

**PLANNING COMMISSION
SPECIAL CALL MEETING
COEUR D'ALENE PUBLIC LIBRARY
LOWER LEVEL, COMMUNITY ROOM
702 E. FRONT AVENUE
November 6, 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.

12:00 p.m. CALL TO ORDER

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

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


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

PRESENTATION:


Atlas Waterfront Development Standards – Phil Boyd

ADJOURNMENT/CONTINUATION:

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



INTERPRETATION



**PLANNING COMMISSION
MEMORANDUM OF INTERPRETATION**

DATE: NOVEMBER 6, 2019
TO: PLANNING COMMISSION
FROM: PLANNING DEPARTMENT
**RE: I-1-19 INTERPRETATION OF BLACKWELL ISLAND MARINA LIMITED
DESIGN PUD SETBACKS (PUD-3-16)**

DECISION POINT:

Should the Planning Commission determine that the requested modification to the setbacks along a small portion of the waterfront necessary for the approved dry stack boat indoor storage component of the marina operation is consistent with the Limited Design PUD, which was approved on August 9, 2016, as PUD-3-16?

HISTORY:

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

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

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

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

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

INTERPRETATION REQUEST:

The applicant is requesting a reduced setback along a small portion of the waterfront necessary for the approved dry stack boat indoor storage component of the marina operation. The approved setback for this area was 40 feet from the Ordinary High Water Mark (OHW). The requested setback is 25 feet from the OHW as shown on the exhibit below.



The applicant has provided justification for the request, including information about valid permits that have been issued by the US Army Corps of Engineers allowing additional dredging to remove the entire lake bed which would establish a new shoreline to the east 110 feet east of the existing location. The applicant also provided historical maps showing the original/historical shoreline was significantly further to the west before dredging occurred prior to 1967. Lastly, the Planning Commission approved open space in the slough because the Marina Yacht Club owns the land under the water in the slough as a legal parcel.

PERFORMANCE ANALYSIS:

The requested interpretation would only impact a small area of the project's shoreline related to the setback. The PUD approval already allowed a 60 foot height for the dry stack boat indoor storage facility. So, this interpretation would not result in a taller facility than already permitted. The attached applicant's letter provides a more detailed justification and exhibits. See below for summaries of the applicant's analysis of how the request fits with the approved findings and mitigation being proposed by the applicant.

Findings

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

The applicant states,

"Finding #B8C: The buildings envelope is compatible with or sufficiently buffered from uses on adjacent properties. Design elements that may be considered include: building heights and bulk, off street parking, open space, privacy and landscaping

Finding #B8G: The proposed setbacks do provide:

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

Finding #B8H: The proposed building envelop does provide for adequate sunlight, fresh air, and usable open space."

Mitigation

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

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

***NOTE:** *Staff supports the applicant's request because permits approved by other agencies and the historical nature of the property show that the subject "shoreline" is not really the natural or historic shoreline. Furthermore, agency permits could supersede the Limited Design PUD setbacks as previously approved. The mitigation proposed by the applicant is above and*

beyond the required commercial design guidelines, and would improve the appearance of the dry stack boat indoor storage facility.

DECISION POINT RECOMMENDATION:

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

Attachments:

Letter from John Barlow dated October 29, 2019

Updated building rendering showing proposed mitigation

October 29, 2019

Hilary Anderson
Community Planning Director
City of Coeur d'Alene
710 E. Mullan Ave.
Coeur d'Alene, ID 83814

Dear Hilary:

On behalf of Hagadone Hospitality Co., and it's Hagadone Marine Group operating division, we are requesting an administrative interpretation of PUD 3-16, granted by the City of Coeur d'Alene on August 9, 2016 to allow a minimum 25-foot shoreline setback (See Figure 1) for the planned dry stack building. PUD 3-16 came with the annexation of Blackwell Island into the city of Coeur d'Alene and provided a blueprint for the master planning of the facilities of the Hagadone Marine Group operations. Much of the facilities have moved forward to completion, primarily in the areas of service and sales. We are now approaching the long planned dry stack boat indoor storage and marina facility, outlined as an integral part of the PUD master plan.

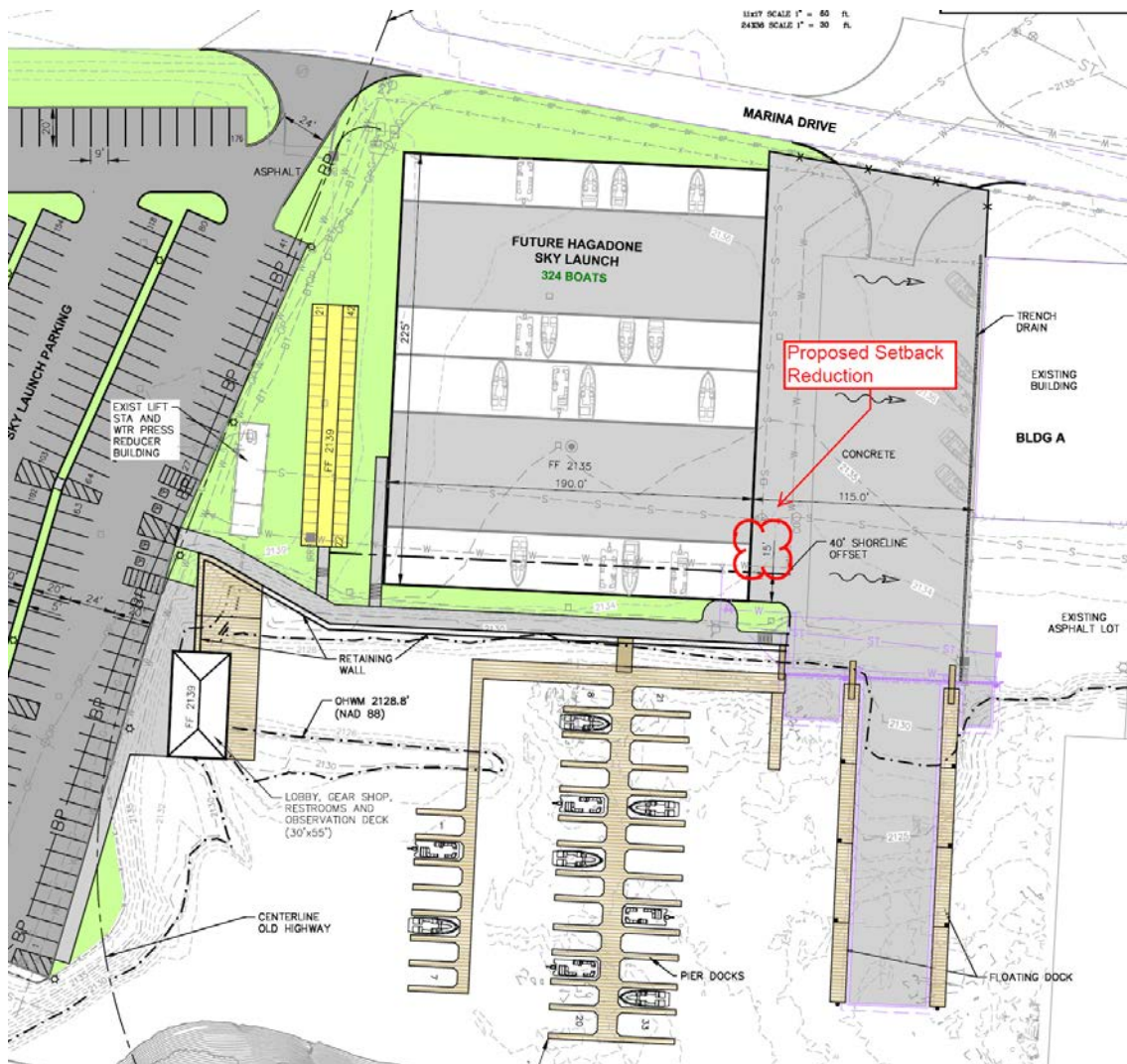


Figure 1 Proposed Setback to 25 feet from the OHW.

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

JUSTIFICATION

1. This area of the marina is still covered by a valid permit from the US Army Corp of Engineers that would allow us to dredge and remove the entire lake bed, establishing a new shoreline to the east that is 110 feet east of existing location (See Figure 2). The development of the dry stack facility at the location proposed in this request will eliminate the permitted option to dredge and remove the existing portion of Blackwell Island, and is obviously a less intrusive encroachment to the water area.



Figure 2 ACOE Permitted Dredging Boundaries Shown in Red and Noted

2. The history of Blackwell Island is well chronicled, with old photos of the mill site and recorded maps in the County records showing how the waterway was dredged by the sawmill to create the desired water areas to accommodate the sawmill operation of staging logs for processing. Figure 3 shows the land mass before the Blackwell slough waterway was dredged, sometime before 1967 (per ITD Mapping). We have sited the new dry stack building in the requested location, shown in red in Figure 3. Please note that the distance from the west end of the building to the original waterway ordinary high-water mark (OHW), before dredging, is approximately 78 feet, well beyond the requested 40-foot setback.

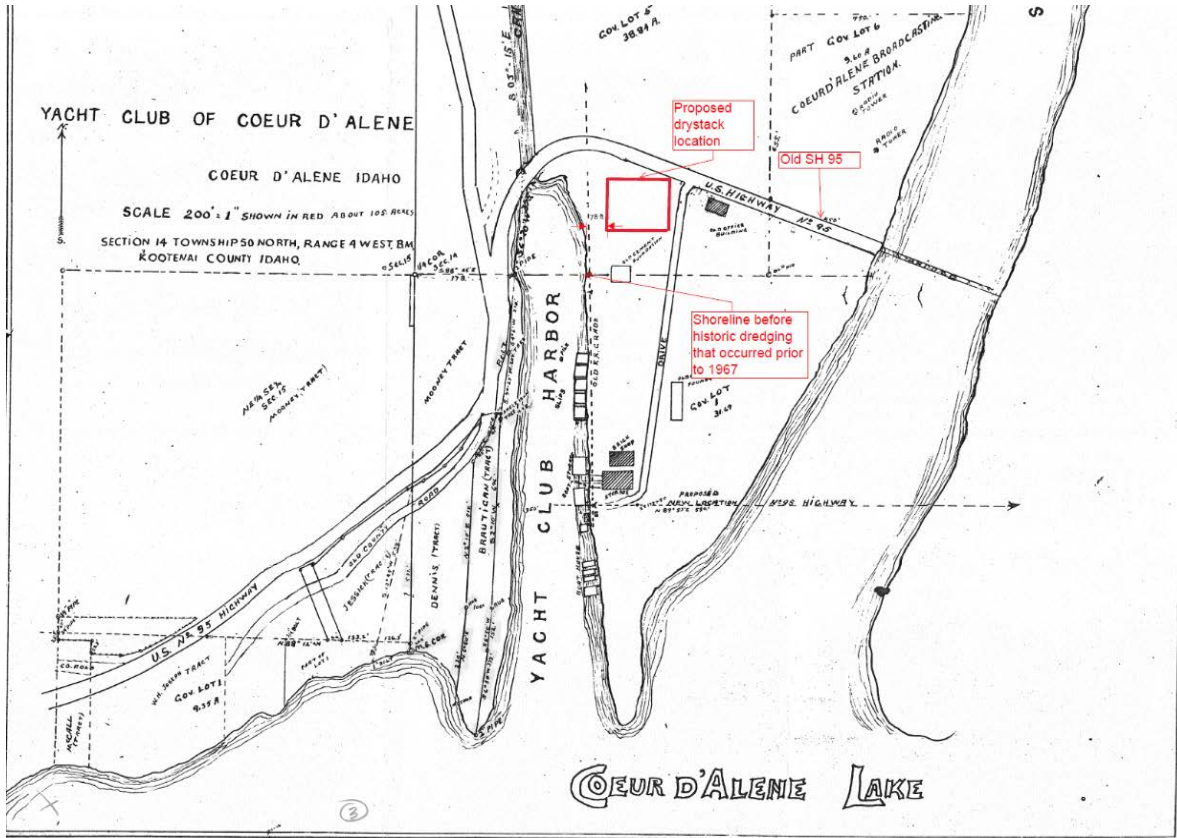


Figure -3 Pre-dredging shoreline location with planned dry stack location shown

3. The fact that the lake bed in the north end of the marina was not always a waterway is well documented. Kootenai County shows the land under the water as a taxable parcel of land (See Figure 4). The State of Idaho, Department of Lands also recognizes the water on the north end the marina is not part of the State own submerged lands and does not require lease fees for any of the encroachments over the recognized land parcel. Thus, this portion of the waterway does not enjoy the status of a public waterway protected by ordinance for a required setback. This fact was acknowledged in the PUD hearing by the City Attorney when Hagadone Hospitality Co. designated a 32-foot strip of water to have no encroachments, allowing to be designated as public "open space" (See Figure 5) . The point being how else could Hagadone Hospitality Co. grant open space to the public, if not for the fact that they own the submerged land in that area.

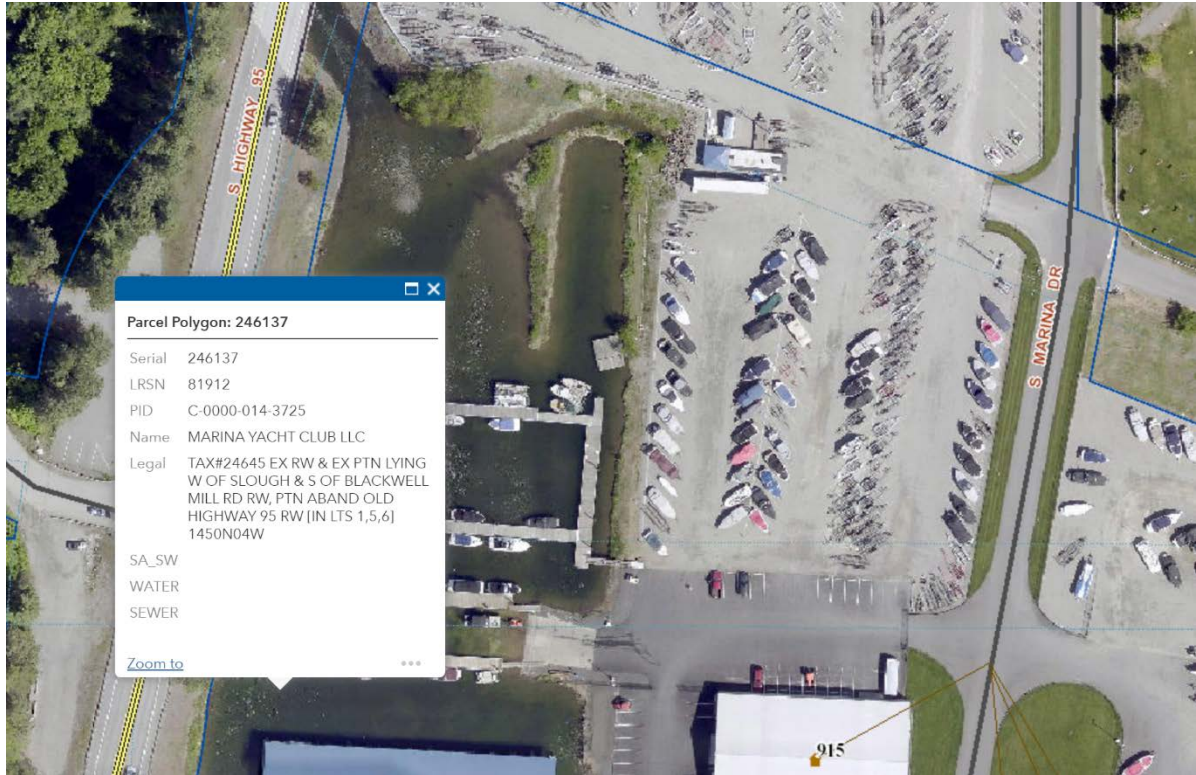


Figure 4 County map showing Hagadone ownership of the waterway

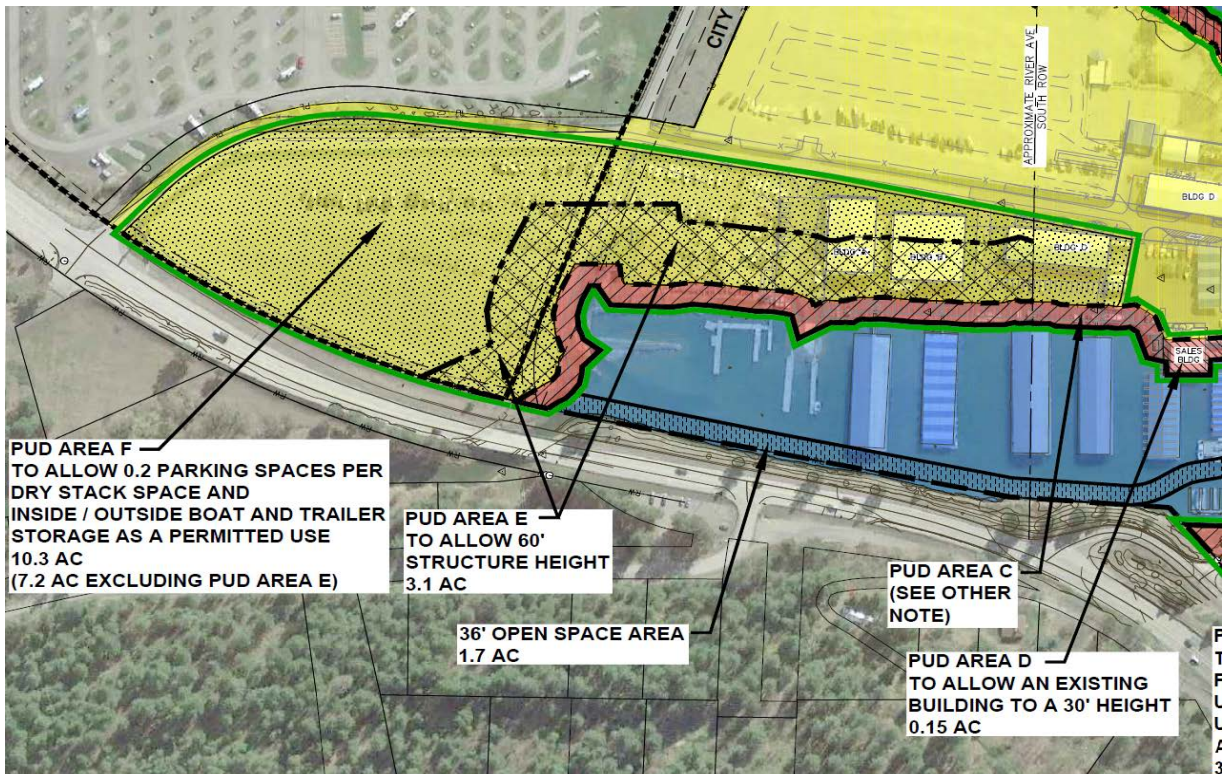


Figure 5 Approved PUD showing open space through Hagadone private property

THIS REQUEST IS CONSISTENT WITH THE FINDINGS OF THE PUD HEARING

Administratively interpreting the OHW setback as proposed will not change the Commission’s original PUD Findings, relevant to this request as follows:

Finding #B8C: The buildings envelope is compatible with or sufficiently buffered from uses on adjacent properties. Design elements that may be considered include: building heights and bulk, off street parking, open space, privacy and landscaping

Finding #B8G: The proposed setbacks do provide:

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

Finding #B8H: The proposed building envelop does provide for adequate sunlight, fresh air, and usable open space.

