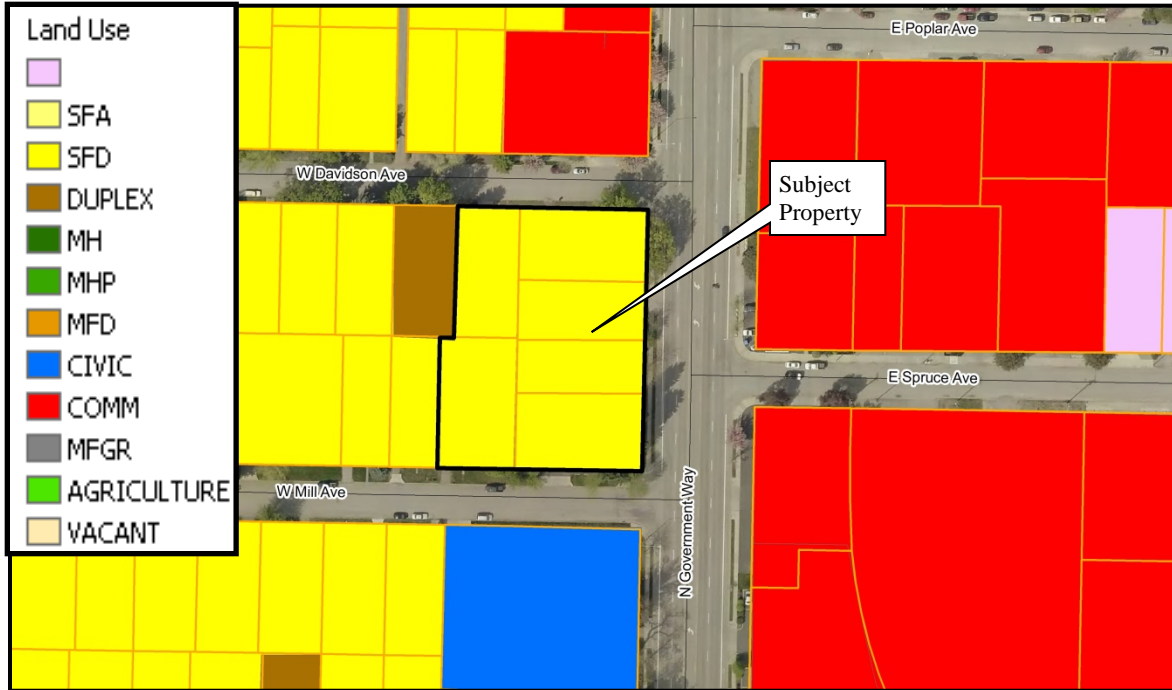
Special Use Permits:

SP-3-84	Group Home	4-26-1984	Approved
SP-3-90	General Construction Services	1-23-1990	Approved
ZC-7-02SP	Automobile Parking in the R-17	6-25-2002	Approved

There are three special use permits in the vicinity of the subject property. The Planning Commission approved a special use request for a Group Home facility (SP-3-84) south of the subject property in 1984. In 1990 the Planning Commission approved a special use request for a General Construction Services facility (SP-3-90) north of the subject property.

In 2002 the Planning Commission approved a special use request for Automobile Parking associated with a proposed adjacent commercial development (ZC-7-02SP) as shown in the map provided above. The approved parking area in this item was approved in the R-17 and was for the two most westerly parcels in order to build a professional office building on the easterly parcels. There was no residential component associated with the proposed commercial office development back in 2002 and that is why they needed to request the special use permit for the parking lot area in the R-17. This special use project in item ZC-7-02SP was never developed and has since expired.

GENERALIZED LAND USE MAP:



SITE PHOTO - 1: View from the intersection of Government Way and Mill Avenue looking west.



SITE PHOTO - 2: View from the east side of Government Way looking west.



SITE PHOTO - 3: View from the east side of Government Way looking northwest.



SITE PHOTO - 4: View from the intersection of Government Way and Davidson Avenue looking west.



SITE PHOTO - 5: View from the intersection of Government Way and Davidson Avenue looking southwest.



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

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

STORMWATER:

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

STREETS:

The subject property is bordered by Government Way to the east, Davidson Ave to the north, and Mill Ave to the south. The current street widths meet the City standards. Sidewalk will be required on Mill Ave and Davidson Ave per City Code 12.28.210. As stated above, Government Way is an arterial street.

TRAFFIC:

The proposed project is expected to have impacts on the adjacent transportation network. The ITE Trip Generation Manual (9th Addition) provides estimates of peak hour traffic that can be expected from the proposed development. Because specific uses of some of the commercial spaces are not known, it is assumed that they will be General Office spaces. The anticipated traffic levels are as follows:

43 Apartment Units:
13 AM Peak Hour trips
17 PM Peak Hour trips

Fitness Space:
3 AM Peak Hour trips
7 PM Peak Hour trips

Coffee Shop:
193 AM Peak Hour trips
77 PM Peak Hour trips

Office Spaces (Suites):
4 AM Peak Hour trips
4 PM Peak Hour trips

The resulting traffic from the combined uses yields 213 AM Peak Hour trips and 105 PM Peak Hour trips. Government Way is a 5-lane street with available capacity. A 2014 traffic count yielded approximately 14,500 vehicles per day on Government Way. This is approximately half of the traffic volumes seen on Ramsey Road/Northwest Boulevard. The 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 domestic, irrigation and fire flow for the proposed special use permit. There is an existing 8" AC water main in W Davidson Avenue, A 8" AC line in N Government way & a 6" C900 line in W Mill Avenue. There are currently 4-3/4" services serving 4 of the 5 lots that are proposed. 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 permitting. The Water Department has no objection to this special use permit as proposed.

-Submitted by Kyle Marine, Water Assistant Superintendent

SEWER:

Public Sewer is located in Davidson Avenue, Mill Avenue and Government Way. In accordance with the 2013 Sewer Master Plan, the City's Wastewater Utility presently has the wastewater system capacity and willingness to serve this Special Use for the proposed increased density within the Government Way Sewer only. An existing and active sewer lateral is presently located between the two (2) center Lots fronting Government Way.

Sewer Policy #716 (Res. 15-007), requires each legally recognized lot within the City to have its own public sewer connection; therefore, if a lot consolidation is proposed, this project will be required to abandon all unused sewer lateral connections at the rehabilitated public sewer mains within Davidson and Mill Avenues. The Wastewater Utility no objection to this special use permit as proposed.

-Submitted by Mike Becker, Utility Project Manager

FIRE:

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

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

-Submitted by Bobby Gonder, Fire Inspector

PARKS:

The following trees are in the public right-of-way (ROW) throughout the perimeter of this property.

- 10" DBH, Black locust –Fair Condition
- 13" DBH, Honey Locust – Good Condition
- 13" DBH, Ash Tree- Fair Condition
- 13" DBH, Ash Tree – Fair Condition
- 11" DBH, Katsura Tree – Fair Condition
- 3" DBH, Siberian Elm – Fair Condition
- 12" DBH, Katsura – Fair Condition

The trees in the right of way must be retained and protected. Where right-of-way trees are in conflict with sidewalk construction the applicant will be required to obtain approval for removal of any conflicting trees with the Urban Forestry division. The Goal of the Urban Forestry division is to protect public trees and retain healthy, mature trees in our Urban Forest when possible.

- Submitted by Nick Goodwin, Urban Forestry Coordinator

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

PROPOSED CONDITIONS:

Water:

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

Wastewater:

3. This project will be required to utilize or reconnect to the existing public sewer connection in Government Way.
4. This project will be required to the abandon all unused sewer lateral connections at the public sewer main.

Planning:

5. The applicant must meet the parking requirements for the commercial and residential uses per 17.44 of the Zoning Code.
6. A lot consolidation must be completed prior to obtaining a building permit.
7. A Special Use Permit (SUP) would be required if commercial parking for the mixed-use project would be on the R-17 lots. The SUP approval would be required prior to obtaining building permits for the project.
8. If the project is 50,000 square feet or larger, it will be required to go through the Design Review Commission for review and approval for compliance with the Commercial Design Guidelines.

Parks:

9. Where right of way trees conflict with construction. The Applicant must obtain approval for removal of any conflicting trees with the Urban Forestry division, City Code: 12.36.200. If the trees are found to be healthy and in the public right of way they must be protected in accordance with City Code: 12.36.460, 12.36.440
10. Street trees must be included in this project in accordance with city codes: 12.36.115, 12.36.405, 12.36.400, 12.36.410, 12.36.415, 12.36.445. All trees must be selected off of the approved street tree list.

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

ORDINANCES AND STANDARDS USED IN EVALUATION:

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

ACTION ALTERNATIVES:

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

Attachment:

Applicant's Narrative

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

**APPLICANT'S
NARRATIVE**

Special Use Narrative



Micheal Walker, Principal
Miller Stauffer Architects
601 E. Front Ave. Ste 201
Coeur d'Alene, Idaho 83814
Ph (208) 664-1773

To whom it may concern,

On behalf of the subject property owner, Miller Stauffer Architects requests a special use permit for R-34 zoning. The combined 1.267-acre subject property is located on Government Way between Mill Ave. and Davidson Ave. The subject parcel(s) is currently partially zoned R-17 and partially C-17L and located in a transitional area between commercial properties located to the North, East and South and residential to the west. The property owner is requesting an increase in residential density to provide a transition between the Government Way (commercial corridor) and the existing R-12 neighborhood located to the West.

A special use permit authorizing R-34 residential development would allow up to 43.078 units on this parcel. The owner proposes 43 units as allowed by the R-34 to provide the residential density needed to support the nearby Medical District as well as the Mid-town and Downtown areas. The owner would also like to incorporate commercial use on the ground floor of the building. This would allow for a mix of residential and commercial use along the Government Way corridor. We propose locating the parking on the west side of the building to provide a buffer between the higher density residential and the existing R-12 single family residences. This buffer also helps buffer the high traffic of government way and the single-family neighborhood. The owner feels by developing a project with this density they will be able provide the necessary transition between these two zoning districts. To achieve this buffer the owner proposes a single 5 story structure with open on grade parking that can support the residential and commercial aspect to this project. The structure would have varied roof heights and balconies softening the façade of the project. The lowest level will be a combination of commercial suites and shared space for the residents of the property. Included in the project will be patios, inviting landscaping and gardens, a fitness center, and terraces above. The residential would have a mix of unit types ranging from studio to 2-bedroom units.

According to the 2007 Comprehensive Plan this proposed project is identified as a transitional area within the Appleway – North 4th Street land use area. This area is expected to be mixed use with “multi-family housing located next to arterial and collector streets”, Government Way is considered a minor arterial and the subject property is close to the urban collector, Walnut Ave. A development of this type would provide a buffer between the heavy commercial uses of Government Way and the existing one- and two-story single family residential neighborhood to the west. The property and adjacent properties are mostly flat. The property also has proximity to commuter trails along Government Way, Harrison, and Ironwood Drive providing strong bike and pedestrian connections to Riverstone, Hospital district, Appleway Corridor, and Downtown. If approved a development of this nature would provide housing for workers for the nearby medical industry and retail and help support the local economy near the downtown shopping districts.

A development of this type and density would be appropriate in this setting, due to its proximity to arterials, pedestrian and bike access, and the surrounding land use. A development of this type will provide housing and light commercial in a region that has already been identified for mixed higher density projects.

Professionally,

Micheal Walker, Principal / Owners Representative

**PLANNING COMMISSION
STAFF REPORT**

FROM: TAMI STROUD, ASSOCIATE PLANNER

DATE: APRIL 9, 2019

SUBJECT: SP-2-19, REQUEST FOR A SPECIAL USE PERMIT TO ALLOW A DENSITY INCREASE TO R-34 FOR A PROPOSED MULTI-FAMILY APARTMENT COMPLEX IN THE C-17 COMMERCIAL DISTRICT

LOCATION: A 2.4 ACRES LOCATED AT 1940 RIVERSTONE DRIVE WITHIN THE RIVERSTONE DEVELOPMENT

APPLICANT/OWNER:

Parkwood Business Properties
DBA: Glacier 1940 Riverstone LLC
2100 Northwest Blvd. Suite 350
Coeur d'Alene, ID 83814

DECISION POINT:

Glacier 1940 Riverstone, LLC is requesting approval of a special use permit to allow a density increase to R-34 density that will allow a proposed 65 unit multi-family apartment building in the C-17 Commercial Zoning District.

BACKGROUND INFORMATION:

The subject property is located in the Riverstone Development, next to the Riverstone pond, between the Pinkerton office building and Anthony's restaurant. The property consists of two lots totaling 2.4 acres. The applicant is proposing a total of 65 residential units above a subterranean parking garage on the subject site. In addition, they are proposing additional surface parking including some carports. The gross area of the five story structure is approximately 70,000 square feet, which sits above the +/- 15,000 square foot underground parking garage. The apartment units will be comprised of one and two bedroom layouts. The current zoning allows for a total of 42 residential units on this size of a parcel.