In fact, the proposed additional building features described below will provide further support for these findings.

MITIGATIONS

It needs to be understood that the dry stack building that was previously approved is a tall and wide building to accommodate building the boat storage operations. We have previously worked with Planning to submit modifications to the building, as required, to assist with reducing the visual impact the building mass. These included vertical windows, roof overhangs, exterior lighting, tall vertical planting of trees, etc. The building color palette will be consistent with the buildings recently completed, primarily of light tan and some blue trim. These additions have been approved by the City to satisfy the requirements of the code.

In recent meetings with Planning Staff, we have concluded that no matter where the building is setback from the OHW, it will still be a tall and wide building. The most effective way to mitigate the building’s mass is by improving the building features, “above and beyond” what is required in the design standards, in exchange for a reduced setback from the OHW.

To that end, we are suggesting that we add a following additional improvements with this request:

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

All of these should add nicely to the scale of the building to make it appear more pleasing. Hagadone Marine Group has an excellent reputation of adding supplementary items over and above all code requirements. We are the biggest critics of what we build, and demand it be perfect. The elements proposed above demonstrate our commitment to building aesthetics.

We formally request your administrative interpretation to the approved PUD.

Sincerely,

/John Barlow/

John Barlow
JRB Properties, LLC
Consultant to Hagadone Hospitality Co.

Northwest Elevation



Approved Building Facade



Building with Additional Facade Improvements with Reduced Setback

Southeast Elevation



Approved Building Facade



Building with Additional Facade Improvements with Reduced Setback

Northeast Elevation



Approved Building Facade



Building with Additional Facade Improvements with Reduced Setback


Southwest Elevation




Approved Building Facade



Building with Additional Facade Improvements with Reduced Setback



PRESENTATION



ATLAS WATERFRONT NEIGHBORHOOD DEVELOPMENT STANDARDS

VISION

Create a Private Development Land Use and Public Space Concept Plan that will:

- Support Preserving the Entire Waterfront as Public Space
- Balance Public and Private Funding, if Possible
- Create a Unique and Desirable Community Addition that Reflects our Community Values

Vision:

- Provide Pedestrian and Bike Access Throughout
- Create a Natural and Unique Identity
- Acceptable Trade-Off: Higher Density in Exchange for More Public Space (Inclusive of the Entire Waterfront as Public)
- Water Access is a Priority
- Reserving Commercial Property for Higher Wage-Job Creating Businesses is Supported



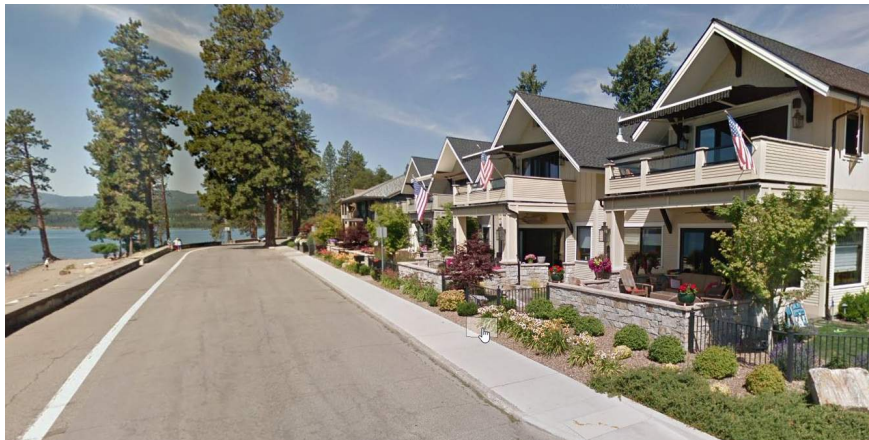
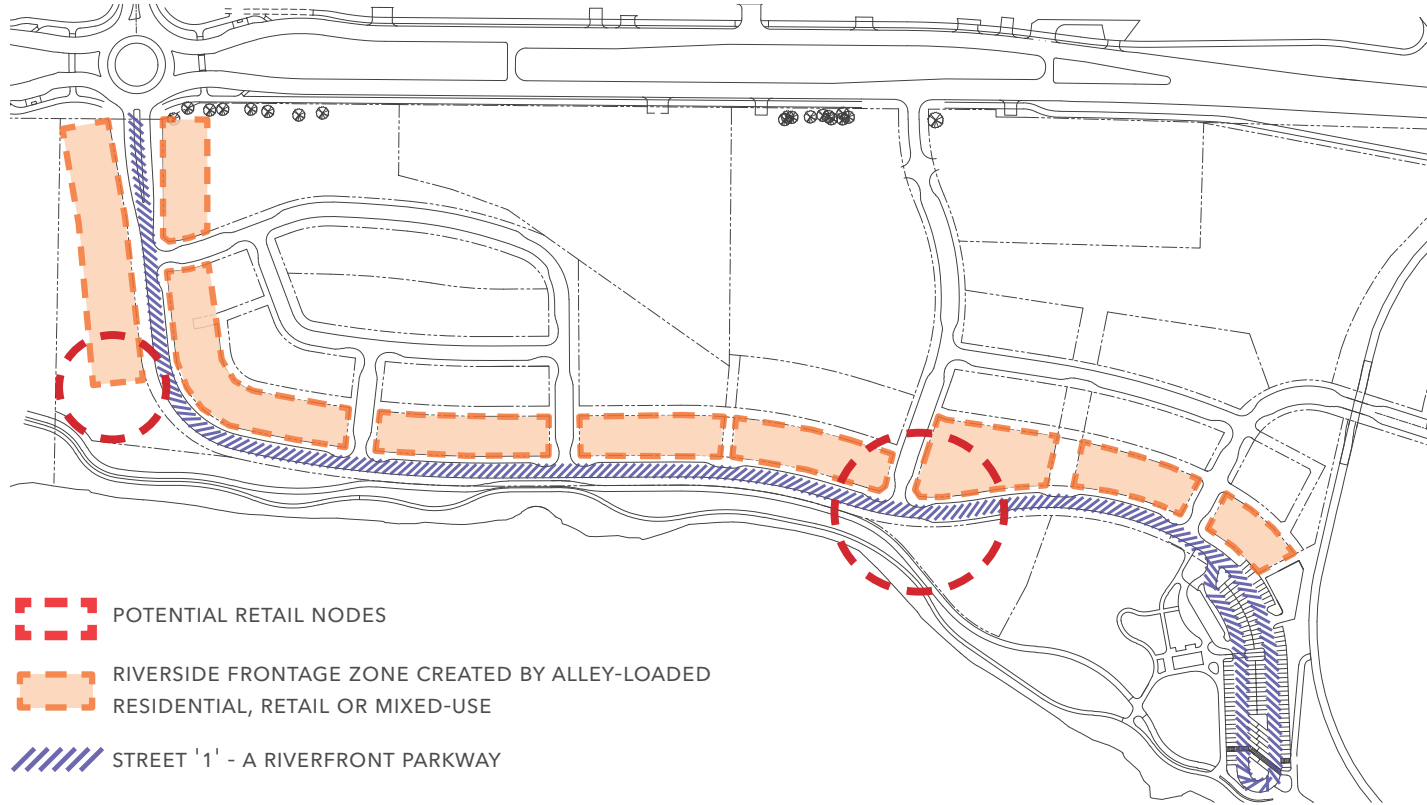
Establishes intended:

- Commercial and residential development quality, character and uses.
- Streetscape “look and feel” including pedestrian amenities
- Upland and waterfront trails, plazas, and park spaces character and general locations.

ILLUSTRATIVE PLAN



UPLAND DEVELOPMENT CONCEPTS



PHASING PLAN



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PRECEDENTS FOR UPLAND DEVELOPMENT



Kendall Yards - Spokane, WA



Hidden Springs - Boise, ID

PRECEDENTS FOR UPLAND DEVELOPMENT



Daybreak + SoDa Row - South Jordan, UT

Veranda Beach - Oroville, WA

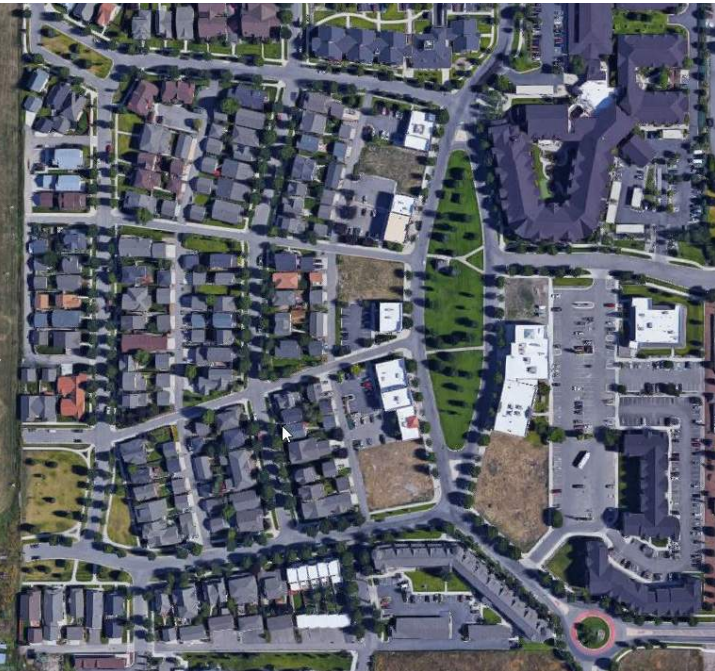
PRECEDENTS FOR UPLAND DEVELOPMENT



Northwest Crossing - Bend, OR

Seabrook - near Pacific Beach, WA

PRECEDENTS FOR UPLAND DEVELOPMENT



Hellgate Meadows - Missoula, MT



Old Sawmill District - Missoula, MT



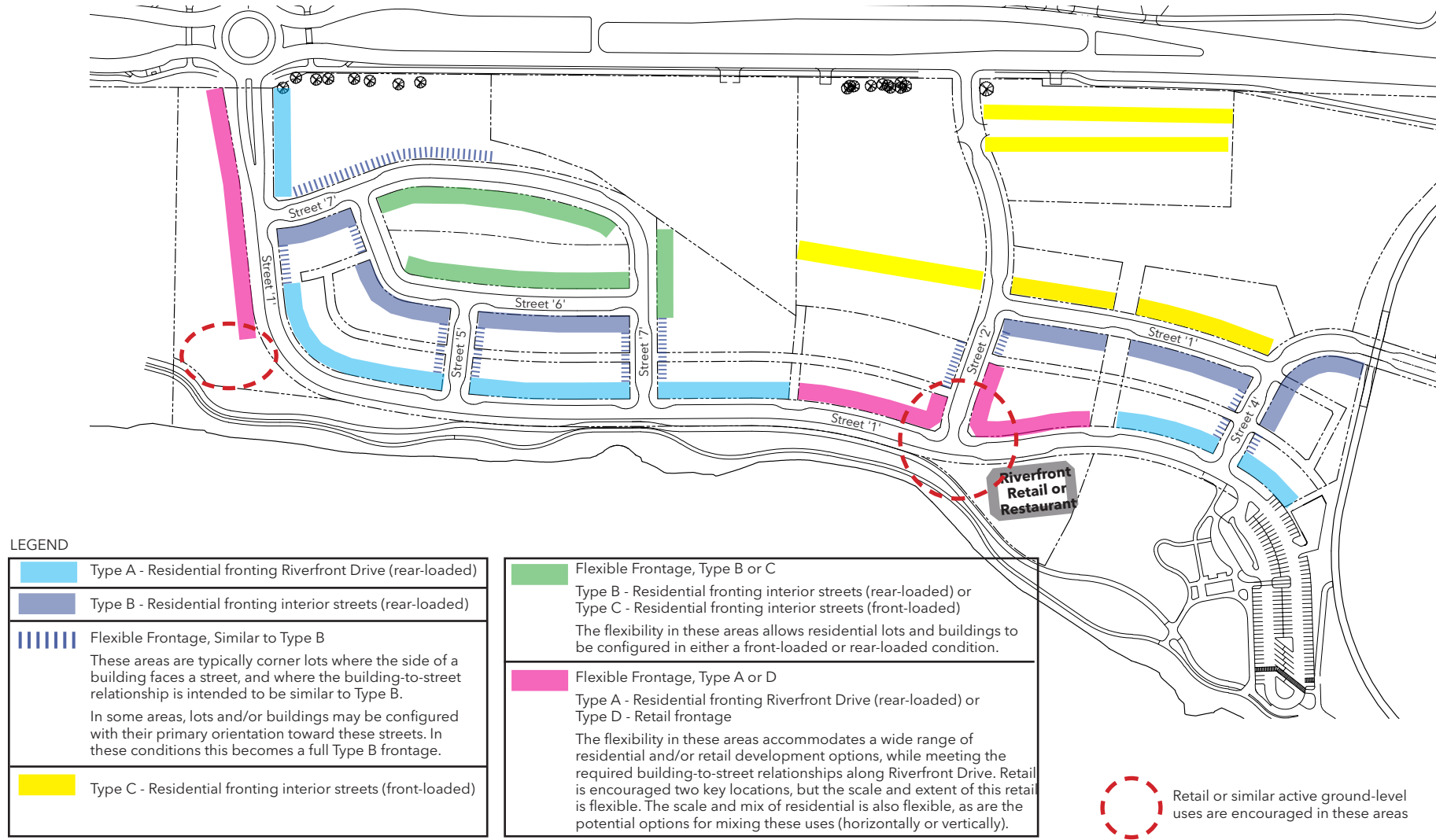
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STREET FRONTAGES

FRONTAGE TYPES

A frontage encompasses the edge of a street, the building facades oriented toward the street and the entire space in between. The ensemble of physical elements within this zone plays a big role in establishing the character of the neighborhood and the quality of its pedestrian environment. This chapter illustrates and describes the street frontages for the Atlas Waterfront Neighborhood.

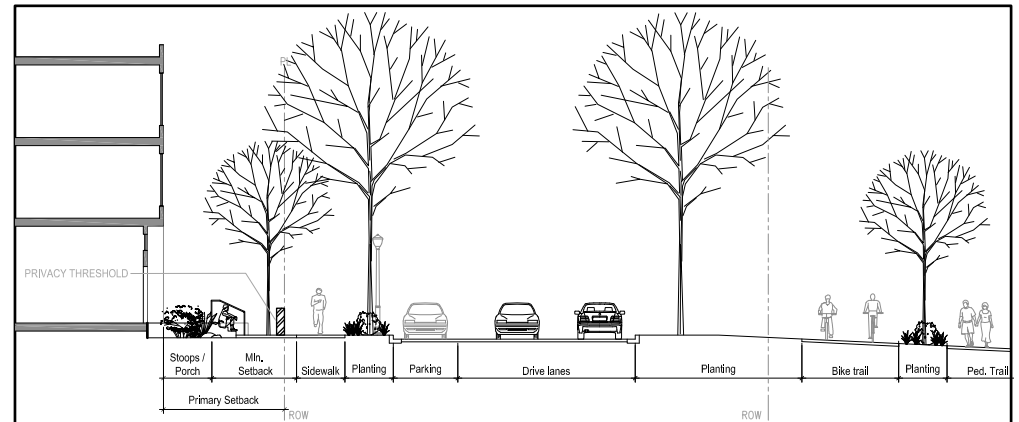
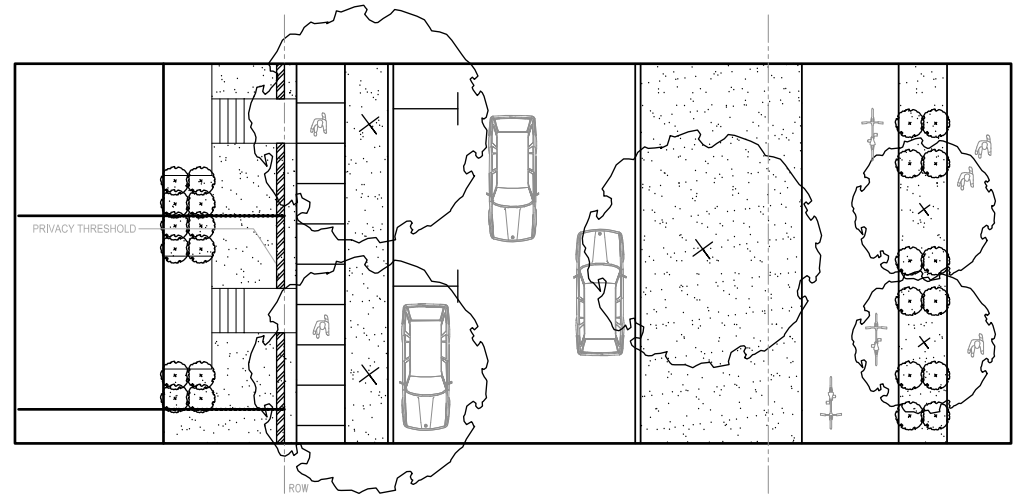
Riverfront Drive is the primary placemaking street within the development area. Riverview Drive and Suzanne Road are also important neighborhood streets, but from frontage perspective they're different in that provide access the riverfront and run perpendicular to it. All other streets are interior and considered secondary within the hierarchy of neighborhood streets. See block standards for additional details, especially for areas with frontage flexibility.



FRONTAGE TYPES

A Buildings oriented to Riverfront Drive (alley-loaded)

- Front-loaded building types and driveways are not allowed
- Setbacks: see block standards
- Prominent Street Wall: to define the north side of Riverfront Drive, buildings are required be at least 2-stories in height.
- For attached residential and multifamily building types, create a sense of individual identity by articulating individual dwelling units through building massing, roof lines, cladding, entry features or other architectural elements
- Provide front doors that clearly orient toward the street with opportunities for personalization in the small yards, terraces or patios in front of the dwelling units
- Outdoor Privacy Threshold: Riverfront Drive is destined to be a popular street with regular pedestrian traffic on its sidewalks. **Privacy in close proximity, layered sense of transition.** a hedge or fence (metal/wood) or low wall is required parallel to the sidewalk. It shall be maintained at a height of 24"-36".
- Front Door: Each unit is encouraged to have a front entrance that conveys a sense of pride and individuality. Porch or stoop, ideally 18"-36" above the sidewalk.