The proposed structure is five stories tall and will be allowed a maximum height of 63 feet in accordance with the proposed R-34 zoning height restrictions for multi-family structures. The applicant has submitted two building elevations of the proposed building indicating how it will look from two different vantage points. (See building elevations on page 6 of the staff report)

The subject property is vacant and has been since the original platting of the Riverstone development in 2005. The applicant has submitted a site plan that shows the site layout with the proposed parking and building location on the subject site. (See site plan on page 3 of the staff report)

PROPERTY LOCATION MAP:



AERIAL PHOTO:

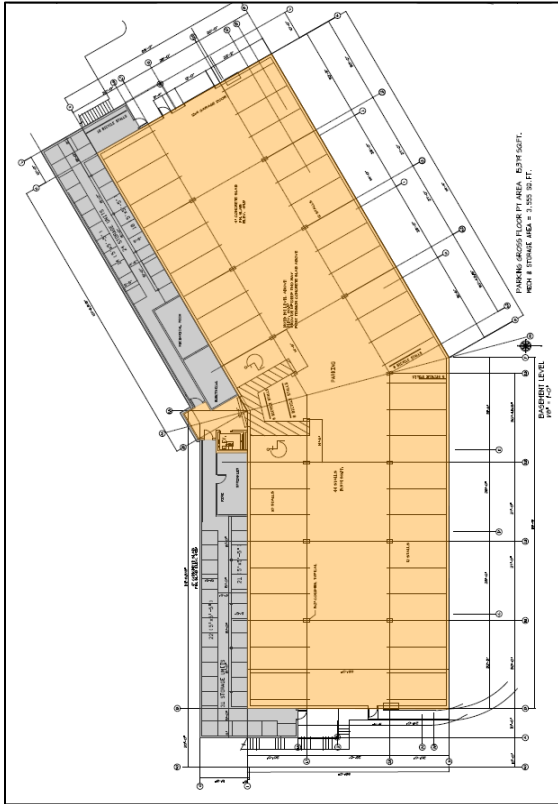


APPLICANT'S SITE PLAN:

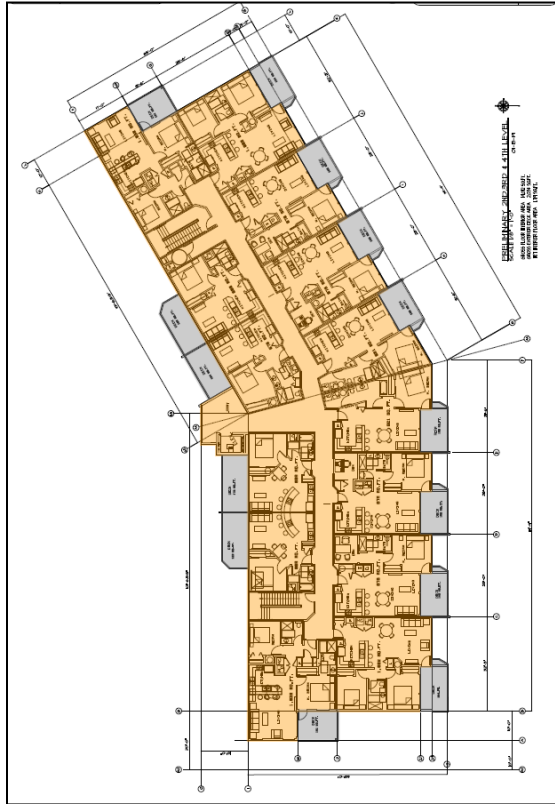


The proposed project includes a total of 65 multi-family units, located above subterranean parking with additional surface parking on the site, including some carports.