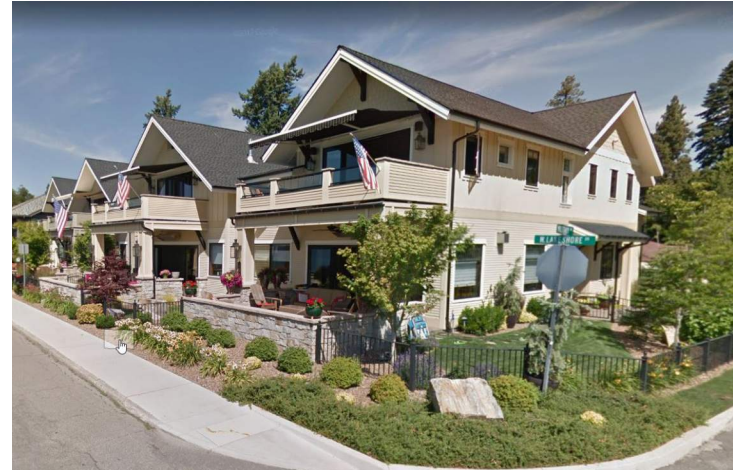


FRONTAGE TYPE A



FRONTAGE TYPES

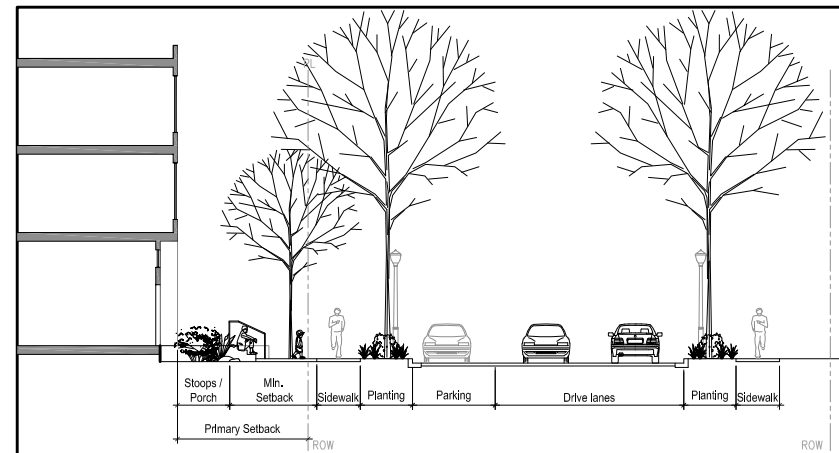
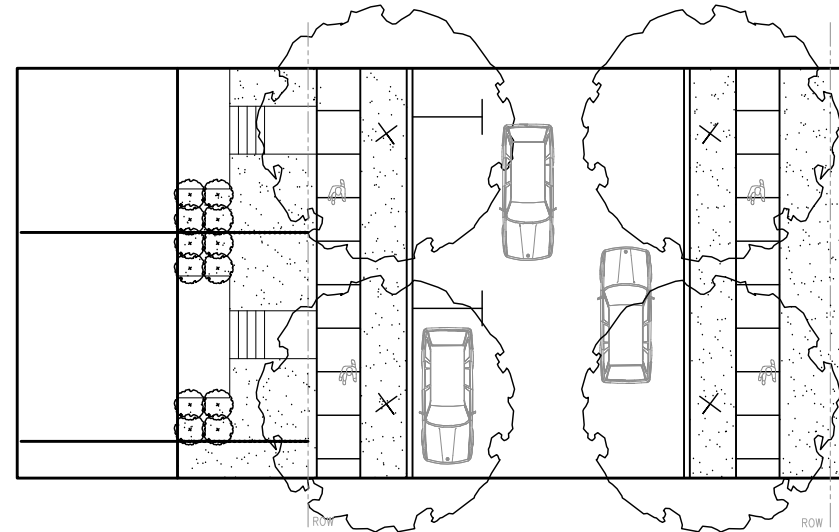
A Examples of alley-loaded residential and residential / mixed-use buildings with front small yards or terraces defined by low walls, fences or hedges



FRONTAGE TYPES

B Residential buildings oriented to internal streets (alley-loaded)

- Frontage Type B is similar to Type A, but with a few differences that give Type B more flexibility (differences highlighted in red)
- Setbacks: see block standards
- Street Wall: buildings are **encouraged** to be at least 2-stories in height (appearance from sidewalk)
- To create a sense of individual identity, articulate individual dwelling units through building massing, roof lines, cladding, entry features or other architectural elements
- Provide opportunities for personalization at the front door and in the small yards, terraces or patios in front of the dwelling units
- Front Door: Each unit is encouraged to have a front entrance that conveys a sense of pride and individuality. Consider a porch or stoop, ideally raised 12"-18" above the sidewalk.
- Outdoor Privacy Threshold, as described in Frontage Type A, is optional

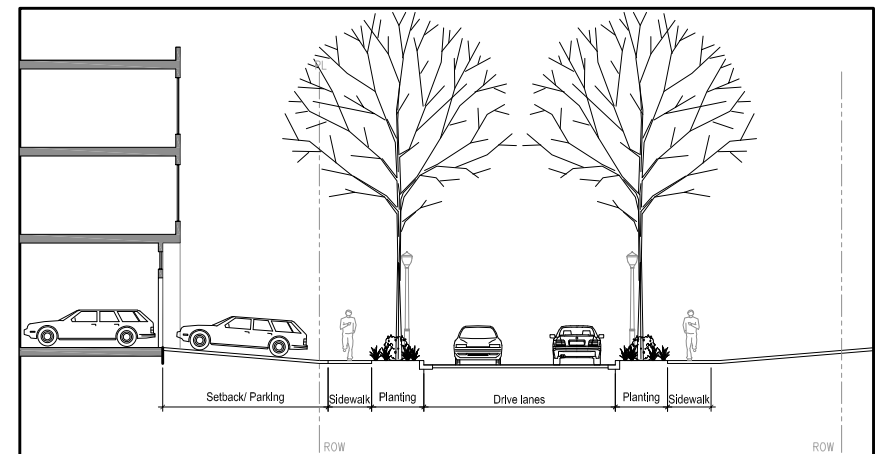
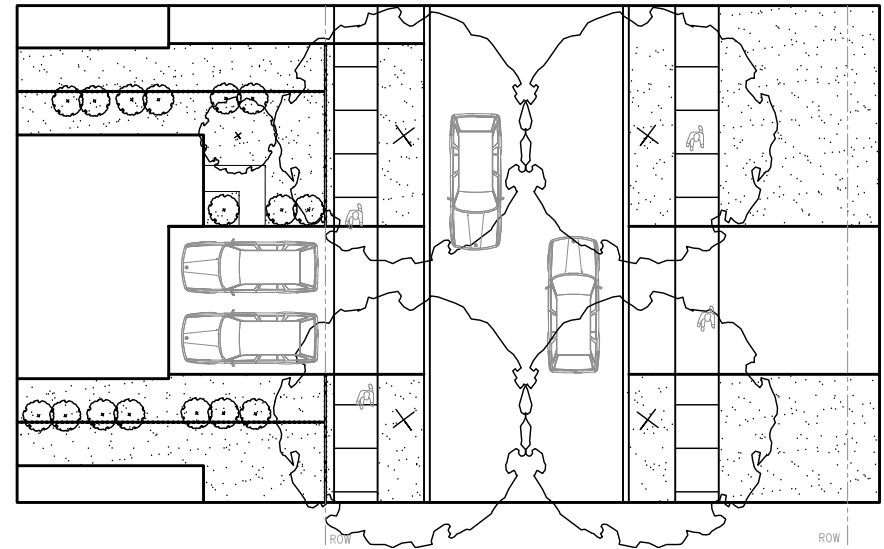


FRONTAGE TYPE B

FRONTAGE TYPES

C Residential buildings oriented to internal streets (front-loaded)

- Applies to parcels fronting internal streets where a rear alley is not provided
- At ground-level, garage walls shall not be the portion of the building that is closest to the street. Features such as building modulation, bays and porches shall project at least 4 feet beyond garage doors.
- Ensure a streetscape that has street trees planted at regular intervals: the combination of lot width, building placement, driveway location and width shall be configured so that trees can be planted at regular intervals along the street. Provide a minimum of one street tree per lot.

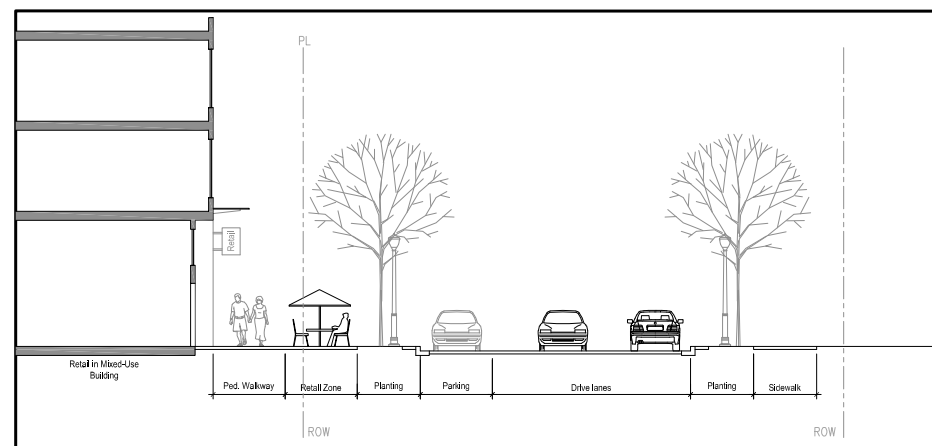
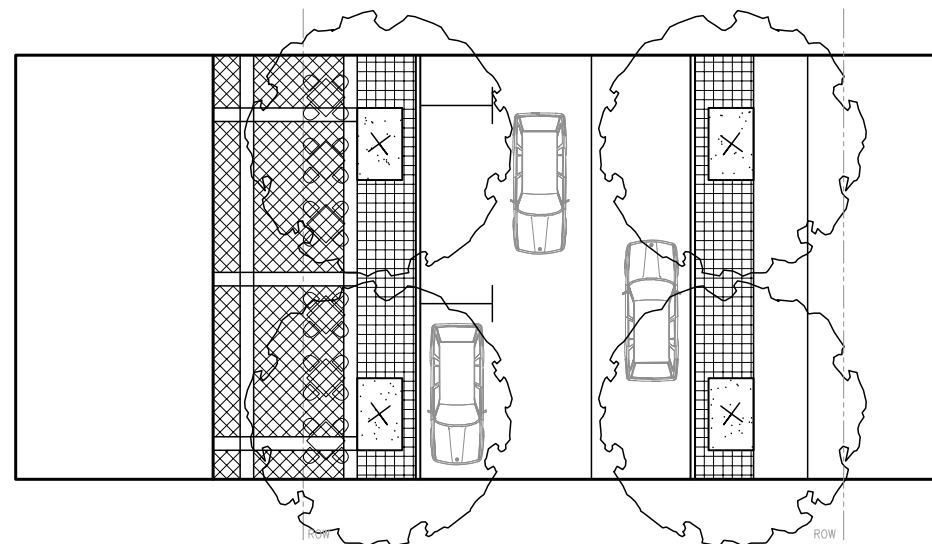


FRONTAGE TYPE C

FRONTAGE TYPES

D Retail or similar active uses adjacent to sidewalk

- Building entries shall be flush with sidewalk.
- Majority of ground-level building facade shall be transparent for visibility to interior space.
- Sidewalk shall be scored concrete and/or unit paving and extend to the edge of the building.
- Curb-edge zone may be primarily paved, with the wells or raised planters for street trees, or a continuous vegetative planting strip, or a combination thereof.
- Furnishing zone: outdoor café seating and merchandise displays are encouraged. Established a minimum 4' wide zone for movable sidewalk furniture at the building edge or along the curb edge and street tree zone.
- Maintain a continuous and unobstructed 8' wide pedestrian walkway.



FRONTAGE TYPE D

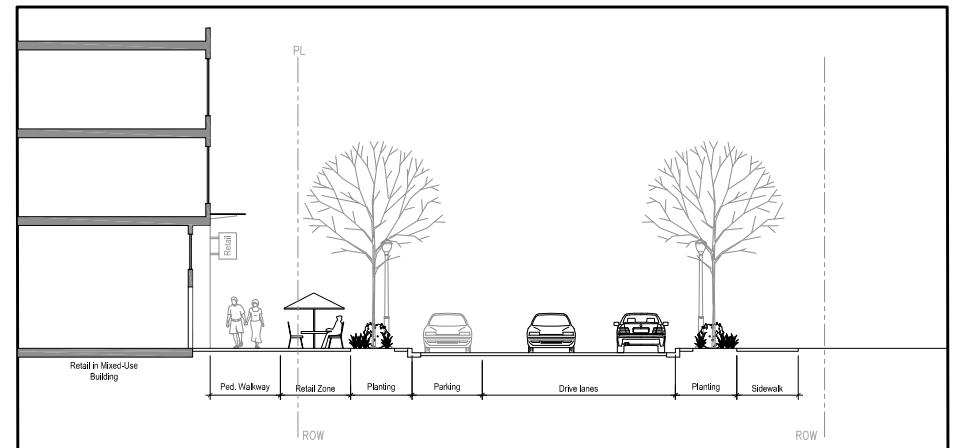
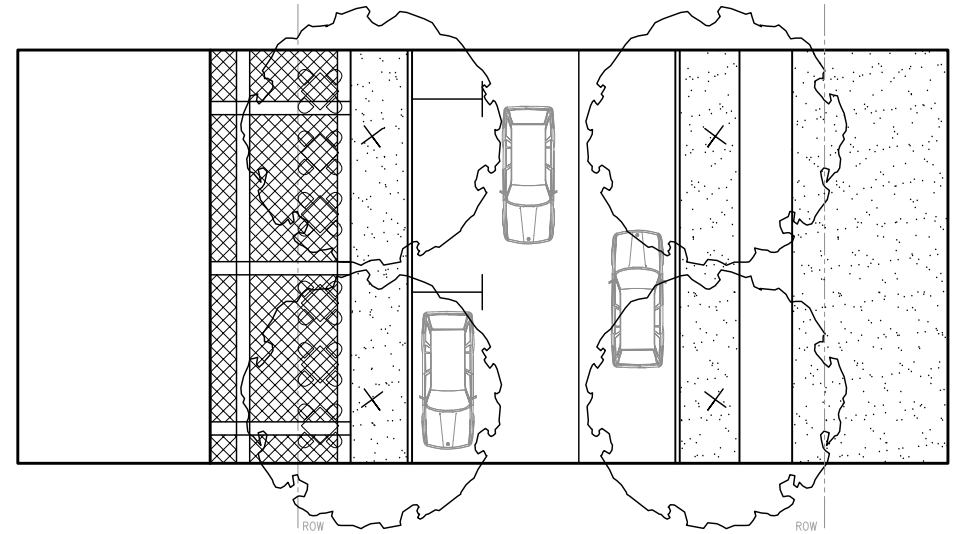
FRONTAGE TYPES

D2 ACTIVE RETAIL OR RELATED USES ADJACENT TO SIDEWALK

Variation of Frontage Type D



Small scale development with mix of street-facing retail and office uses, and office on the second floor.



FRONTAGE TYPE D2

STANDARDS FOR DEVELOPMENT AREAS

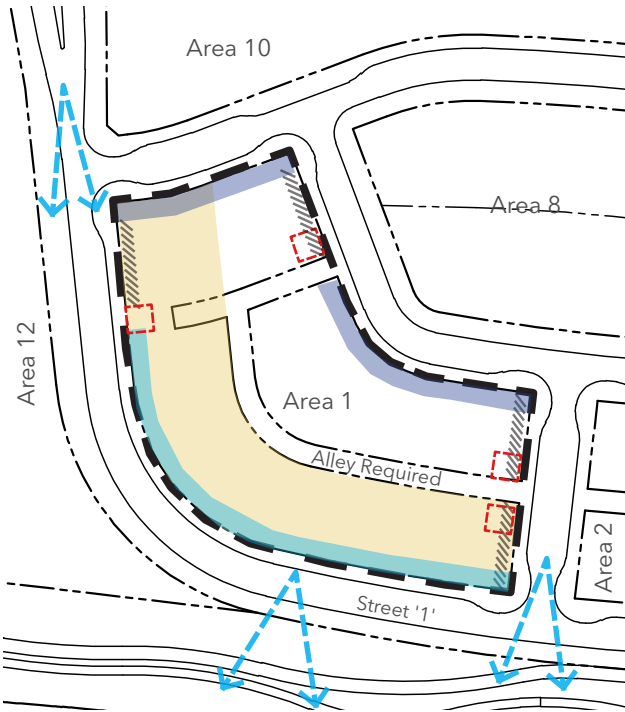
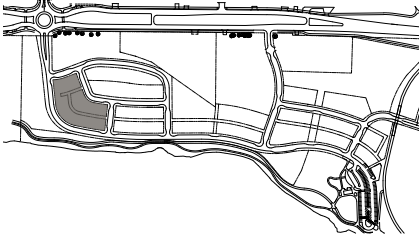
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DEVELOPMENT AREAS KEY PLAN



DEVELOPMENT AREA 1 | STANDARDS

Key Plan



- Frontage Type A
- Frontage Type B
- Minimum Building Height Area
- Corner Lots / Side Street Orientation
- Waterfront View
- Alley Parking Screening

Introduction

- Development in Area 1 is a key part of the western entry sequence into the neighborhood.
- As illustrated in Frontage Type A, buildings along Street '1' are intended to create a streetwall that compliments the overall design of the street.
- Area 1 requires an alley to achieve this goal.

Use

- Residential

Building Types

- Single-Family rear-loaded
- Duplexes rear-loaded
- Townhouses rear-loaded

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Corner Lots

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions along with the required setback.

Setbacks (Minimum Yard)

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a streetwall along Street '1'.)
- Maximum: 40'

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

Alley

- Area 1 will have an alley delineated within a 20'-wide tract and a 16'-wide, center-aligned, paved driving lane.
- All buildings and lots shall be configured so that vehicular access to off-street parking is from the alley.
- At the end of an area, where an alley meets a street, screening is required between parking and the sidewalk to fully or partially hide alley parking from public view. Screening may be a garage or vegetation.
- The area diagram shows alley curb cuts at the narrow ends of the area. The northern curb cut may be relocated to the interior street on the northeast side of the area.

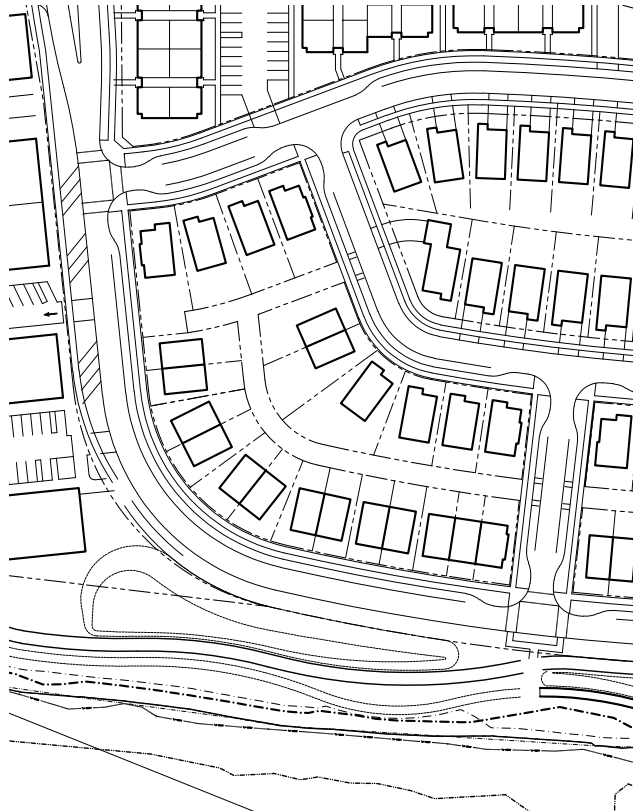
Perimeter Streets

- On-street parking is allowed on all sides of this area.
- Curb cuts for individual driveways are not allowed.