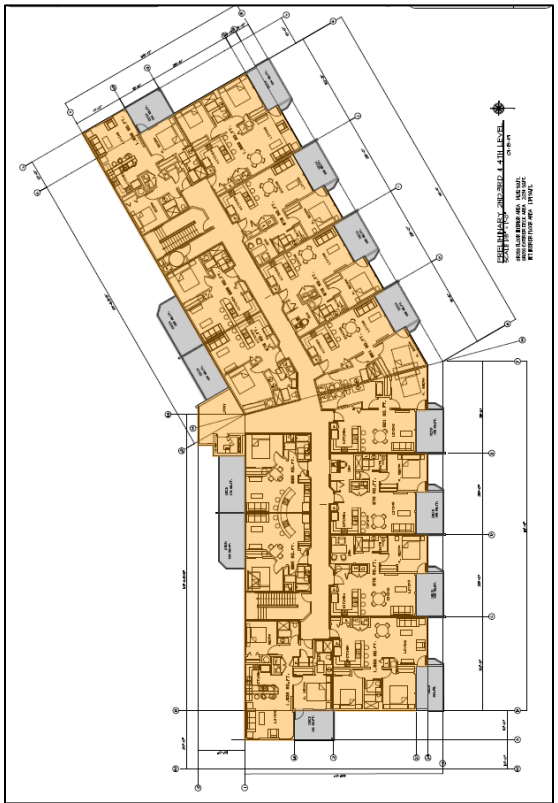
Preliminary Basement Plan



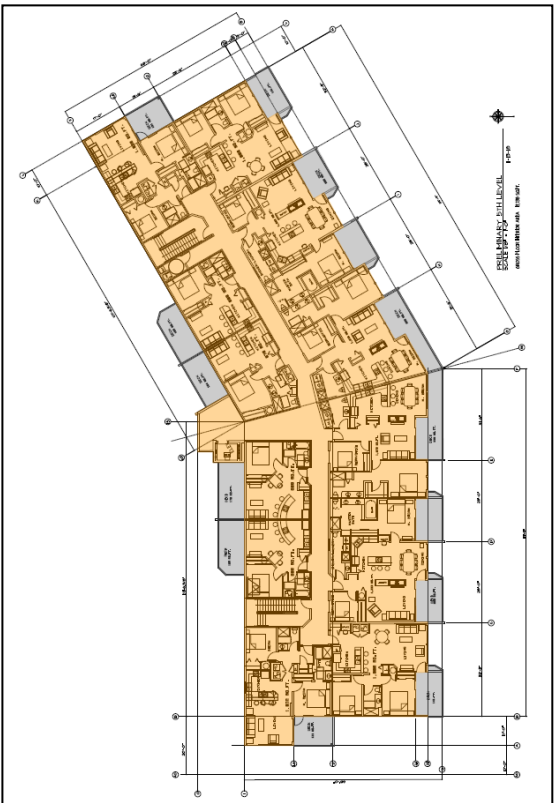
Preliminary 1st Level Floor Plan



Preliminary 2nd, 3rd & 4th Level Floor Plan



Preliminary 5th Level Floor Plan



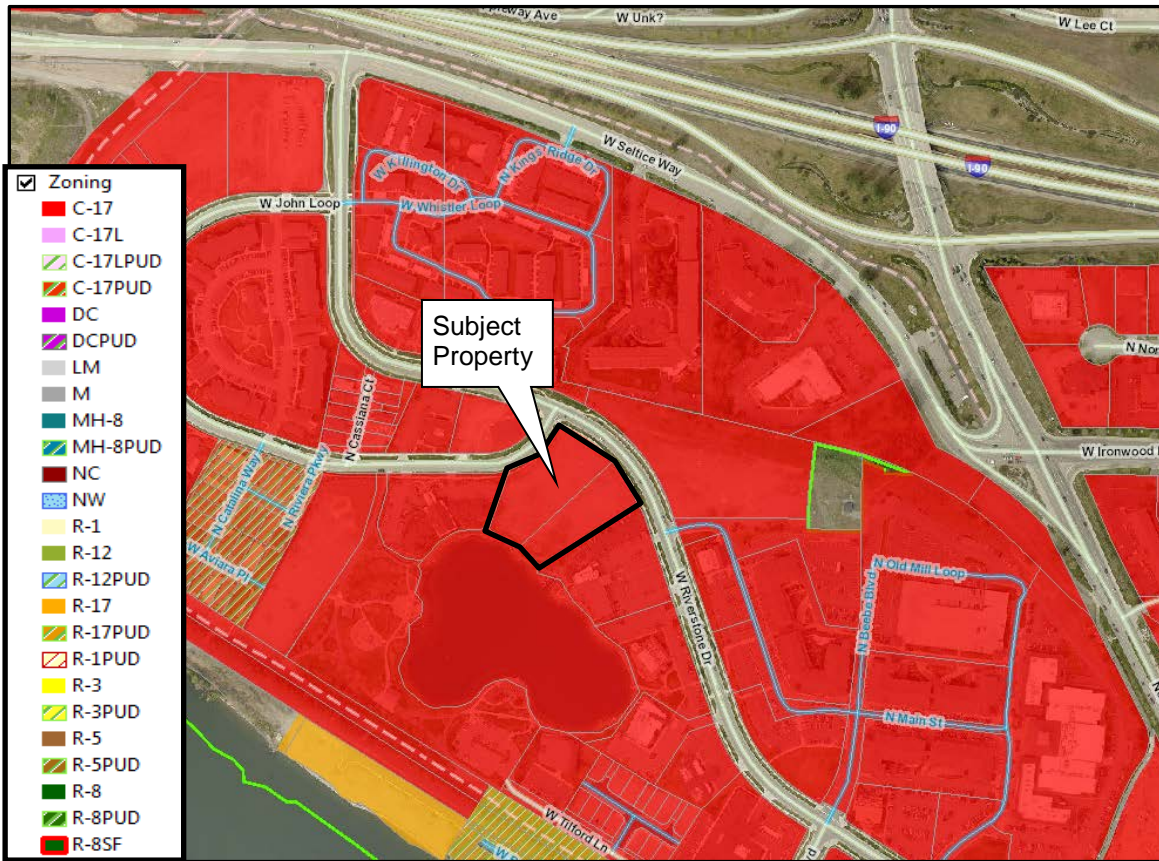
APPLICANT'S BUILDING ELEVATION - 1: (east)



APPLICANT'S BUILDING ELEVATION - 2: (west)



ZONING MAP:



C-17 COMMERCIAL ZONING DISTRICT:

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

17.05.500: PERMITTED USES; PRINCIPAL

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

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

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

17.05.510: PERMITTED USES; ACCESSORY

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

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

17.05.520: PERMITTED USES; SPECIAL USE PERMIT

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

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

R-34 RESIDENTIAL ZONING DISTRICT:

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

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

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

17.05.340: PERMITTED USES; PRINCIPAL:

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

- Essential service.
- Multiple-family housing.
- Neighborhood recreation.
- Pocket residential developments as specified by the R-17 district.
- Public recreation.

17.05.350: PERMITTED USES; ACCESSORY:

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

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

17.05.360: PERMITTED USES; SPECIAL USE PERMIT:

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

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

17.05.370: SITE PERFORMANCE STANDARDS; MAXIMUM HEIGHT:

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

- 63 feet for multiple-family and nonresidential structures.

17.05.370: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

Minimum yard requirements for multi-family housing in an R-17 district are as follows:

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

17.06.425: MINIMUM SETBACK AT REAR AND SIDE LOT LINES:

All accessory structures must be set back at least five feet (5') from side and rear yard lot lines unless the structure's roof slopes toward the interior of the lot or is otherwise constructed in a manner that prevents snow and runoff from crossing the property line.