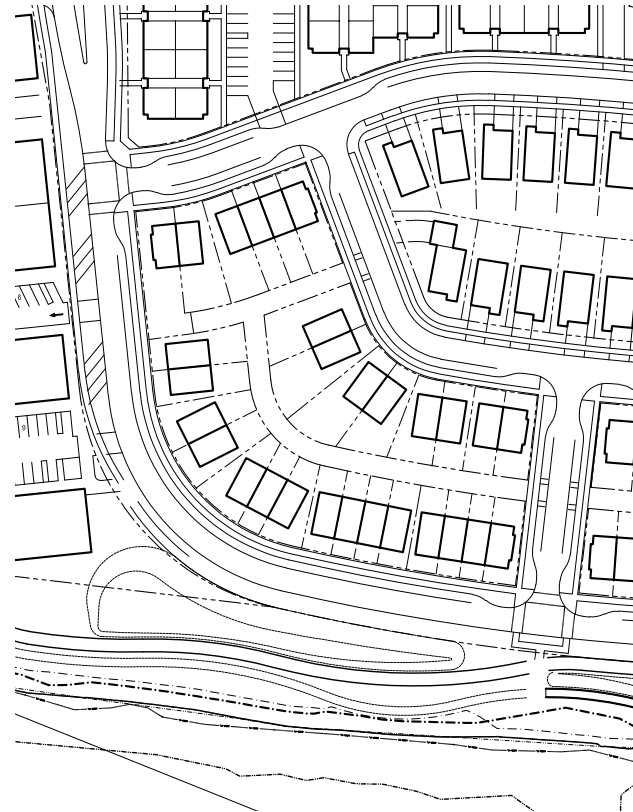
DEVELOPMENT AREA 1 | POTENTIAL CONFIGURATIONS

These diagrams show different ways that buildings and lots can be configured to meet the design intent and development standards for this area. Developers may propose other layouts that comply.

1. Single family and duplexes

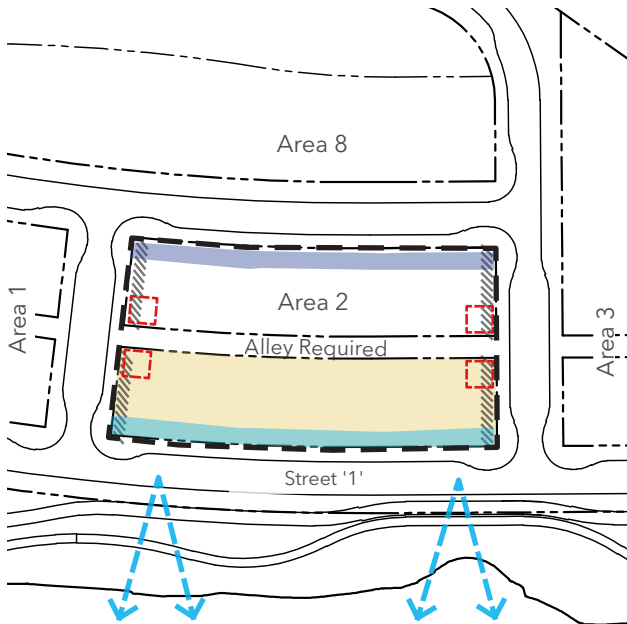
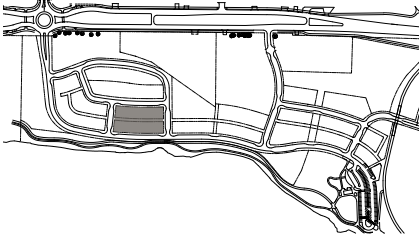


2. Townhouses and duplexes



DEVELOPMENT AREA 2 | STANDARDS

Key Plan



Introduction

- Development on Area 2 plays a key role in shaping the character of Street '1'.
- As illustrated in Frontage Type A, buildings along Street '1' are intended to create a streetwall that compliments the overall design of the street.
- Area 2 requires an alley to achieve this goal.

Use

- Residential

Building Types

- Single-Family rear-loaded
- Duplexes rear-loaded
- Townhouses rear-loaded

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Corner Lots

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- A building's primary (front) facade may be orientated to the side street.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions, along with the required setback.

Setbacks (Minimum Yard)

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a streetwall along Street '1'.)
- Maximum: 40'

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

Alley

- Area 2 will have an alley delineated within a 20'-wide tract and a 16'-wide, center-aligned, paved driving lane.
- All buildings and lots shall be configured so that vehicular access to off-street parking is from the alley.
- At the end of an area, where an alley meets a street, screening is required between parking and the sidewalk to fully or partially hide alley parking from public view. Screening may be a garage or vegetation

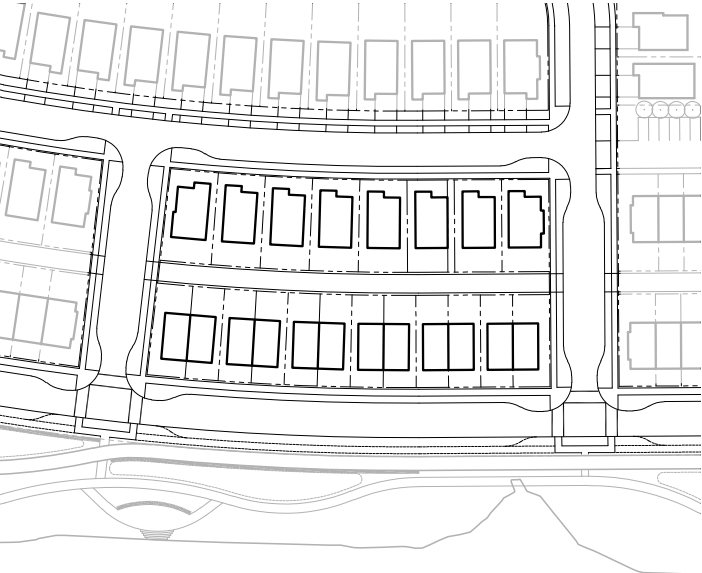
Perimeter Streets

- On-street parking is allowed on all sides of this area.
- Curb cuts for individual driveways are not allowed.

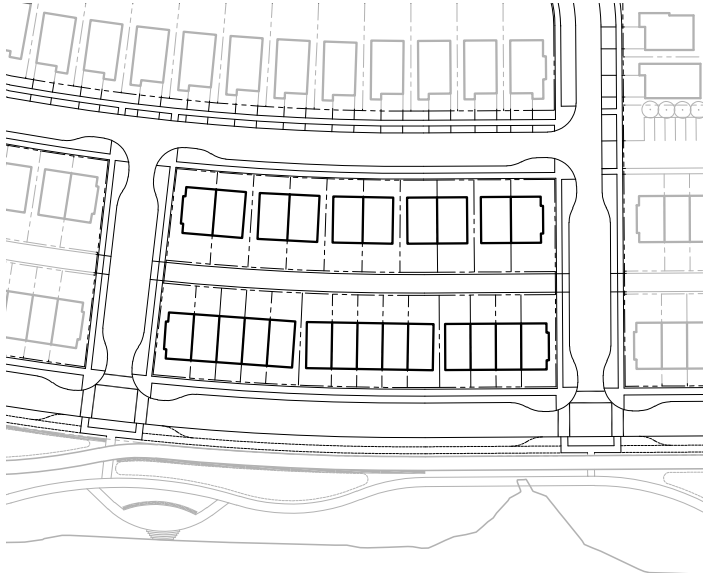
DEVELOPMENT AREA 2 | POTENTIAL CONFIGURATIONS

These diagrams show different ways that buildings and lots can be configured to meet the design intent and development standards for this area. Developers may propose other layouts that comply.

1. Duplexes and Single Family

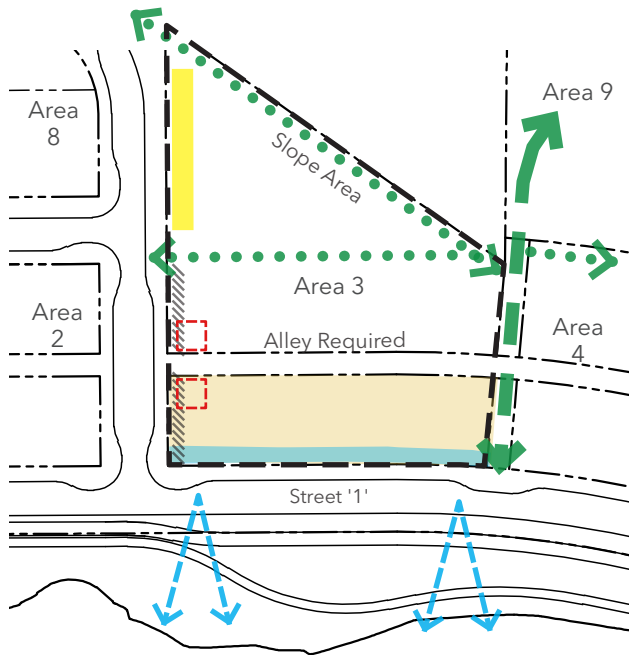
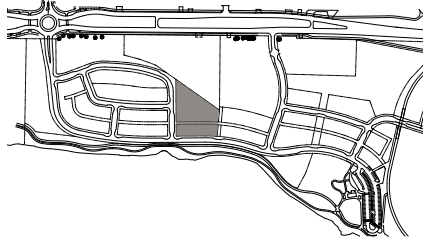


2. Townhouses and Duplexes



DEVELOPMENT AREA 3 | STANDARDS

Key Plan



- Frontage Type A
- Frontage Type C
- Corner Lots / Side Street Orientation
- Minimum Building Height Area
- Required Pedestrian Walkways
- Preferred Pedestrian Walkways (if compatible with proposed development)
- Waterfront View
- Alley Parking Screening

Introduction

- Development on Area 3 plays a key role in shaping the character of Street '1'.
- As illustrated in Frontage Type A, buildings along Street '1' are intended to create a streetwall that compliments the overall design of the street.
- Area 3 requires an alley to achieve this goal. The alley will extend east into Area 4.
- The tract between Area 3 and Area 4 is planned to have a pedestrian hillclimb (stairway) that provides access to the waterfront from the upper portions of these areas and area 9.
- The standards for area 3 accommodate the sloped topography and unique shape of this site.

Use

- Residential

Building Types

- Single Family rear-loaded on area 3 front-loaded on alley only
- Duplexes rear-loaded on area 3 front-loaded on alley only
- Townhouses rear-loaded
- Multiple Family

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Lots - Multiple Family

- No minimum or maximum size requirements

Corner Lots

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- The primary (front) facade of a building or unit may be orientated to the side street.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions, along with the required setback.

Setbacks (Minimum Yard) - South of Alley

(also applies to area north of alley if configured with rear-loaded Townhouses, Duplexes, Single Family)

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Setbacks (Minimum Yard) - North of Alley

Front-loaded - Townhouses, Duplexes, Single Family

- Front - garage door: 20' min. (measured from back of sidewalk)
- Front - ground-level porches and projections: Any building that has a garage on the front facade is required to have a ground-level projection or porch that extends at least 4' beyond the garage, toward the street.
The width of the projection or porch shall be equal to or greater than half the width of the garage door.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.

DEVELOPMENT AREA 3 | STANDARDS

Setbacks (Minimum Yard) - North of Alley

Multiple Family

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side - interior: 10' min.
- Side - facing street: 10' min.
- Side - facing alley: 5' min.
- Side separation between buildings if no property line: 20' min.
- Rear - to primary building wall: 13' min.
- Rear - to porches and projections: 7' min.

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a streetwall along Street '1'.)
- Maximum: 40'

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

Alley

- Area 3 will have an alley delineated within a 20'-wide tract and a 16'-wide, center-aligned, paved driving lane.
- All buildings and lots on Area 3 (south of alley) shall be configured so that off-street parking is accessed from the alley.
- Buildings and lots on Area 3 (north of alley) that are adjacent to the alley shall be configured so that off-street parking is accessed from the alley.
- At the end of an area, where an alley meets a street, screening is required between parking and the sidewalk to fully or partially hide alley parking from public view. Screening may be a garage or vegetation.

Perimeter Streets

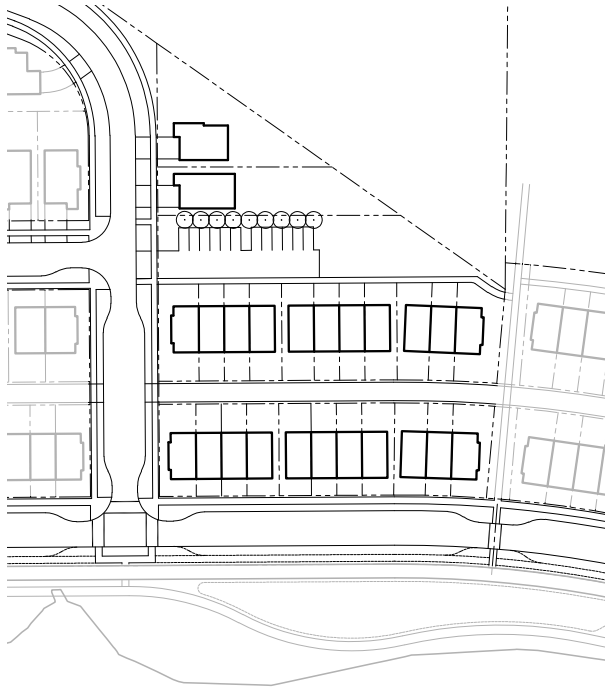
- On-street parking is allowed on Street '1' and potentially on the west side of the area.
- Curb cuts are not allowed along Street '1'.
- Curb cuts for individual driveways are allowed along the west side of the area, in the section of Frontage Type C.

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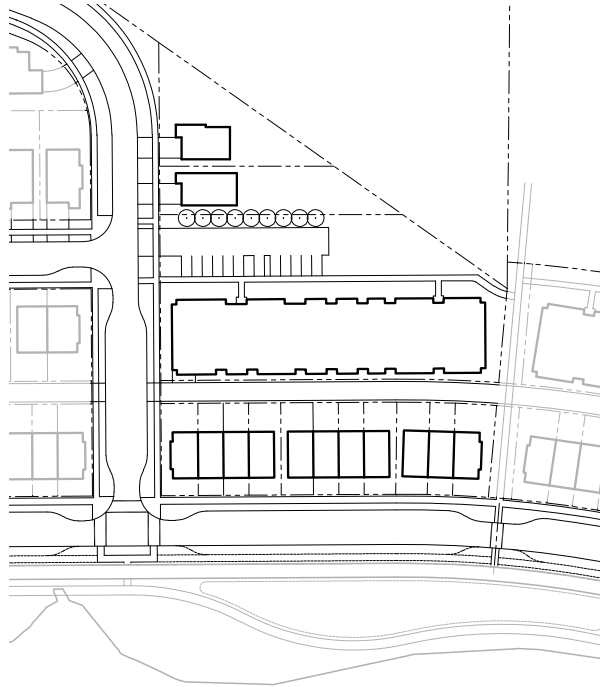
DEVELOPMENT AREA 3 | POTENTIAL CONFIGURATIONS

These diagrams show different ways that buildings and lots can be configured to meet the design intent and development standards for this area. Developers may propose other layouts that comply.

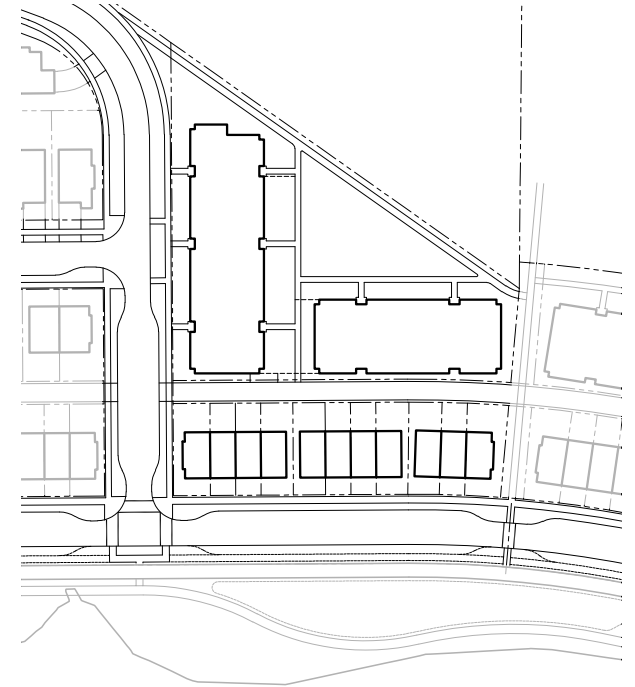
1. Townhouses and single family



2. Townhouses, single family, and multiple family (parking under building)

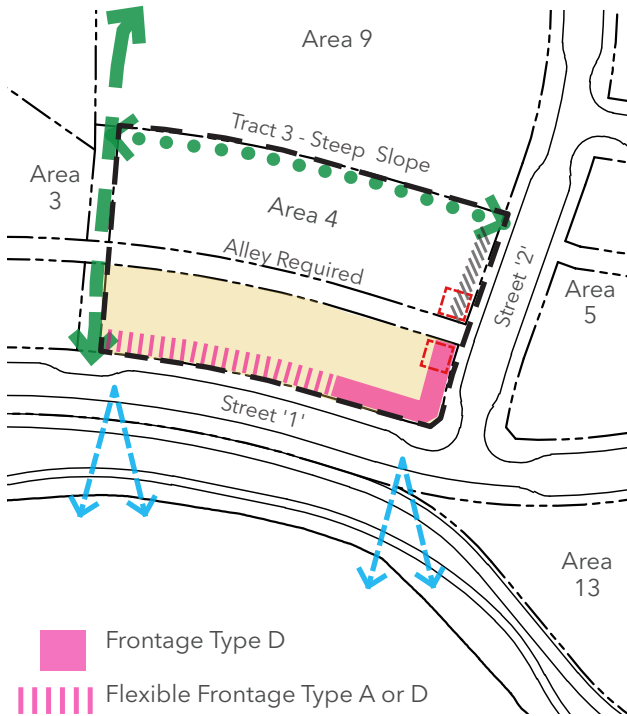
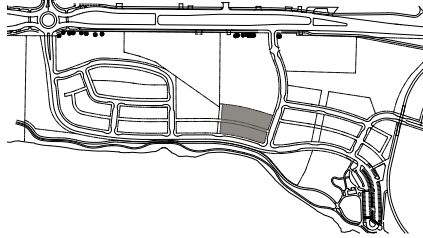










3. Townhouses and an alternative multiple family configuration (parking primarily under buildings)



DEVELOPMENT AREA 4 | STANDARDS

Key Plan



-  Frontage Type D
-  Flexible Frontage Type A or D
-  Minimum Building Height Area
-  Corner Lots / Side Street Orientation
-  Waterfront View
-  Required Pedestrian Walkway
-  Preferred Pedestrian Walkway
-  Alley Parking Screening

Introduction

- Development on Area 4 (south of alley) plays a key role in shaping the character of Street '1'.
- Like other blocks along Street '1', the buildings on Area 4 (south of alley) are intended to create a streetwall that compliments the overall design of the street.
- Area 4 requires an alley to achieve this goal. The alley will extend west into Area 3.
- One or more buildings with street facing retail or a similar active use is required at the southeast corner of Area 4. Additional retail is allowed along Street '1'.
- Alley alignment may be revised to accommodate a larger building at the southeast corner of the block.
- Area 4 is sloped site where the topography steps down from north to south (toward the river).
- To the north of this area is a steep slope which is not conducive for development. A pedestrian walkway is planned along the north edge and is intended to function like a pedestrian street that provides an "address" and access to the front doors for residential units north of the alley.
- The tract between Area 3 and Area 4 is planned to have a pedestrian hillclimb (stairway) which provides access to the waterfront from the upper portions of these areas and from Area 9.