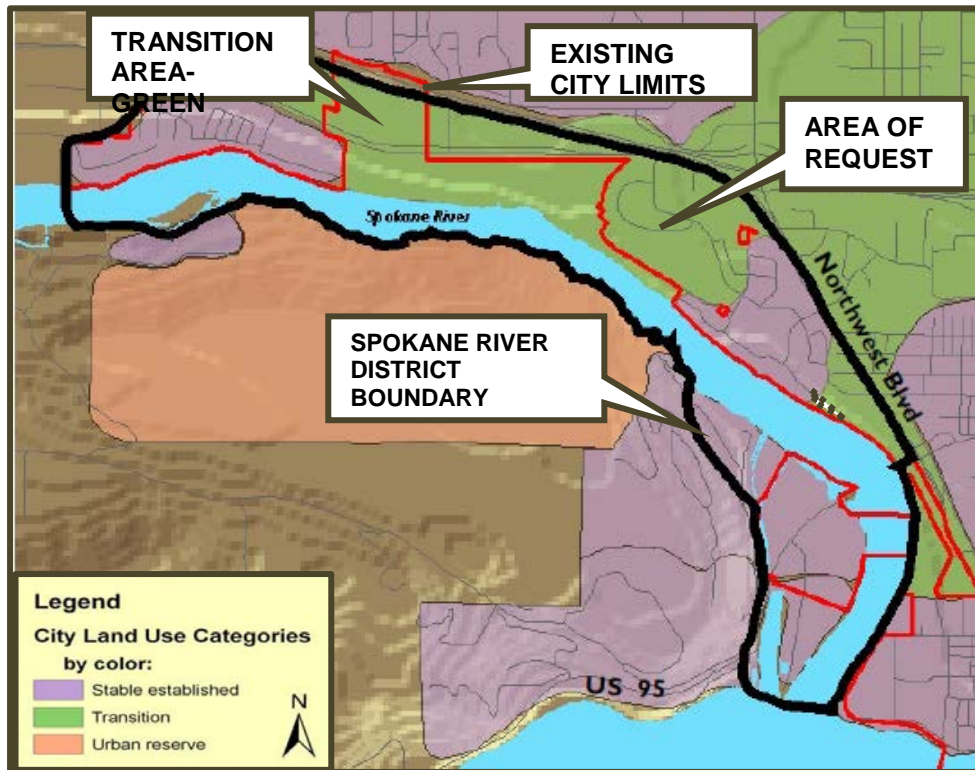
REQUIRED FINDINGS FOR SPECIAL USE PERMITS:

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

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

- The subject property is within the existing city limits.
- The City Comprehensive Plan Map designates this area as Spokane River District Transition:

COMPREHENSIVE PLAN MAP: SPOKANE RIVER DISTRICT



Transition Areas:

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

Spokane River District Tomorrow:

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

The characteristics of the Spokane River District neighborhoods will be:

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

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

Transition Areas:

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

COMPREHENSIVE PLAN GOALS & OBJECTIVES THAT APPLY:

Goal #1: Natural Environment

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

Objective 1.01 Environmental Quality:

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

Objective 1.02 Water Quality:

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

Objective 1.03 Waterfront Development:

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

Objective 1.05 Vistas:

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

Objective 1.09 Parks:

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

Objective 1.11 Community Design:

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

Objective 1.12 Community Design:

Support the enhancement of existing urbanized areas and discourage sprawl

Objective 1.13 Open Space:

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

Objective 1.14 Efficiency:

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

Objective 1.16 Connectivity:

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

Objective 1.17 Hazardous Areas:

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

Goal #2: Economic Environment

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

Objective 2.01 Business Image & Diversity:

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

Objective 2.02 Economic & Workforce Development:

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

Objective 2.05 Pedestrian & Bicycle Environment:

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

Objective 2.06 Cooperative Partnerships:

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

Goal #3: Home Environment

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

Objective 3.01 Managed Growth:

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

Objective 3.02 Managed Growth:

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

Objective 3.05 Neighborhoods:

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

Objective 3.08 Housing:

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

Objective 3.13 Parks:

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

Objective 3.14 Recreation:

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

Objective 3.16 Capital Improvements:

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

Objective 3.18 Transportation:

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

Goal #4: Administrative Environment

Our Comprehensive Plan advocates efficiency and quality management.

Objective 4.01 City Services:

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

Objective 4.06 - Public Participation:

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

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

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

The proposed building will have to meet all the required building setbacks and maximum building height requirements for multi-family structures. Anthony's restaurant abuts the property on the east side, and there is an office use to the west of the subject property. Riverstone is a mixed use development that includes a variety of uses ranging from single-family dwellings, multi-family, condos above retail/restaurant uses, professional offices, and senior apartments. There are two hotel structures within the development that are five-stories tall in proximity of the subject property, as well as the mixed use/condo development along Main Street that is +/- 64' at its highest point. The "Riverfront House" located in Bellerive along Beebe and Bellerive Lane is +/- 55' tall at its highest point.

The Riverstone development is primarily zoned C-17 (Commercial) with the C-17PUD zoning along the Spokane River waterfront development known as "Bellerive" (as shown on the zoning map on page 15).

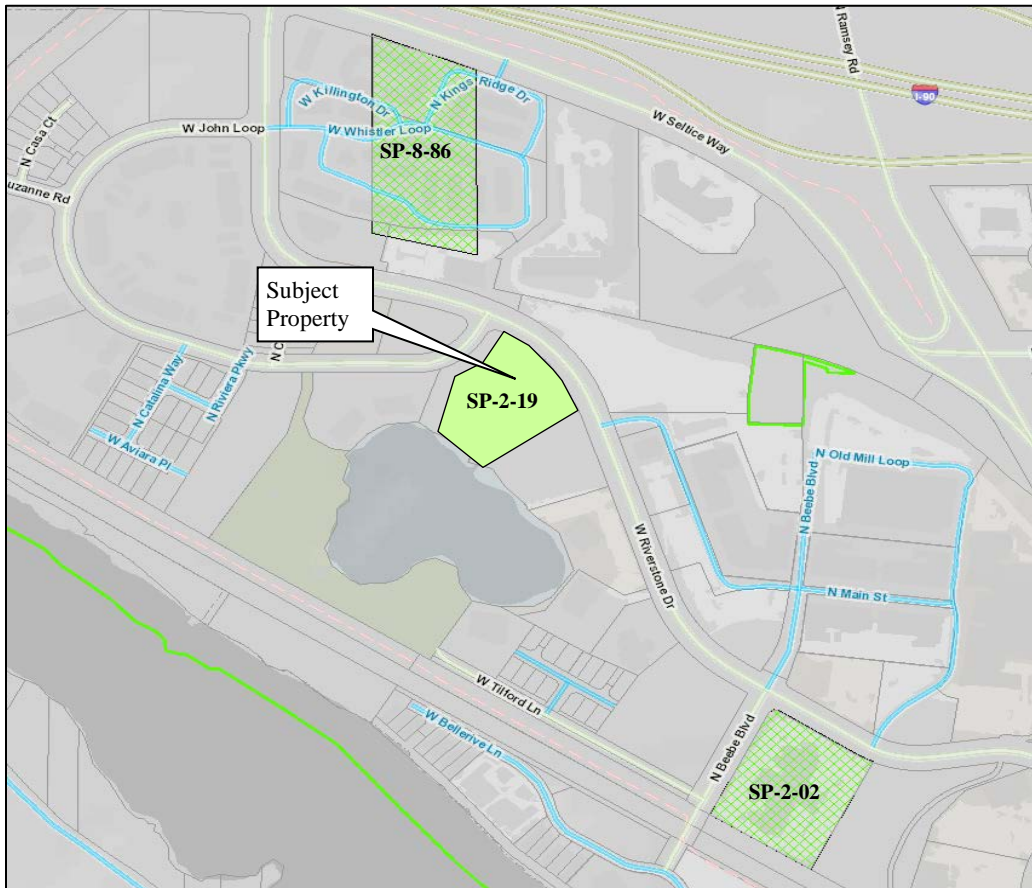
There is one special use permit in the vicinity of the subject property. The Planning Commission approved a special use for an R-34 Density Increase (SP-2-02) southeast of the subject property

in 2002, (as shown in the map provided below). The SUP became null and void without commencement of development, and later the property was developed as the “Hampton Inn and Suites”.