Uses

- Residential
- Specialty retail sales
- Food & beverage sales (on-site consumption)
- Business supply retail sales
- Group assembly/clubhouse
- Real estate/leasing office

Building Types

- Single-Family alley-loaded
- Duplex alley-loaded
- Townhouse alley-loaded
- Multiple Family
- Mixed Use (multiple family with commercial base)
- Free-standing retail

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Lots - Multiple Family

- No minimum or maximum size requirements

Lots - Non-Residential Uses

- No minimum or maximum size requirements

Corner Lots

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- The primary (front) facade of a building or unit may be orientated to the side street.

Setbacks (Minimum Yard) - rear-loaded Townhouses, Duplexes, Single Family

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Setbacks (Minimum Yard) - Multiple Family

- Front (to primary building wall): 15' min. - 20' max.
- Front (to porches and projections): 9' min.
- Side (interior): 10' min.
- Side separation between buildings if there is no property line: 20' min.
- Side (facing street): 13' min.
- Rear: 7' min.

DEVELOPMENT AREA 4 | STANDARDS

Setbacks (Minimum Yard) - Mixed Use and Stand-Alone Retail

- Front: 6' min. (measured from back of sidewalk)
- Side (facing street): 6' min. (measured from back of sidewalk)

Front and Street-Facing Side Setbacks provide an opportunity to place buildings with active ground-level uses close to the street. In these locations the setback area is intended to create a wider sidewalk that can accommodate outdoor dining and other retail functions that may occupy the sidewalk during business hours.

- Side (interior): 10' min.
- Side separation between buildings if there is no property line: 20' min.
- Side or Rear (facing alley): 8' min.
- Rear (to property line): 8' min.

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a streetwall along Street '1'.)
- Maximum: 45'

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44
- Exception - parking for food and beverage sales (on-site consumption) over 1000 sf:
 - minimum quantity = 1 space per 250 sf of floor area
 - upto 50% of required parking may be provided in the public realm, which includes:
 - public streets,
 - the parking lot associated with the waterfront park,
 - other public spaces that may be built as part of this development

Alley

- Area 4 will have an alley within a 20'-wide tract and with a 16'-wide, center-aligned, paved driving lane.
- All buildings and lots on Area 4 shall be configured so that off-street parking is accessed from the alley.
- At the end of an area, where the alley meets a street, screening is required between parking and the sidewalk to fully or partially hide alley parking from public view. Screening may be a building, garage or vegetation.
- The alley alignment may be adjusted to accommodate a larger building or different development configuration at the southeast corner of the area.

Perimeter Streets

- On-street parking is allowed on Street '1' and Street '2'.
- Curb cuts for driveways to individual residential units are not allowed.
- The eastern end of the alley may connect to either Street '1' or Street '2'.
- If the proposed development concept contains a internal parking where access is required in two different locations (likely on two different levels), then a second curb cut is allowed on the street that does not contain the alley curb cut.

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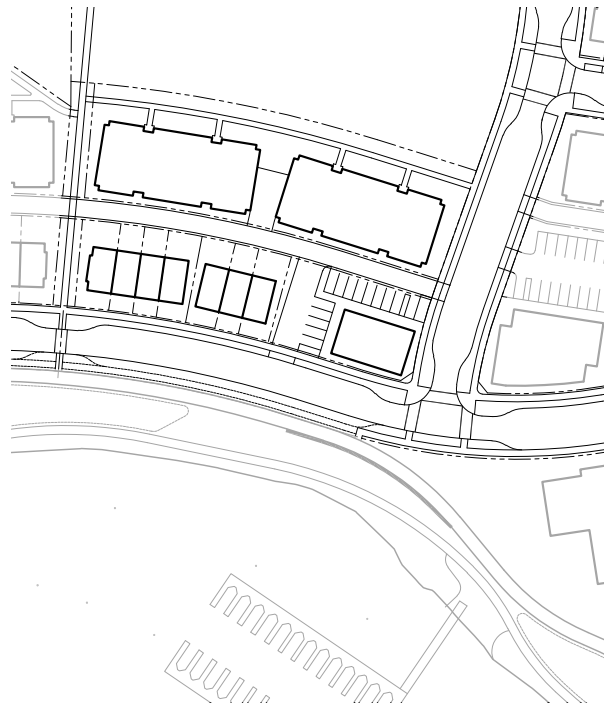
DEVELOPMENT AREA 4 | POTENTIAL CONFIGURATIONS

These diagrams show different ways that buildings and lots can be configured to meet the design intent and development standards for this area. Developers may propose other layouts and use mixes that comply.

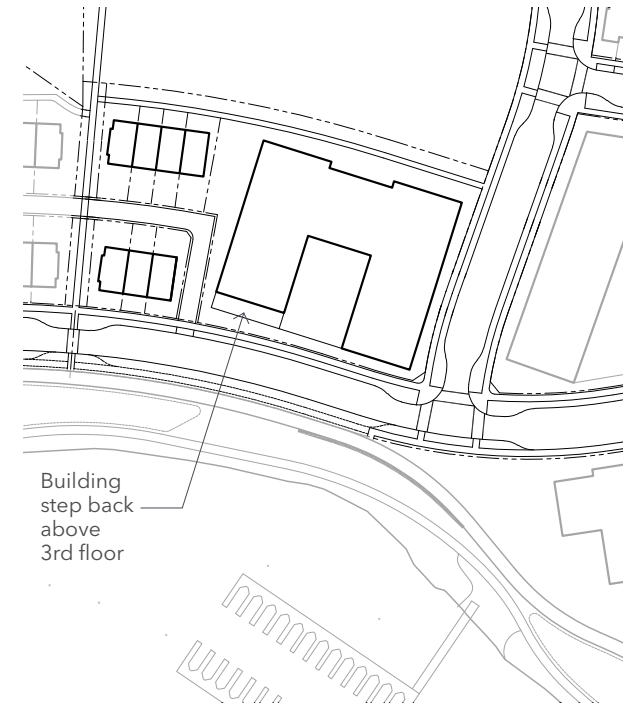
1. Townhouses with retail or restaurant at southeast corner



2. Multiple family and townhouses, retail or restaurant at southeast corner

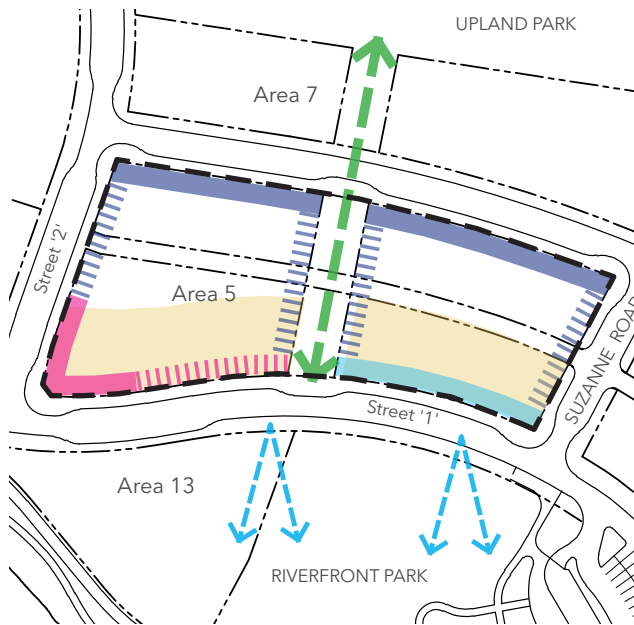
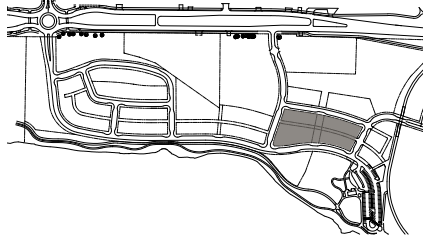


3. Mixed use / multiple family with street-level retail at southeast corner (parking within building), townhouses on western portion



DEVELOPMENT AREA 5 | STANDARDS

Key Plan



- Frontage Type A
- Frontage Type B
- Similar to Frontage Type B / Side Street Flexibility
- Frontage Type D
- Flexible - Frontage Type A or D
- Minimum Building Height Area
- Side Street Orientation
- Waterfront View
- Required mid-area Pedestrian Walkway
specific location is flexible

Introduction

- Like other areas adjacent to Street '1', Area 5 plays a key role in shaping the character of the street. Buildings along Street '1' are intended to create a streetwall that compliments the overall design of the street.
- Describe mid-area pedestrian walkway / hillclimb, park connectivity, view corridor, and potential front door access (primary bldg face) for adjacent residential units. Developer required to build.
- Alignment and coordination with area north of alley.
- Depending on the proposed building types and their configuration, an alley may or may not be necessary to achieve the intended frontage condition for Street '1'. Alternatively, an alley may be necessary for only a portion of the block.
- One or more buildings with street facing retail, or a similar active use, is required at the southwest corner of Area 5. Additional retail is allowed along Street '1', extending east to the mid-block pedestrian crossing.

Use

- Residential
- Specialty retail sales
- Food & beverage sales (on-site consumption)
- Business supply retail sales
- Real estate/leasing office

Allowed Building Types

- Single family alley-loaded
- Duplex alley-loaded
- Townhouse alley-loaded
- multiple family (flats)
- Mixed-use (multiple family and retail)
- Free-standing retail

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Lots - Multiple Family

- No minimum or maximum size requirements

Lots - Non-Residential Uses

- No minimum or maximum size requirements

Side Street Orientation

- All buildings that occupy an area corner or corner lot condition shall physically address both public exposures. One of these building faces may be primary and the other secondary, and design responses may reflect this orientation hierarchy.
- Side Street Flexibility: the area edges Street '2', the mid-area pedestrian walkway may become primary frontages.

Setbacks & Building Separation

Area 5 West is a particularly unique area where the orientation of buildings or lots cannot be determined until after a design is proposed. Therefore, setback standards are identified geographically.

Frontage D - Buildings with street-level retail:

- Street '1' and Street '2': 6' - 9' accommodates the a wider sidewalk and street furnishing zone
- Side (facing mid-block ped. walkway): 5' min.
- Side separation between buildings: 12' min.

Frontage A - Residential-only buildings:

- Street '1' (primary bldg wall): 15' - 20'
- Street '1' (porches and projections): 9' min.
- Street '1': outdoor privacy threshold required per Frontage Type A
- Side (facing mid-block ped. walkway): 5' min.
- Side separation between buildings

Townhouses, duplexes and single family: 12' min.
multiple family: 25' min.

- Rear: 2' min. if an alley is provided

DEVELOPMENT AREA 5 | STANDARDS

Setbacks & Building Separation (continued)

Frontage B - Residential-only buildings or residential-only portions of mixed use buildings:

- North area edge (primary bldg wall): 15' - 20'
- North area edge (porches and projections): 9' min.
- Side (facing Street '2', mid-area ped. walkway and Suzanne Rd.): 5' min.
- Side separation between buildings:
 - Townhouses, duplexes and single family: 12' min.
 - multiple family: 25' min.
- Rear: 2' min. if an alley is provided

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a streetwall along Street '1'.)
- Maximum: 45 ft

Alley Conditions & Off-Street Parking Access

- If an alley is provided, it shall be in a tract 20' wide, with a 16' paved lane and 2' additional space on either side for snow storage between parking pads or garages.
- Where an alley or parking lot meets a street, screening is required behind the sidewalk to fully or partially hide the parking from public view. Screening may be a garage or vegetation.

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44
- Exception - parking for food and beverage sales (on-site consumption) over 1000 sf:
 - minimum quantity = 1 space per 250 sf of floor area
 - upto 50% of required parking may be provided in the public realm, which includes:
 - public streets
 - the parking lot associated with the waterfront park
 - other public spaces that may be built as part of this development

Perimeter Streets

- On-street parking is allowed on all streets surrounding Area 5.
- Curb cuts for individual driveways are not allowed on the streets surrounding Area 5.

To accommodate different development options, one alley curb cut is allowed in each of the following area edge.

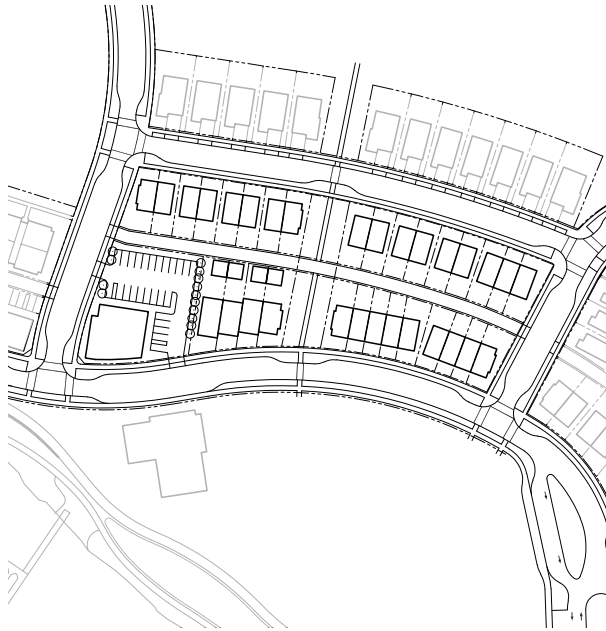
- Street '1': between Street '2' and mid-area pedestrian walkway
- Street '2': entire length
- northern street: between Street '2' and mid-area pedestrian walkway
- northern street: between mid-area pedestrian walkway and Suzanne Rd.
- Suzanne Rd.: entire length

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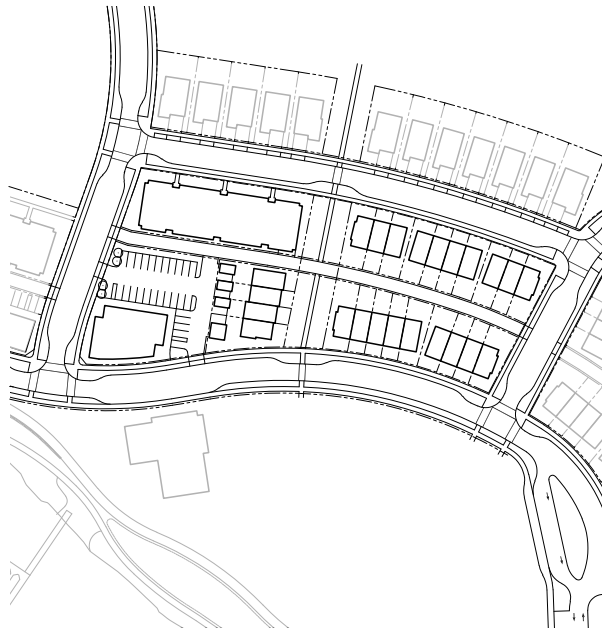
DEVELOPMENT AREA 5 | POTENTIAL CONFIGURATIONS

These diagrams show different ways that buildings and lots can be configured to meet the design intent and development standards for this area. Developers may propose other layouts and use mixes that comply.

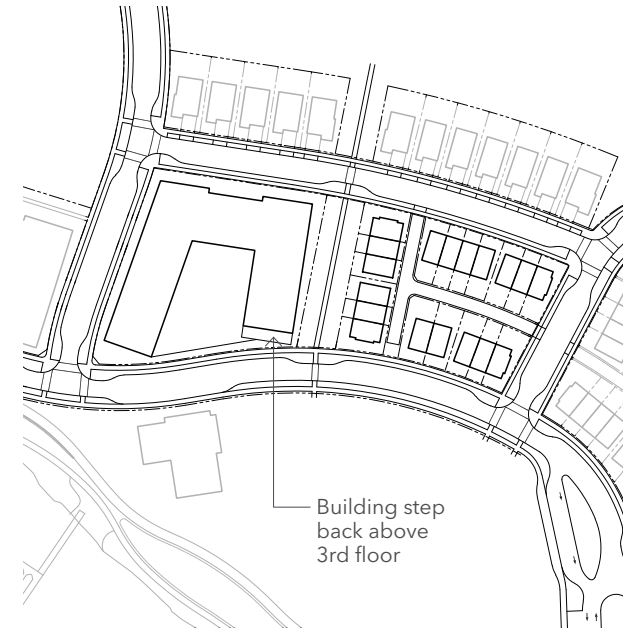
1. Townhouses and duplexes with retail or restaurant at SW corner



2. Townhouses and multiple family (parking under building) with retail or restaurant at SW corner

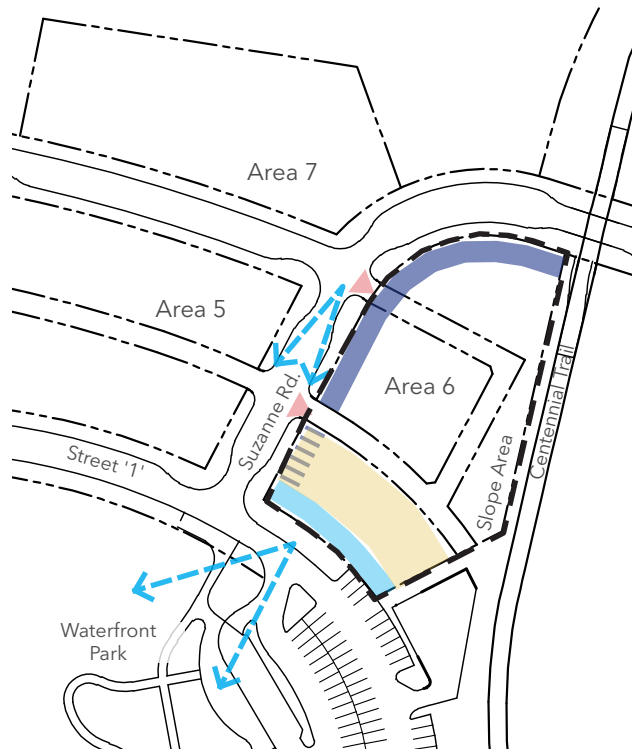
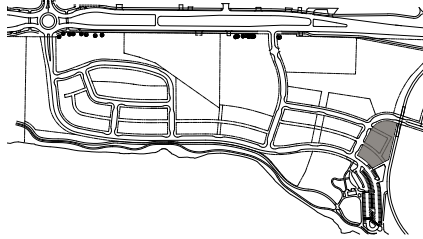








3. Mixed use / multiple family with street level retail at SW corner (parking within building) and townhouses on east half.



DEVELOPMENT AREA 6 | STANDARDS

Key Plan



-  Frontage Type A
-  Frontage Type B
-  Corner Lot / Side Street Orientation
-  Minimum Building Height Area
-  Waterfront View
-  Potential vehicle access to Area 6

Introduction

- Area 6 helps shape the character of Street '1'. It is also the eastern bookend of development along this street.
- Per Frontage Type A, buildings along Street '1' are intended to create a streetwall that compliments the overall design of the street.
- Area 6 has an irregular shape, with topography that slopes up to the north and east.
- To meet the design goals and unique site conditions of this block, it will be necessary to use an alley or rear parking lot for access to off-street parking and to accommodate a range of development options.

Use

- Residential

Building Types

- Single Family rear-loaded
- Duplexes rear-loaded
- Townhouses rear-loaded
- Multiple Family

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Lots - Multiple Family

- No minimum or maximum size requirements

Corner Lots

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions along with the required setback.

Setbacks (Minimum Yard)

Residential - Townhouses, Duplexes, Single Family

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Setbacks (Minimum Yard)

Residential - Multiple Family

- Front: 15' min. - 20' max.
- Side (interior): 10' min.
- Side (facing street): 13' min.
- Side separation between buildings if there is no property line: 20' min.
- Rear (to primary building wall): 13' min.
- Rear (to porches and projections): 7' min.

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a streetwall along Street '1'.)
- Maximum: 35'

Alley Conditions & Off-Street Parking Access

- If an alley is provided, it shall be 20' wide, with a 16' paved lane and 2' additional space on either side for snow storage between parking pads or garages.
- Where an alley or parking lot meets a street, screening is required to fully or partially hide the parking from public view. Screening may be a residential unit, a garage, or vegetation.

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

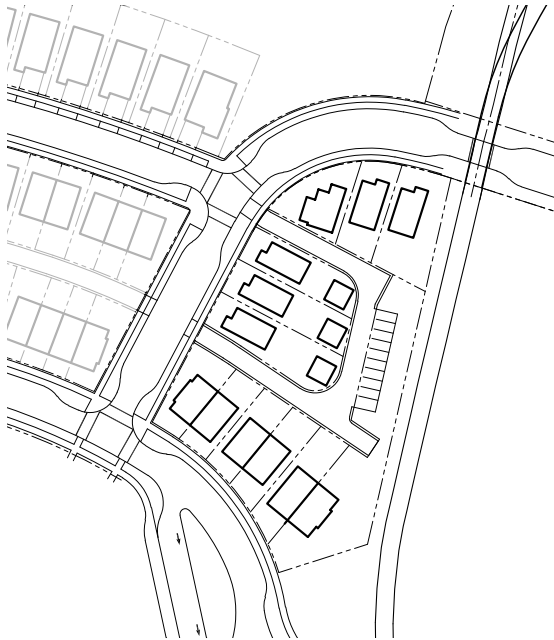
Perimeter Streets

- On-street parking is allowed on Street '1' and Street '4'
- No curb cuts are allowed along Street '1'
- Curb cuts for individual driveways are not allowed in Area 6.

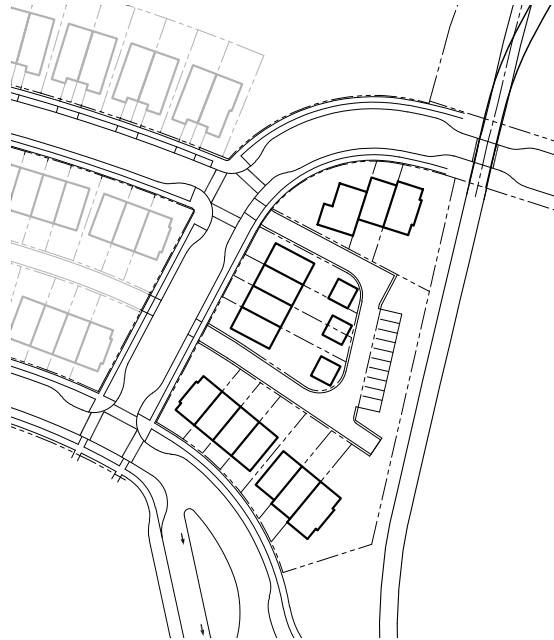
DEVELOPMENT AREA 6 | POTENTIAL CONFIGURATIONS

These diagrams show different ways that buildings and lots can be configured to meet the design intent and development standards for this area. Developers may propose other layouts that comply.

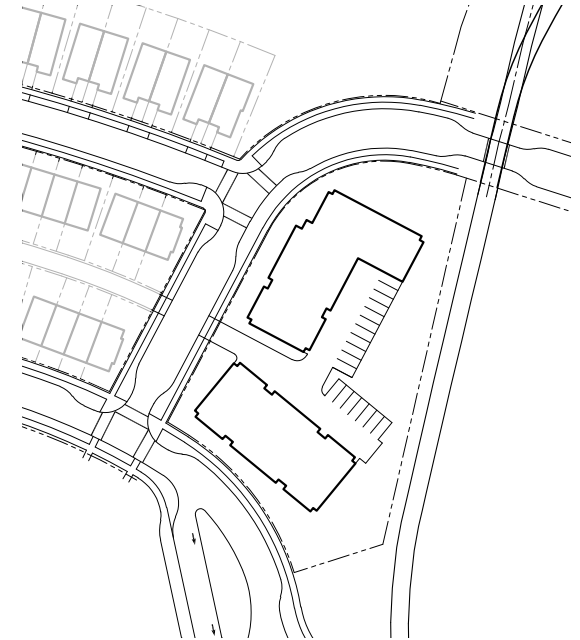
1. Single family and duplexes



2. Townhouses

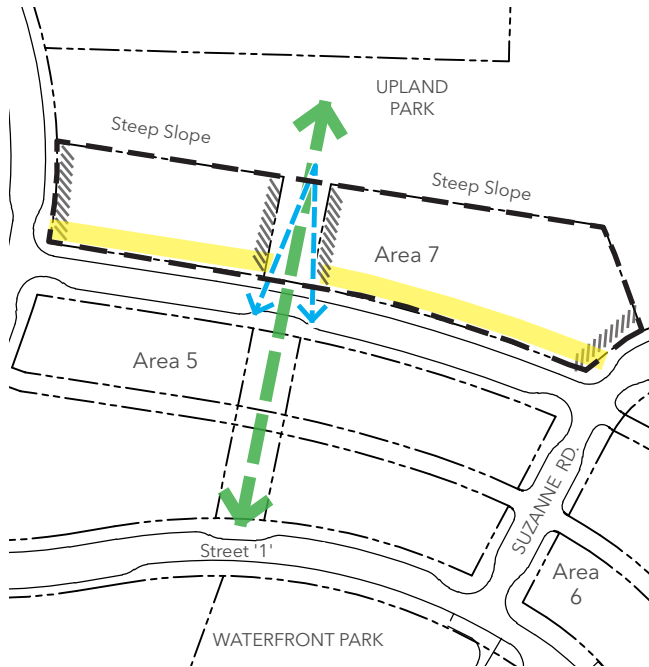
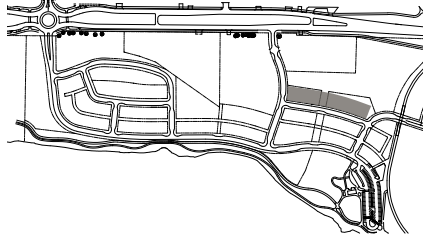


3. Multiple family (with tuck under and surface parking)



DEVELOPMENT AREA 7 | STANDARDS

Key Plan



 Frontage Type C

 Corner Lots

 Waterfront View

 Required Pedestrian Walkway

Introduction

- Hillside block that will be developed with front-loaded houses or duplexes
- Buildings and lot configurations shall be designed to minimize the visual impact of garages facing the street.
- The north side of area 7 abuts the southern edge and lower slopes of the upland nature park.
- Area 7 must contain a public corridor that roughly bisects the block. It is intended to create a view corridor and provide pedestrian connectivity between the upland and riverfront parks.
- The specific location of the public corridor is flexible, but it must fall within the middle 1/3 of the overall block length. It also must be aligned with the same corridor through Area 5.

Use

- Residential

Allowed Building Types

- Single family front-loaded
- Duplex front-loaded

Lots

- Width: 32' min. - 75' max.
- Depth: 100' min.
- Area: 3200 sf min

Corner Lots & Building Side Expression

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- A building's primary (front) facade may be orientated to the side street.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions, along with the required setback.

Setbacks & Building Separation

- Front - garage: 20' min.
- Front - ground-level porches and projections: Any building that has a garage on the front facade is required to have, at a minimum, a ground-level projection or porch that extends 4' beyond the garage, toward the street.
The width of the projection or porch shall be equal to or greater than half the width of the garage door.
- Side - facing street or public corridor: 5' min.
- Side - separation between buildings: Single Family and Duplexes: 10' min.
- Rear: 15' min.

Building Height

- Maximum: 35'

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

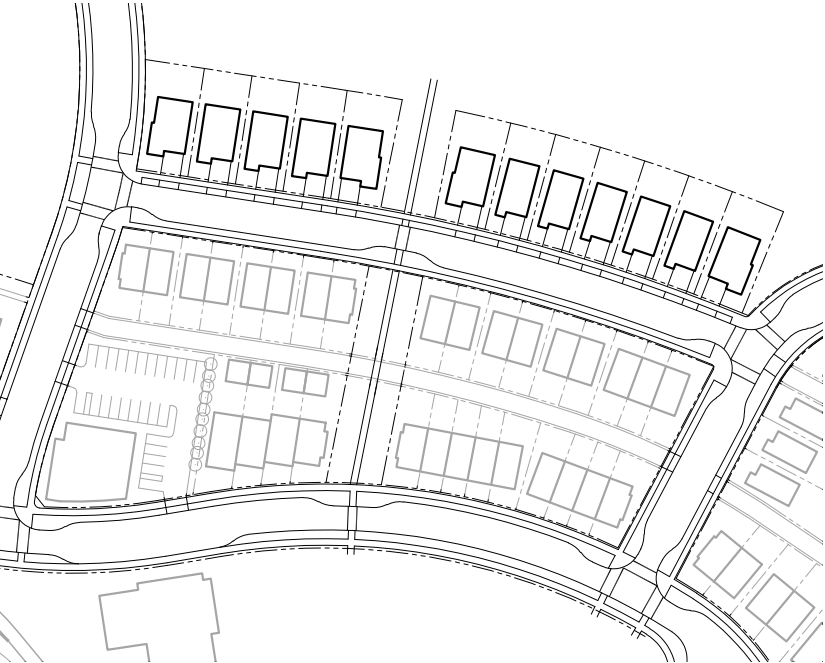
Perimeter Streets

- On-street parking adjacent to Area 7 is allowed on Street '2' and Suzanne Rd.
- Driveway curb-cuts are allowed on the street south of the block. See Building Types for requirements that ensure the provision of regularly spaced street trees.

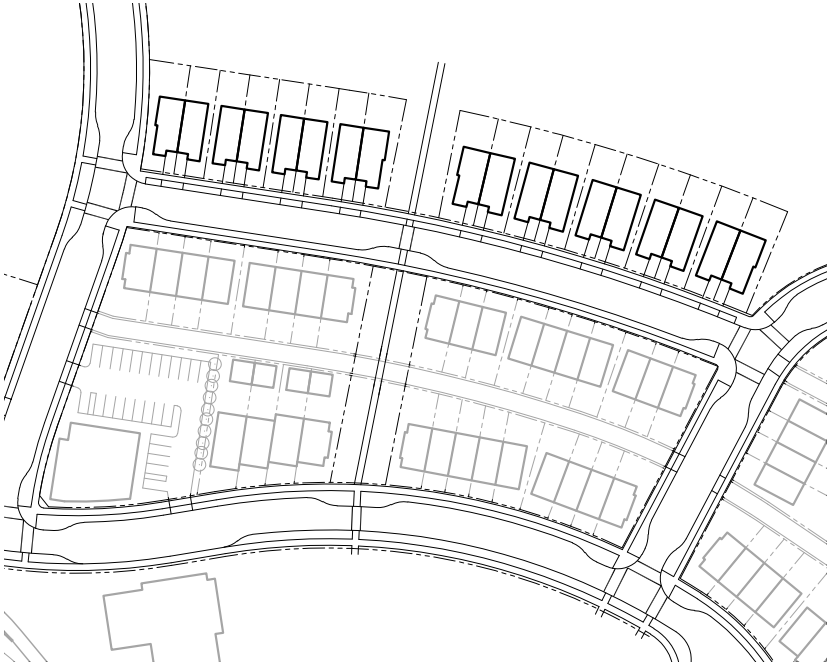
DEVELOPMENT AREA 7 | POTENTIAL CONFIGURATIONS

These diagrams show different ways that buildings and lots can be configured to meet the design intent and development standards for this area. Developers may propose other layouts that comply.

1. Single family homes (front-loaded)

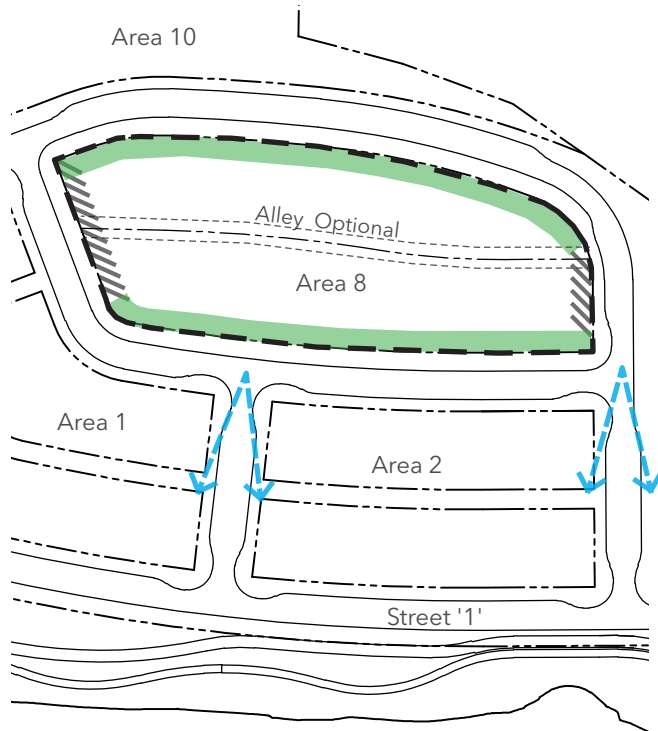
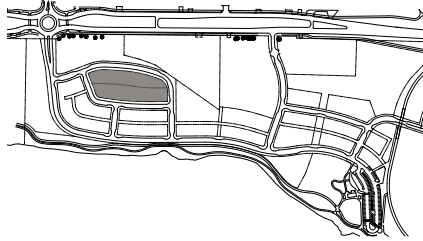


2. Duplexes (front-loaded)



DEVELOPMENT AREA 8 | STANDARDS

Key Plan



Primary Building Orientation
 Frontage Type C, if developed without an alley
 Frontage Type B, if developed with an alley

Corner Lots

Waterfront View

Introduction

- Area 8 is a residential area that could be developed with or without an alley.
- If developed without an alley, then all front-loaded buildings and lot configurations shall be designed to minimize the visual impact of garages facing the street.

Use

- Residential

Building Types

- Single Family front-loaded and rear-loaded
- Duplexes front-loaded and rear-loaded
- Townhouses rear-loaded only

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 60' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Corner Lots

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- A building's primary (front) facade may be orientated to the side street.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions, along with the required setback.

Setbacks (Minimum Yard) - Rear-Loaded Condition

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which is required for vehicular access to garages or parking stalls)

Setbacks (Minimum Yard) - Front-Loaded Condition

- Front - garage door: 20' min. (measured from back of sidewalk)
- Front - ground-level porches and projections: Any building that has a garage on the front facade is required to have a ground-level projection or porch that extends at least 4' beyond the garage, toward the street.

The width of the projection or porch shall be equal to or greater than half the width of the garage door.

- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 15' min.

Building Height

- Maximum: 35'

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

Alley (optional)

- If an alley is provided, it will be delineated within a 20'-wide tract and have a 16'-wide, center-aligned, paved driving lane.
- If an alley is provided, all buildings and lots along it shall be configured so that vehicular access to off-street parking is from the alley.
- Where an alley meets a street at the end of an area, screening is required between parking and the sidewalk to fully or partially hide alley parking from public view. Screening may be a garage or vegetation.

Perimeter Streets

- If no alley is provided, then individual driveway curb-cuts are allowed on all streets surrounding the block.
- For front-loaded development, ensure that the layout of lots, buildings and driveways allows for street trees to be planted at regularly spaced intervals along the street.

DEVELOPMENT AREA 8 | POTENTIAL CONFIGURATIONS

These diagrams show different ways that buildings and lots can be configured to meet the design intent and development standards for this area. Developers may propose other layouts that comply.

1. Single Family Homes (front-loaded)

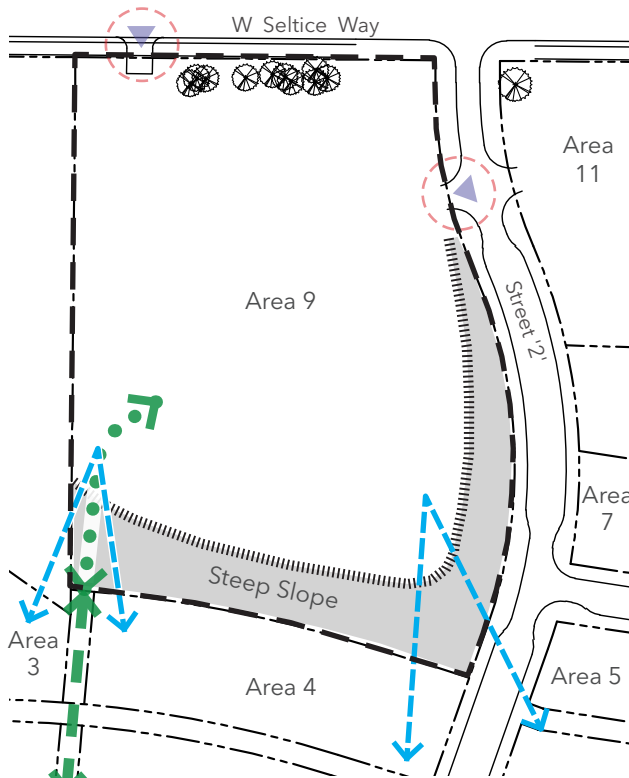
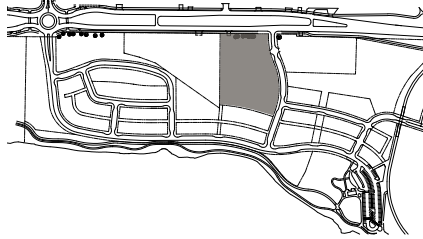


2. Alley option provides an opportunity for rear-loaded single family homes and rear-loaded townhouses that take advantage of sloped topography to have garages below the main level of the units.



DEVELOPMENT AREA 9 | STANDARDS

Key Plan



- Potential vehicle access to Area 9
- Existing trees to retain
- Approx. location of top of slope
- Steep slopes
- Required pedestrian walkway
- Preferred pedestrian walkway
- Waterfront and river valley views

Introduction

- Area 9 occupies an upland plateau that has visibility from W Seltice Way. Compared to most other blocks within the Atlas Waterfront Neighborhood, Area 9 has a wider range of potential uses and layouts.
- Due to topography, vehicular access into Area 9 is limited to the north end of the site. Access may be provided from Street '2' and W Seltice Way.
- A row of mature pine trees exists along the north property line, parallel to W Seltice Way. Retain as many of these trees as possible.
- Area 9 overlooks Area 4 and provides views of the waterfront and the broader river valley.
- A pedestrian walkway / hillclimb should be built at the southwest corner of the block to provide a direct pedestrian connection to the riverfront. This walkway extends south between Area 3 and 4.