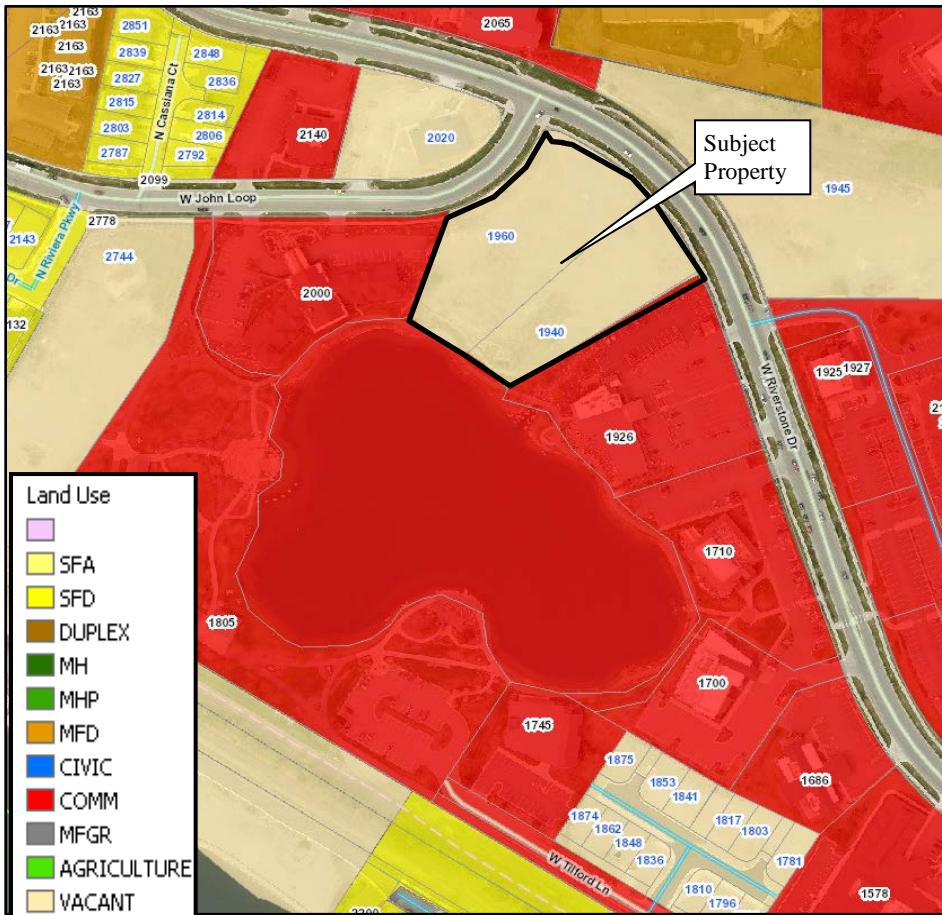
The subject site is adjacent to Riverstone Drive. The site also has frontage along John Loop, on the west side of the property. The site plan indicates that there will be three access points onto the site; two along Riverstone Drive, and one along John Loop.

The property is located within the Riverstone development, which offers a variety of shopping opportunities. Winton Elementary is located approximately 1 mile from the proposed multi-family project. The subject property is also adjacent to Riverstone Park and will have a connection to the Centennial Trail by providing a pedestrian path for the residents.

SURROUNDING SPECIAL USE LOCATIONS



GENERALIZED LAND USE MAP:



SITE PHOTO - 1: View along Riverstone Drive looking south toward the subject property



SITE PHOTO - 2: View from John Loop looking west at the subject property



SITE PHOTO - 3: View from John Loop looking south toward the existing professional office use.



SITE PHOTO - 4: View from Riverstone Drive looking northwest at the neighboring uses



SITE PHOTO - 5: View from John Loop toward the subject property looking southwest



SITE PHOTO - 6: Photo of the nearby mixed use development in Riverstone



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

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

STORMWATER:

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

STREETS:

The subject property is bordered by Riverstone Drive to the northeast and John Loop to the northwest. The current street widths meet the City standards. Seltice Way and Northwest Boulevard are the closest arterials. According to Glenn Miles, Executive Director of KMPO, both Riverstone Drive and John Loop are considered to be unclassified roadways, categorizing them as local streets.

TRAFFIC:

The proposed project is expected to have minimal impacts on the adjacent transportation network. Traffic projections provided by JUB Engineers were validated, based on the ITE Trip Generation Manual. The anticipated traffic levels are approximately 23 AM Peak

Hour trips and 29 PM Peak Hour trips. These traffic volumes are minor in comparison the existing 954 PM Peak Hour trips on Riverstone Drive as reported in the Atlas Traffic Impact Study completed by Welch Comer Engineers. Streets and Engineering has no objections to the proposed SUP.

-Submitted by Chris Bosley, City Engineer

WATER:

There is adequate capacity in the public water system to support domestic, irrigation and fire flow for the proposed special use permit. There is a 12" C-900 line in W. Riverstone Drive and there is a 8" C-900 line stubbed into the lot.

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

-Submitted by Kyle Marine, Water Superintendent

SEWER:

Public Sewer is located within the Riverstone Drive right-of-way. In accordance with the 2013 Sewer Master Plan, the City's Wastewater Utility presently has the wastewater system capacity and willingness to serve this Special Use for the increased density as proposed.

Sewer Policy #716 (Res. 15-007), requires each legally recognized lot within the City to have its own public sewer connection; therefore, if a lot consolidation is proposed, this project will be required to abandon all unused sewer lateral connections at the public sewer mains within Riverstone.

-Submitted by Mike Becker, Utility Project Manager

PARKS:

The 2017 Trails and Bikeways Master Plan emphasizes the importance of pedestrian connections and calls for developments to provide these connections to park and trail facilities.

In order for the residents of the apartment to be able to access the trail from the south side of the development, rather than walk all the way around the building on John's Loop to get to the park, a pedestrian connection from the south side of the apartment building connecting the perimeter path around the Riverstone Pond is required.

-Submitted by Monte McCully, Trails Coordinator

FIRE:

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

Fire department access to the site (road widths, surfacing, maximum grade, and turning radiuses), in addition to, fire protection (size of water main, fire hydrant amount and placement, and any fire line(s) for buildings requiring a fire sprinkler system) will be reviewed prior to building permit or site development, utilizing the currently adopted International Fire Code (IFC) for compliance. The City of Coeur d'Alene Fire Department

can address all concerns at site and building permit submittals. The Fire Department has no objection to this special use permit as proposed.

-Submitted by Bobby Gonder, Fire Inspector

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

PROPOSED CONDITIONS:

PARKS DEPARTMENT:

1. Build a pedestrian connection from the south side of the apartment building connecting to the perimeter path around Riverstone Pond.

WASTEWATER:

2. This project will be required to connect to one the two existing public sewer connections in Riverstone.
3. This project will be required to the abandon the unused sewer lateral connection at the public sewer main in Riverstone.

ENGINEERING/BUILDING:

4. A geotechnical site evaluation will be required prior to building permit issuance.

ORDINANCES AND STANDARDS USED IN EVALUATION:

- 2007 Comprehensive 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

ACTION ALTERNATIVES:

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

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

**APPLICANT'S
NARRATIVE**

Narrative

Riverstone Apartment Proposal

March 1, 2019

Description of the Request

Parkwood Business properties is requesting a special use permit for our C-17 commercial property in Riverstone that would allow for an R-34 residential density and 63' building height. The property consists of two lots totaling 2.4 acres and is located next to the Riverstone pond between the Pinkerton office building and Anthony's restaurant (Lots 7 and 8, Blk 1, of the Riverstone West 1st Addition).

Our proposed plan is to build five stories of apartments above a subterranean parking garage. The gross area of the five story structure is approximately 70,000 square feet which sits above an approximately 15,000 square foot underground parking garage. The site will provide additional surface parking including some carports. The current plan is to construct approximately 65 dwelling units comprising of one and two bedroom layouts.

How the request conforms to the 2007 Comp Plan

Our property is located within the 2007 Comp Plan's Spokane River District. According to the Comp Plan, 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." Several of the Spokane River District characteristics apply to our project:

- Various commercial, residential, and mixed uses.
- That overall density may approach ten to sixteen dwelling units per acre but pockets of denser housing are appropriate and encouraged.
- That the scale of development will be urban in nature, promoting multi-modal connectivity to downtown.

We believe our development fits exceptionally well within the Riverstone mixed use design and vision. Parkwood's goal is to deliver high quality apartment units where residents can enjoy the Riverstone neighborhood while supporting the area's office and retail establishments.

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

Riverstone is a wonderful mixed-use development that includes buildings with great architecture and landscaping. We intend to offer a project that would meet if not exceed these high standards, including a unique footprint shape, multiple roof lines, abundant decks, and appealing exterior materials including generous glass for maximum viewing. Our five story

building would complement the size and scale of other buildings in the area including the five story Hampton Inn and Suites and new Staybridge Suites, also five stories.

Our proposed project will not maximize the site in terms of building footprint and parking. Rather, we want to offer a very generous landscaping area for the benefit of residents and Riverstone visitors alike. Our building is set back from the pond and pedestrian path to allow for a very attractive and large landscaped area between the building and pond.

Explain how the location, design, and size of the proposal will be adequately served by existing street, public facilities and services.

The Riverstone development was designed as a mixed-use project with higher density office, retail, and multi-family/residential. The zoning in Riverstone is C-17. The infrastructure designed and constructed allows for these higher density uses.

Per the City, to warrant consideration of granting a special use permit to R-34, the property must meet the following:

- 1. Be in close proximity to an arterial, as defined in the Coeur d'Alene transportation plan, sufficient to handle the amount of traffic generated by the request in addition to that of the surrounding neighborhood; and the project and accessing street must be designed in such a way so as to minimize vehicular traffic through adjacent residential neighborhoods.*

Our proposed property fronts two arterials, John Loop and Riverstone Drive, allowing for multiple access points for ingress and egress. In addition, Riverstone Drive is the main arterial through Riverstone designed to direct exiting traffic to either Northwest Boulevard or Seltice Way, both signalized intersections. Riverstone Drive does not pass through any residential neighborhoods, rather, the multi-family projects are built adjacent to the main Riverstone Drive arterial and include their own internal circulation.

- 2. Be in close proximity to shopping, schools and park areas.*

Our property is adjacent to Riverstone Park and across the street from Riverstone's retail. Winton Elementary is less than a mile away.

To expand on Riverstone's infrastructure, it's worth providing an example as it relates to the C-17 zoning within the master planned development. There are no restrictions on height or density for office buildings. Under the C17 zoning, we have the option to build an office building much taller than our proposed apartment building. But for the purpose of this example, if we built an office building that had the exact same building area as our proposed

apartments, the current building code would require 212 parking stalls. Our proposed apartment project requires 111 stalls, or 101 fewer stalls.

A second example relating to Riverstone's infrastructure and how our project can be served by existing services is a trip generation report comparison. In the Atlas/Riverstone Traffic Impact Study recently completed by Welch Comer, our property was modeled to have 49 dwelling units when fully built out. This 49 unit assumption produced twenty-two (22) p.m. peak hour trips per day. We asked JUB Engineers to provide a trip generation comparison that evaluates trips based on our 65 dwelling unit proposal. In addition, we requested JUB to generate a report assuming our approximately 70,000 s.f. proposed building were an office use. The summary was the following:

Atlas/Riverstone Model: 49 units generating 22 peak hour visits.

JUB Apartment Model: 65 units generating 28 peak hour visits or a total of 354 daily trips.

JUB Office Model: 70,060 s.f. generating 105 peak hour visits or 1042 daily trips.

As shown in the summary above, there is a nominal increase in peak hour visits comparing the Atlas/Riverstone 49 unit model with our 65 unit proposal. But a more significant and telling comparison is the office model. If we were to build an identically sized office building (not requiring a SUP), the peak hour visits are much higher at 105 trips. The 1042 daily trips are significantly higher than our proposed apartment project of 354 daily trips. We have included the JUB reports in our application submittal.