Uses & Building Types

- Residential
 - Single family front-loaded and rear-loaded
 - Duplexes front-loaded and rear-loaded
 - Townhouses rear-loaded only
 - Multiple family
 - Mixed Use (multiple family and retail)
- Civic
 - Child care facility
 - Community assembly, education and organization
 - Handicapped or minimal care facility
 - Hospital / health care
 - Nursing / convalescent homes
 - Neighborhood recreation
 - Public recreation
 - Religious assembly
- Sales
 - Food & beverage sales (on & off site consumption)
 - Specialty retail sales
- Service activities:
 - Administrative & professional offices
 - Commercial recreation
 - Group assembly

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Lots - Multiple Family

- No minimum or maximum size requirements

Lots - Non-Residential Uses

- No minimum or maximum size requirements

Corner Lots

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions along with the required setback.

Setbacks (Minimum Yard)

Residential - Single Family, Duplexes

- Front - garage door: 20' min. (measured from back of sidewalk)
- Front - ground-level porches and projections: Any building that has a garage on the front facade is required to have a ground-level projection or porch that extends at least 4' beyond the garage, toward the street.
- The width of the projection or porch shall be equal to or greater than half the width of the garage door.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 15' min.

DEVELOPMENT AREA 9 | STANDARDS

Setbacks (Minimum Yard)

Residential - Multiple Family

- Front (to primary building wall): 15' min. - 25' max.
- Front (to porches and projections): 8' min.
- Side (interior): 10' min.
- Side (facing street): 15' min.
- Side separation between buildings if there is no property line: 20' min.
- Rear (to primary building wall): 13' min.
- Rear (to porches and projections): 6' min.

Setbacks & Building Separation - Non-Residential

- Front: 5' min.
- Side & Rear
 - 0' min. except as required by life safety or uniform building codes
 - see Coeur d'Alene City Code Chapter 17.05.560.C for full description

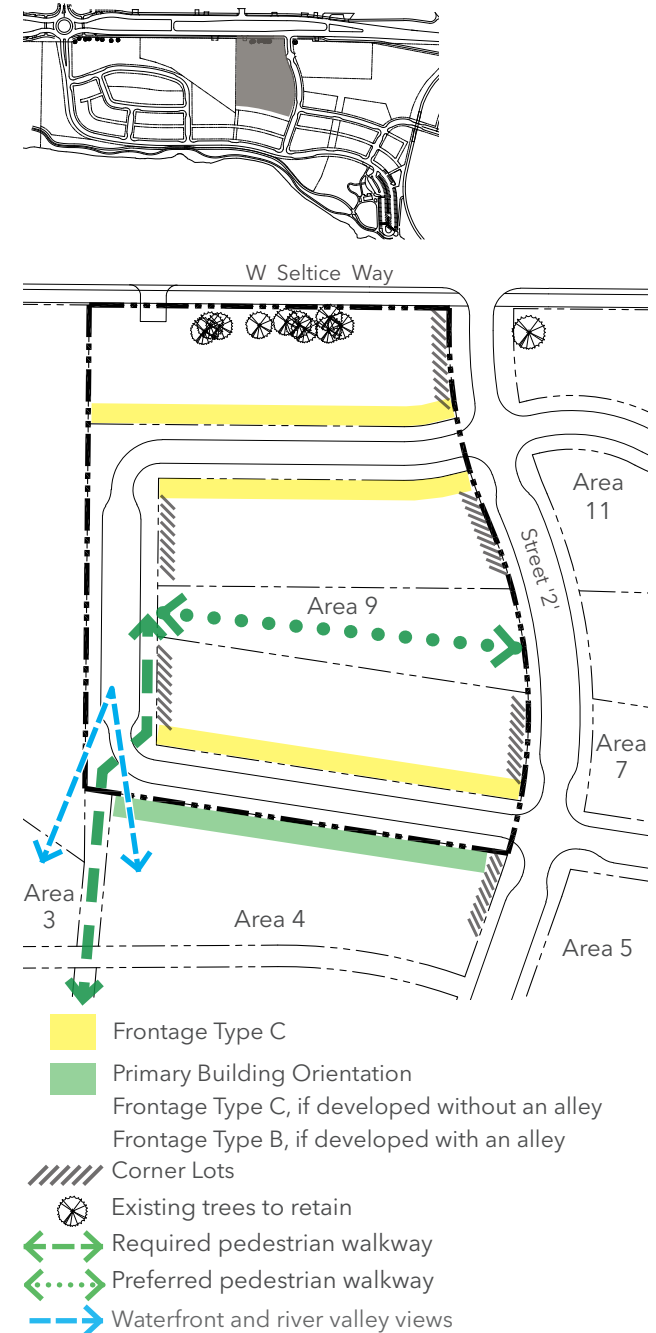
Building Height

- Maximum: 45'

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44
- Exception - parking for food and beverage sales (on-site consumption) over 1000 sf:
 - minimum quantity = 1 space per 250 sf of floor area
 - upto 50% of required parking may be provided in the public realm, which includes:
 - public streets,
 - the parking lot associated with the waterfront park,
 - other public spaces that may be built as part of this development

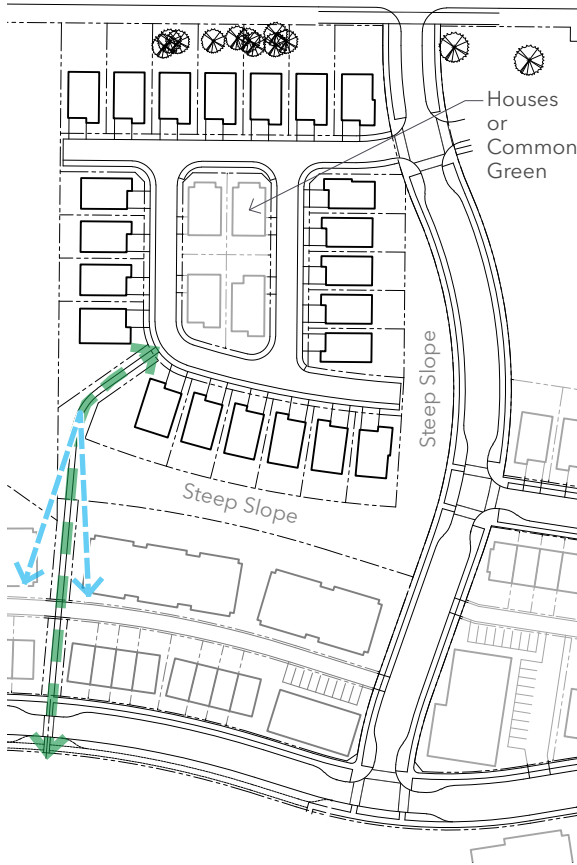
Development Area 9 Alternative Street and Grading Concept



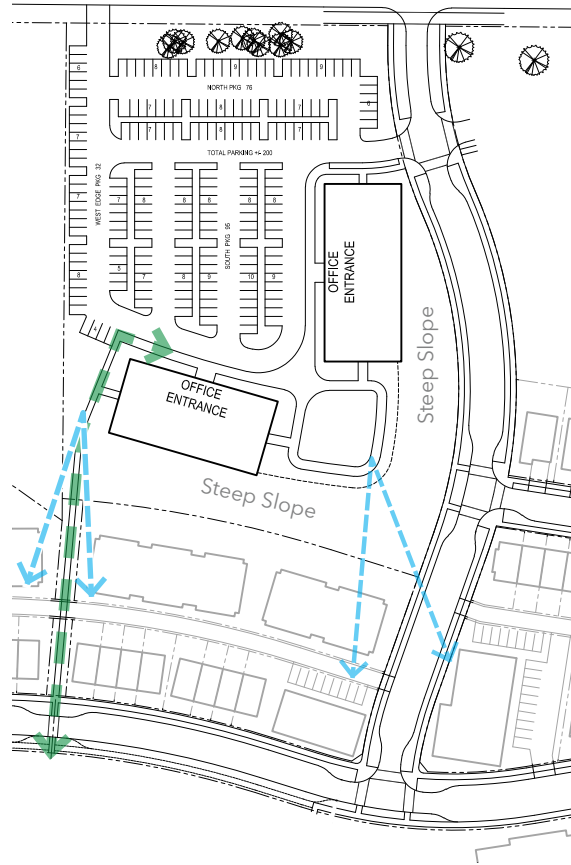
DEVELOPMENT AREA 9 | POTENTIAL CONFIGURATIONS

These diagrams show a range of uses and how they can be configured to meet the design intent and development standards for this area. Developers may propose other layouts and use mixes that comply.

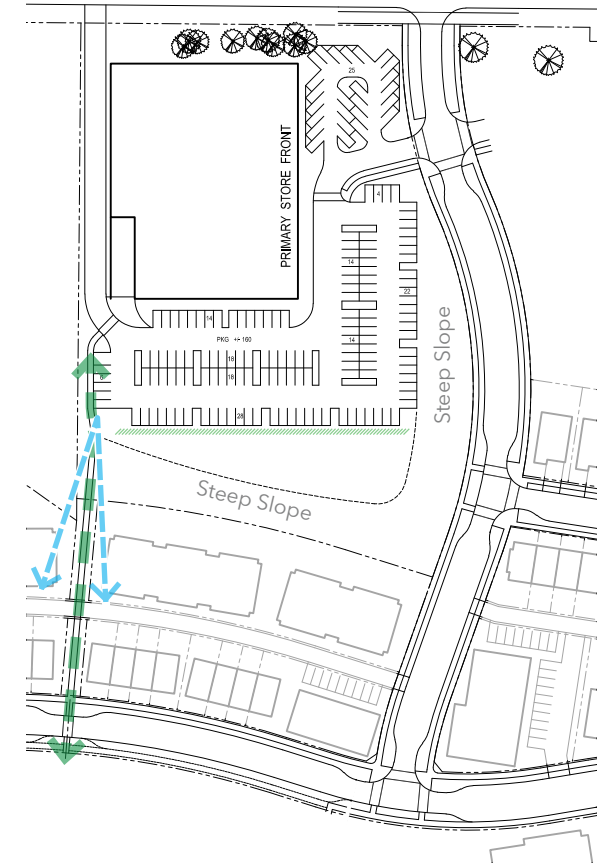
1. Single family homes



2. Office



3. Retail (potential grocery or similar use)



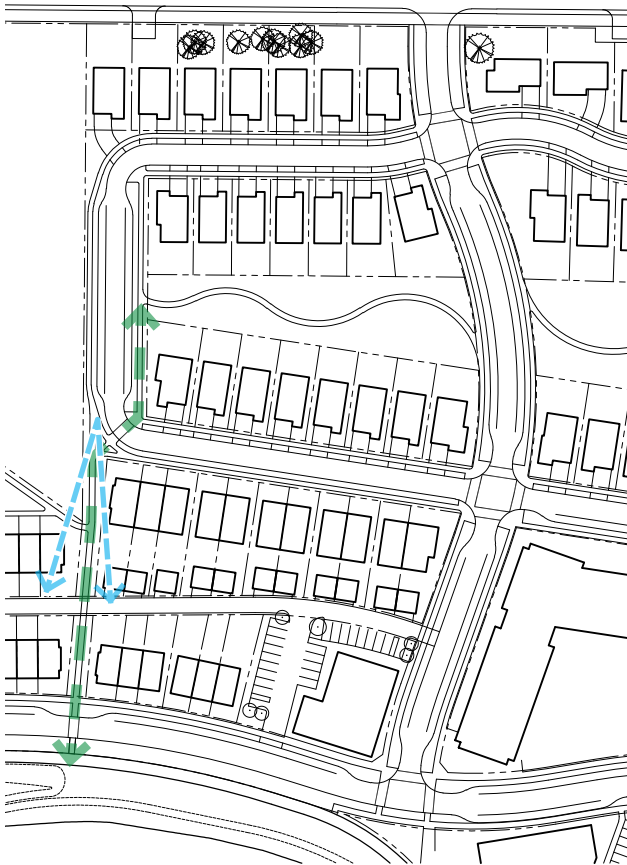
//// Low screening to block headlight glare toward buildings on area 4 (vegetation or low wall)

Retail buildings may not back onto the top of slope area (prevents exposure of rear building face to development to the south and to the waterfront)

DEVELOPMENT AREA 9 | POTENTIAL CONFIGURATIONS

These diagrams show a range of uses and how they can be configured to meet the design intent and development standards for this area. Developers may propose other layouts and use mixes that comply.



4. Alternative Street and Grading Concept
Single family homes; Duplexes in Area 4



5. Alternative Street and Grading Concept
Retail, Mixed-Use (residential over retail)
and Duplexes; Townhouses in Area 4

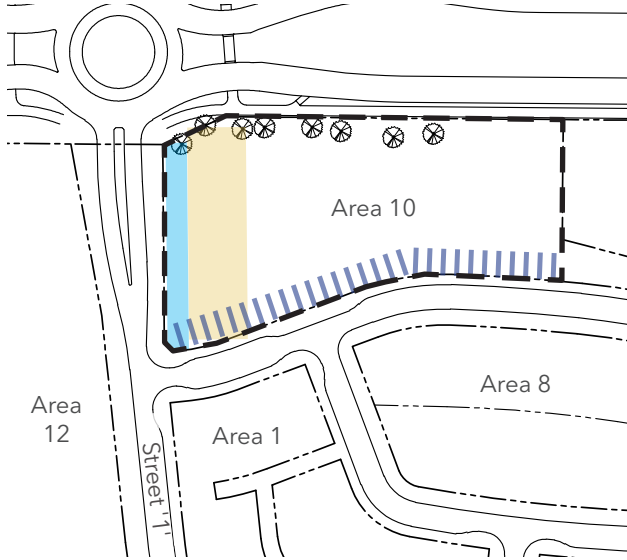
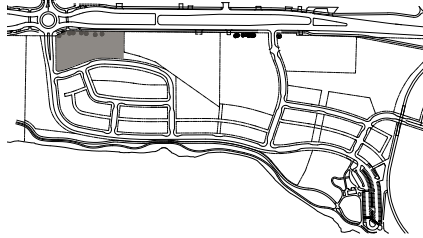


Potential "landmark building corner" that helps define the entry to the site; strong relationship to intersection of Street '2' and Seltice Way

-  Retail area on ground level of mixed use building
-  Storefront orientation

DEVELOPMENT AREA 10 | STANDARDS

Key Plan



- Frontage Type A
- Minimum building height area
- Corner lot / side street orientation or similar to Frontage Type B for buildings that face this street
- ⊗ Retain existing trees where possible

Introduction

- Area 10 is adjacent the western entrance of the site and will play prominent role in creating a gateway to the neighborhood.
- Proposed development should maintain as many of the existing trees as possible on the north side of the block (along Seltice Way).
- Buildings adjacent to Street '1' should create a streetwall that compliments the overall design of the street.

Use

- Residential

Building Types

- Single Family rear-loaded
- Duplexes rear-loaded
- Townhouses rear-loaded
- Multiple Family

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Lots - Multiple Family

- No minimum or maximum size requirements

Corner Lots

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions along with the required setback.

Setbacks (Minimum Yard)

Residential - Townhouses, Duplexes, Single Family

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Setbacks (Minimum Yard)

Residential - Multiple Family

- Front: 15' min. - 20' max.
- Side (interior): 10' min.
- Side (facing street): 13' min.
- Side separation between buildings if there is no property line: 20' min.
- Rear (to primary building wall): 13' min.
- Rear (to porches and projections): 7' min.

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a streetwall along Street '1'.)
- Maximum: 45'

Off-Street Parking - Quantity and Dimensions

- See Coeur d'Alene City Code - Chapter 17.44

Perimeter Streets

- Vehicular access to Area 10 may only be provided from the street on the south side of the area
- On-street parking is accommodated on the street on the south side of the area

DEVELOPMENT AREA 10 | POTENTIAL CONFIGURATIONS

These diagrams show different ways that buildings and lots can be configured to meet the design intent and development standards for this area. Developers may propose other layouts that comply.

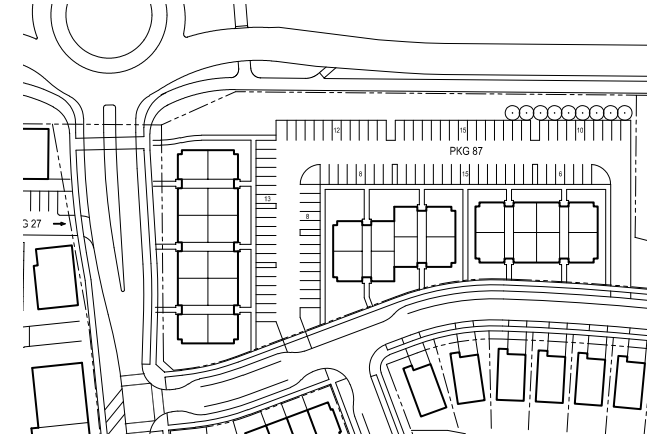
1. Single family homes



2. Townhouses

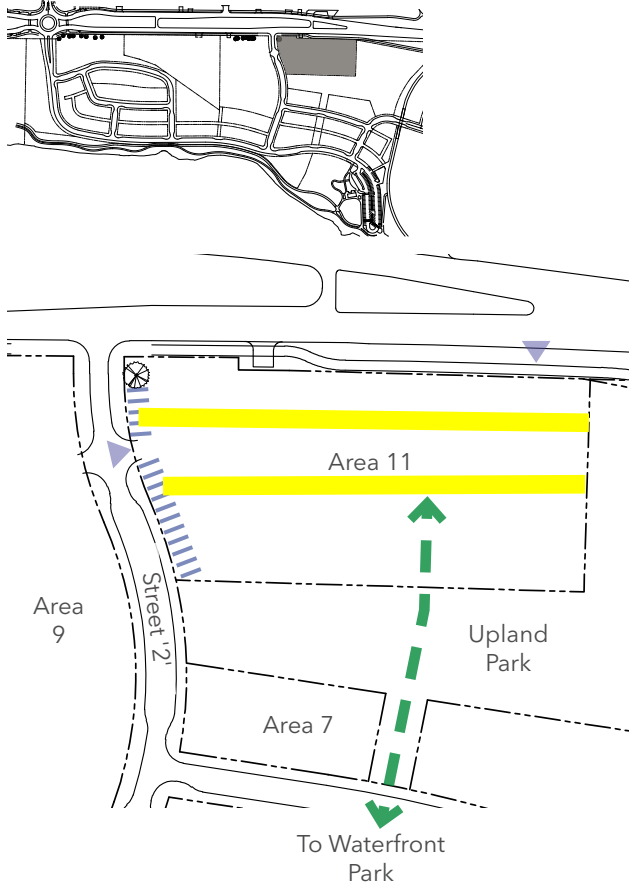


3. Multiple family (surface parking)



DEVELOPMENT AREA 11 | STANDARDS

Key Plan



||||| Similar to Frontage Type B
Applies only to residential development.
Within Area 11, any residential buildings placed adjacent or near Street '2' shall have a front or side orientation to the street.