We believe Riverstone's master planning considered and embraced these mixed-use higher densities, including office, where the C-17 zoning allows for larger and taller buildings with high parking demands and daily trips in this urban neighborhood. There are many Riverstone office buildings present today where the sites are maximized with parking and building area. Our property is well suited for office, but our apartment proposal offers less demand on the existing streets, public facilities, and services.

Parkwood Business Properties is excited to propose our apartment project that we believe will not only complement but enhance the prominent Riverstone development. We are offering a project that provides a wonderful balance of generous green space and landscaping with an attractive apartment building that is compatible with the other three, four, and five story projects in the immediate vicinity. We hope our project will add to the vibrancy and continued success of Riverstone and the Coeur d'Alene community.



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



THE LANGDON GROUP



GATEWAY MAPPING INC.

TECHNICAL MEMORANDUM



Date: February 28, 2019
To: Parkwood Business Properties
From: A. Jay Hassell, P.E., J-U-B ENGINEERS, Inc.
Subject: Riverstone Development: Riverstone Drive & John Loop Trip Generation Letter

Project Action

Parkwood Business Properties is seeking approval of a Special Use Permit (SUP) from the City of Coeur d' Alene to construct one apartment building development on Parcels #C-J488-001-008-0 (1.45 acres) and C-J488-001-007-A (0.95 acres). The 2.4-acre development consists of a five-story apartment building with 70,060-square feet of space for 65 apartment units above a 15,379-square foot underground parking garage. There are 44 underground parking stalls and 89 surface parking stalls.

Project Location

The development site lies on the Southern corner of the intersection of Riverstone Drive and John Loop in Coeur d' Alene, Idaho. The parcels are in the heart of the Riverstone Area near the Spokane River, and the parcels are currently zoned as Commercial (C-17). The current site zoning permits an apartment development with 49 units, which was used in the Atlas Waterfront/Riverstone Traffic Impact Study, 2019, as is compared with the proposed zoning below in Table 1.

Trip Generation

The trip generation was estimated using data published in *Trip Generation, 10th Edition*, Institute of Transportation Engineers (ITE). Land Use Code (LUC) 221 "Multi Family Housing (Mid-Rise)" was selected to estimate the trip generation for the project using the regression equations. This LUC was used because of the single apartment building's number of stories and it will not include first-floor commercial, student, assisted care/retirement, timeshare, and Planned Unit Development (PUD) uses. Trips were calculated using data pertaining to the "General Urban/Suburban" location definition. The daily, AM, and PM peak hour trips for the proposed SUP zoning and the current zoning are shown for comparison below in Table 1. The total daily trips generated by the SUP zoning was 354 trips or an increase of 87 daily trips.

Table 1 - ITE Trip Generation Summary

Zoning Scenario	Land Use	Land Use Code (LUC)	Units*	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	
Proposed SUP Zoning	Multi Family Housing (Mid-Rise)	221	65 DU's	6 26%	17 74%	23	17 61%	11 39%	28	354
Current Zoning	Multi Family Housing (Mid-Rise)	221	49 DU's	5 26%	13 74%	18	13 61%	18 39%	21	267

*DU stands for Dwelling Unit



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



THE LANGDON GROUP



GATEWAY MAPPING INC.

TECHNICAL MEMORANDUM



Date: February 28, 2019
To: Parkwood Business Properties
From: A. Jay Hassell, P.E., J-U-B ENGINEERS, Inc.
Subject: Riverstone Development: Riverstone Drive & John Loop Trip Generation Letter

Project Action

Parkwood Business Properties is seeking approval of one office building development on Parcels #C-J488-001-008-0 (1.45 acres) and C-J488-001-007-A (0.95 acres) from the City of Coeur d’ Alene. Our understanding is the owner has proposed 2.4-acre development consists of a five-story office building with 70,060-square feet of general, multi-tenant office space above a 15,379-square foot underground parking garage. There are 44 underground parking stalls and 168 surface parking stalls.

Project Location

The development site lies on the Southern corner of the intersection of Riverstone Drive and John Loop in Coeur d’ Alene, Idaho. The parcels are in the heart of the Riverstone Area near the Spokane River, and the parcels are currently zoned as Commercial (C-17).

Trip Generation

The trip generation was estimated using data published in *Trip Generation, 10th Edition*, Institute of Transportation Engineers (ITE). Land Use Code (LUC) 710 “General Office Building” was used to estimate the trip generation for the project using the regression equations. This LUC was used because of the single office building’s Gross Floor Area (GFA), number of stories, and because its uses are multi-tenant, non-medical, non-government, and non-research.

Trips were calculated using data pertaining to the “General Urban/Suburban” location definition based on the proposed building square footage as defined in project action above.

The daily, AM, and PM peak hour trips are shown below in Table 1. The total daily trips generated by the site was 1,042 trips.

Table 1 - ITE Trip Generation Summary

Land Use	Land Use Code (LUC)	Units*	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
General Office Building	710	70,060 sq. ft. GFA	88 87%	13 13%	101	16 15%	89 85%	105	1042

*GFA stands for Gross Floor Area



PUBLIC COMMENTS



STUHMILLER, SHANA

From: Dan Pinkerton <dan@pinkertonretirement.com>
Sent: Monday, April 01, 2019 4:45 PM
To: STUHMILLER, SHANA
Subject: Glacier 1940 Riverstone, LLC rezoning special use permit

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Coeur d'Alene Planning Commission,

I am responding to your request for comments regarding Glacier 1940 Riverstone, LLC's request for an R-34 Density Increase Special Use Permit here on the Riverstone Pond. My wife Kathryn Pinkerton and I own the adjacent office building housing Pinkerton Retirement Specialists and the Idaho Wildlife Museum. I have known Charlie Nipp now for 21 years and Steve Meyers for over 10 years, and they have consistently created quality buildings our community can be proud of. I am comfortable with the flow of traffic that is projected from these 65 higher-end apartments from the projected three exits shown on their site plan. I would recommend that you approve their request for the Special Use Permit.

Sincerely,

Dan Pinkerton, CFP®, RFC®
President, CEO
Pinkerton Retirement Specialists, LLC
Registered Investment Advisor
2000 John Loop
Coeur d'Alene, ID 83814
(208) 667-8998 (800) 634-2008
Fax: (208) 667-5868

E-mail:

Securities offered through Triad Advisors, Member FINRA/SIPC; Advisory Services offered through Pinkerton Retirement Specialists, LLC; Pinkerton Retirement Specialists, LLC is not affiliated with Triad Advisors.

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