◀ Potential vehicle access to Area 11

↔ Required pedestrian walkway

⊗ Retain existing trees where possible

Introduction

- Area 11 occupies an upland plateau that has visibility from W Seltice Way. Compared to most other blocks within the Atlas Waterfront Neighborhood, Area 11 has a wider range of potential uses and layouts.
- Due to topography and the boundary of development due to soil conditions, vehicle access to Area 11 is limited to the northwest and north sides of the site. Access may be provided from Street '2' and W Seltice Way.
- Area 11 should have link to the pedestrian walkway / hillclimb that runs through Development Areas 7 and 5 and connects the Upland Park to the Waterfront Park.

Use & Building Types

- Residential
 - Single family
 - Duplexes
 - Multiple family
- Civic
 - Child care facility
 - Community assembly, education and organization
 - Handicapped or minimal care facility
 - Hospital / health care
 - Nursing / convalescent homes
 - Neighborhood recreation
 - Public recreation
 - Religious assembly
- Sales
 - Food & beverage sales (on & off site consumption)
 - Specialty retail sales
- Service activities
 - Administrative & professional offices
 - Commercial recreation
 - Group assembly

Lots - Single Family & Duplexes

- Width: 32' min. - 75' max.
- Depth: 60' min.
- Area: 2500 sf min.

Lots - Multiple Family

- No minimum or maximum size requirements

Lots - Non-Residential Uses

- No minimum or maximum size requirements

Corner Lots (Applies only to Residential)

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions along with the required setback.

Setbacks (Minimum Yard)

Residential - Duplexes, Single Family

- Front - garage door: 20' min. (measured from back of sidewalk)
- Front - ground-level porches and projections: Any building that has a garage on the front facade is required to have a ground-level projection or porch that extends at least 4' beyond the garage, toward the street.

The width of the projection or porch shall be equal to or greater than half the width of the garage door.

- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 15' min.

DEVELOPMENT AREA 11 | STANDARDS

Setbacks (Minimum Yard)

Residential - Multiple Family

- Front (to primary building wall): 15' min. - 25' max.
- Front (to porches and projections): 8' min.
- Side (interior): 10' min.
- Side (facing street): 15' min.
- Side separation between buildings if there is no property line: 20' min.
- Rear (to primary building wall): 13' min.
- Rear (to porches and projections): 6' min. .

Setbacks (Minimum Yard) - Non-Residential Uses

- Front: 5' min.
- Side & Rear:
 - 0' min. except as required by life safety or uniform building codes
 - see Coeur d'Alene City Code Chapter 17.05.560.C for full description

Building Height

- Maximum: 45'

Off-Street Parking - Quantity and Dimensions

- See Coeur d'Alene City Code - Chapter 17.44
- Exception - parking for food and beverage sales (on-site consumption) over 1000 sf:
 - minimum quantity = 1 space per 250 sf of floor area
 - upto 50% of required parking may be provided in the public realm, which includes:
 - public streets,
 - the parking lot associated with the waterfront park,
 - other public spaces that may be built as part of this development

Perimeter Streets

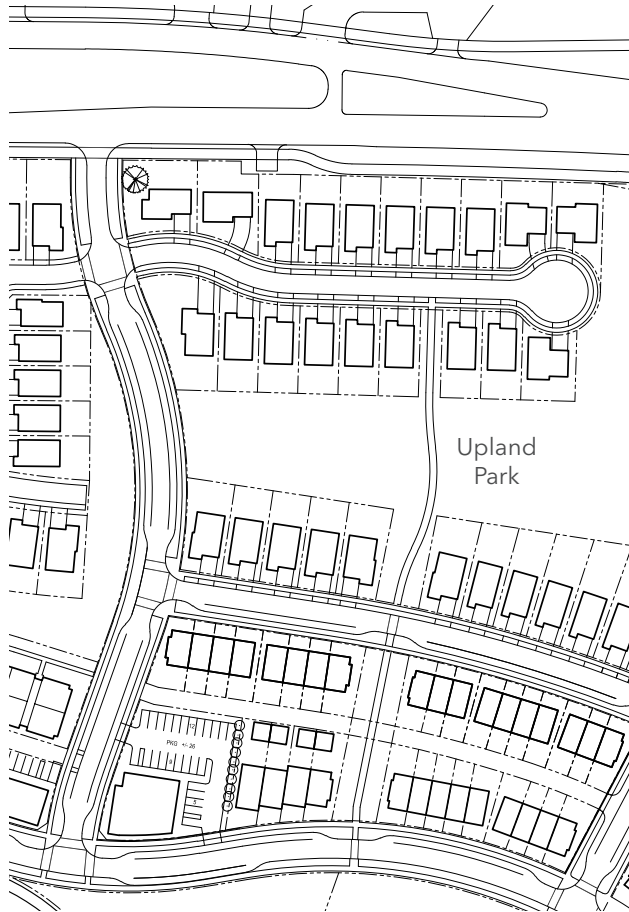
- Vehicular access to Area 11 may only be provided from Street '2' and Seltice Way.
- On-street parking is accommodated on Street '2' at the west side of this site.

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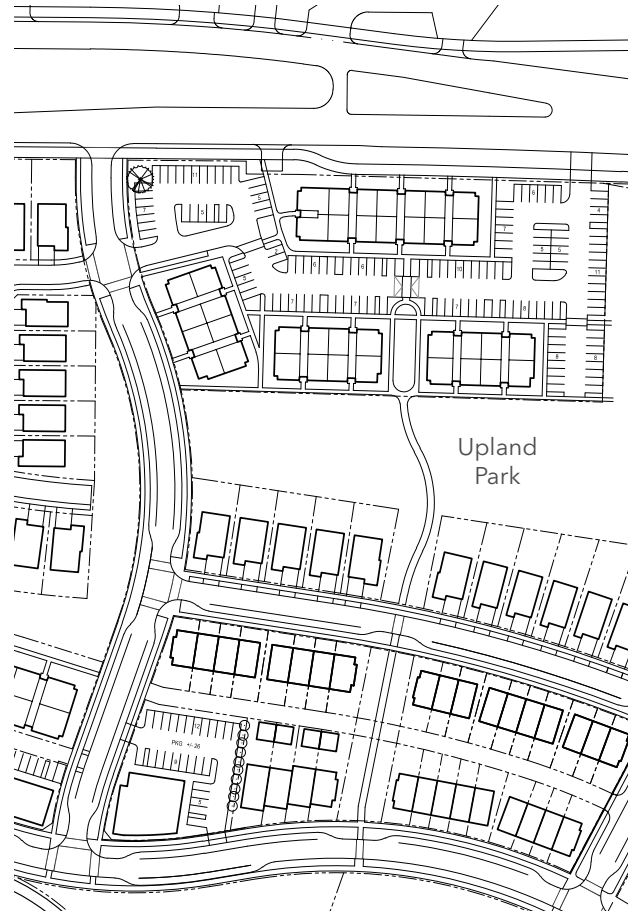
DEVELOPMENT AREA 11 | POTENTIAL CONFIGURATIONS

These diagrams show different ways that buildings and lots can be configured to meet the design intent and development standards for this area. Developers may propose other layouts and use mixes that comply.

1. Single family homes



2. Multiple family (surface parking)



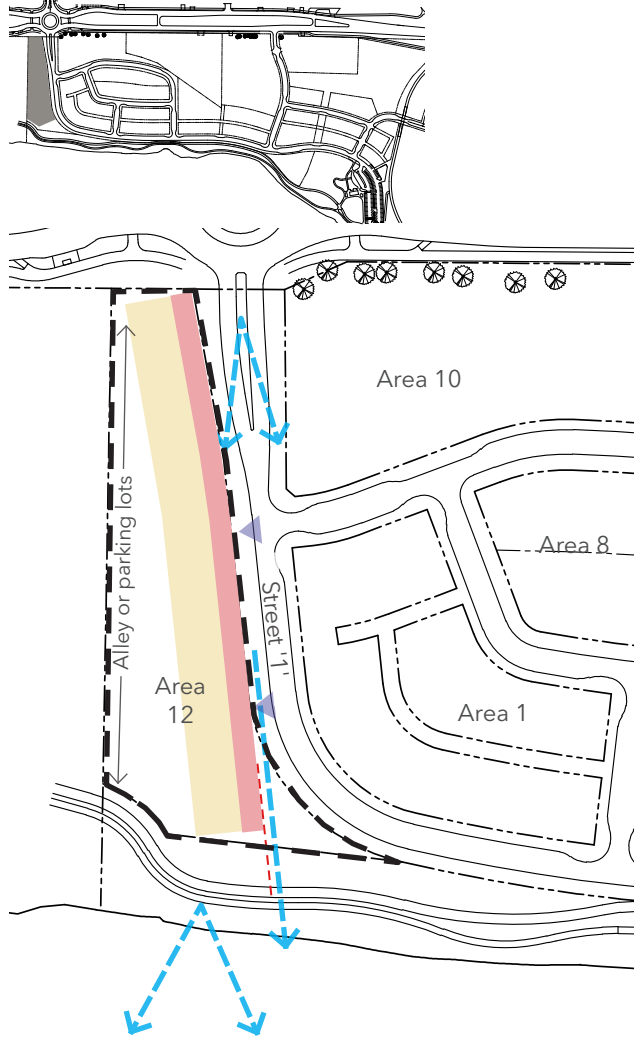
2. Commercial - office or retail (or mix of both)



- If Area 11 is developed with retail, then provide trees and/or other vegetation to screen views of rear loading and service areas from the Upland Park.
- If Area 11 is developed with office that overlooks the Upland Park, then trees at the edge of the lot are optional.

DEVELOPMENT AREA 12 | STANDARDS

Key Plan



- Frontage A, if developed with residential
Frontage D, if developed with retail or similar
- Minimum building height area

Implied extension of Street '1' ROW, for determining setback & preserving view corridor

▶ Potential vehicle access to Area 12

→ Waterfront view

Introduction

- Area 12 lies at the western edge of the site and helps define the western entrance into the neighborhood.
- Buildings along Street '1' are intended to create a streetwall that compliments the overall design of the street.
- To achieve this goal, rear parking lots and/or an alley are required on Area 12.

Uses

- Residential
- Specialty retail sales
- Food & beverage sales (on-site consumption)
- Real estate/leasing office
- Hospitality

Building Types

- Single family rear-loaded
- Duplex rear-loaded
- Townhouse rear-loaded
- Free-standing retail

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Lots - Non-Residential Uses

- No minimum or maximum size requirements

Setbacks (Minimum Yard)

Residential - Frontage Type A

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Setbacks (Minimum Yard)

Retail or Similar Uses - Frontage Type D

- Front: 6' min. - 9' max. (Accommodates the creation of a wider sidewalk along Street '1', extending to the building wall, for street furnishing or other features, consistent with Frontage Type D)
- Side: 0' min.

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a street wall along Street '1'.)
- Maximum: 35'

Off-Street Parking - Quantity and Dimensions

- See Coeur d'Alene City Code - Chapter 17.44
- Exception - parking for food and beverage sales (on-site consumption) over 1000 sf:
 - minimum quantity = 1 space per 250 sf of floor area
 - upto 50% of required parking may be provided in the public realm, which includes:
 - public streets,
 - the parking lot associated with the waterfront park,
 - other public spaces that may be built as part of this development

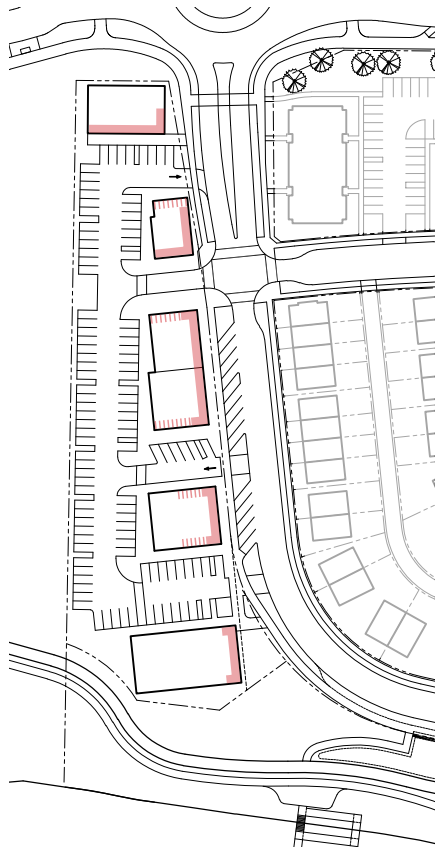
Perimeter Streets

- On-street parking is allowed Street '1', adjacent to Area 12

DEVELOPMENT AREA 12 | POTENTIAL CONFIGURATIONS

These diagrams show different uses and how they can be configured to meet the intent and development standards for this block. Developers may propose other layouts and use mixes that comply.

1. All retail, including waterfront restaurant or retail



2. Residential (townhouses) and waterfront restaurant or retail



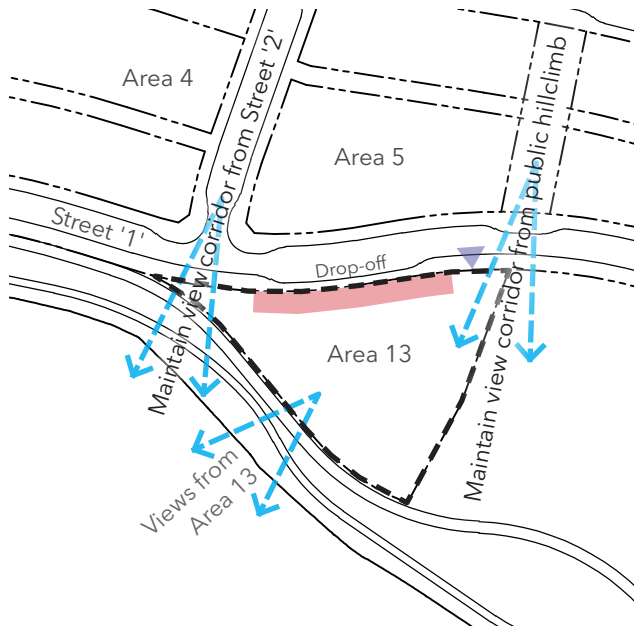
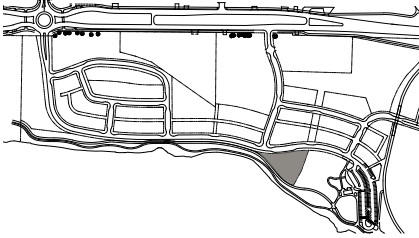
3. All residential (duplexes and single family)



Retail scenario - storefronts
— Preferred storefront orientation
— Alternative acceptable storefront orientation

DEVELOPMENT AREA 13 | STANDARDS

Key Plan



- Frontage Type D
- Potential vehicle access to Area 12
- Waterfront view

Introduction

- Area 13 lies at the western edge of the waterfront park and is intended to help create the commercial heart the neighborhood.
- Buildings within Area 13 should address Street '1' in a way that's consistent with Frontage Type D.

Uses

- Specialty retail sales
- Food & beverage sales (on-site consumption)

Building Types

- Free-standing retail / restaurant

Lots

- No minimum or maximum size requirements.

Setbacks (Minimum Yard)

Retail or Similar Uses - Frontage Type D

- Front: 6' min. - 9' max. (Accommodates the creation of a wider sidewalk along Street '1', extending to the building wall, for street furnishing or other features, consistent with Frontage Type D)
- Side: 10' min.
- Rear: 10' min.

Building Height

- Maximum: 35'

Off-Street Parking - Quantity and Dimensions

- See Coeur d'Alene City Code - Chapter 17.44
- Exception - parking for food and beverage sales (on-site consumption) over 1000 sf:
 - minimum quantity = 1 space per 250 sf of floor area
 - upto 50% of required parking may be provided in the public realm, which includes:
 - public streets,
 - the parking lot associated with the waterfront park,
 - other public spaces that may be built as part of this development

Perimeter Streets

- One curb cut is allowed on Street '1' for access to off-street parking.
- On-street parking is accommodated on the north side of Street '1'.
- To the east of Area 13, on-street parking is also provided on the south side of Street '1' and in the surface lot associated with the waterfront park.

DEVELOPMENT AREA 13 | POTENTIAL CONFIGURATIONS

These diagrams show different uses and how they can be configured to meet the intent and development standards for this block. Developers may propose other variations that comply.

1. Large retail (restaurant & bar), potential two-story building



2. Multi-tenant scenario, potential two-story building



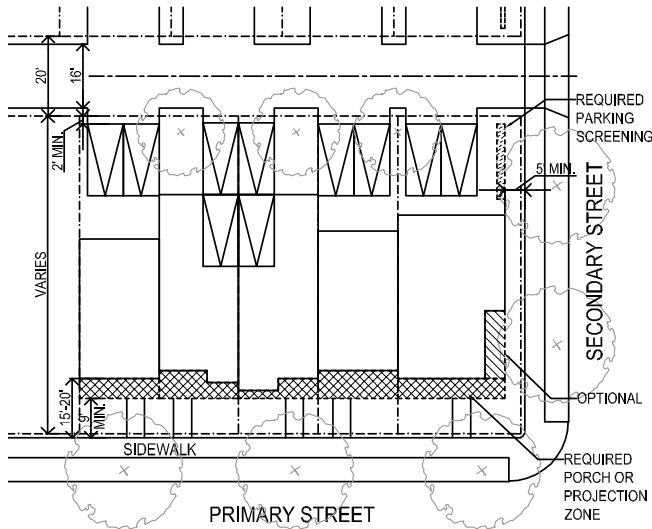
— Preferred Orientation

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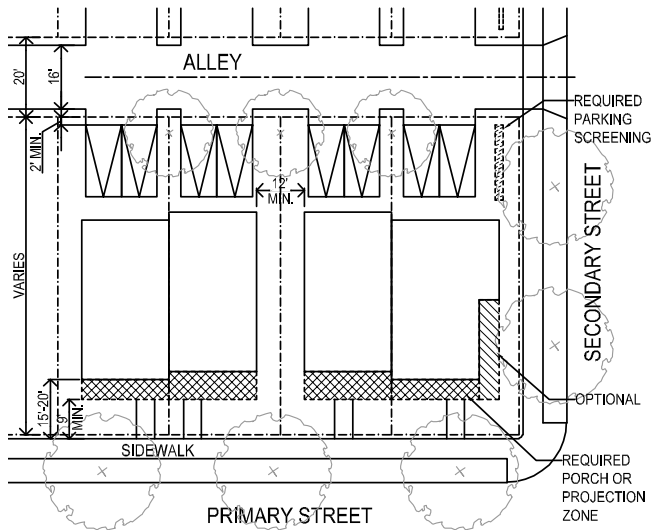
BUILDING TYPES

BUILDING TYPES

ALLEY LOADED TOWNHOUSES



ALLEY LOADED DUPLEXES



ALLEY LOADED TOWNHOUSES AND DUPLEXES

Parking:

- All parking shall be accessed from the alley, where one is provided.
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Planting strips are encouraged to be provided between every two surface parking spaces.

Building Frontage:

- Entries shall be oriented to the Primary Street and include a porch or stoop a min. 6' x 6' and 18" above the adjacent grade.
- Privacy transition shall be provided at primary entries facing Riverfront Drive.

Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- At a minimum, buildings shall be modulated at every two units.
- Projections and porches may extend to the minimum building setback.
- Corner lots are encouraged to have porches wrap the building corner.



TYPICAL ALLEY LOADED TOWNHOMES

BUILDING TYPES



TYPICAL ALLEY LOADED DUPLEXES



TYPICAL ALLEY LOADED TOWNHOMES



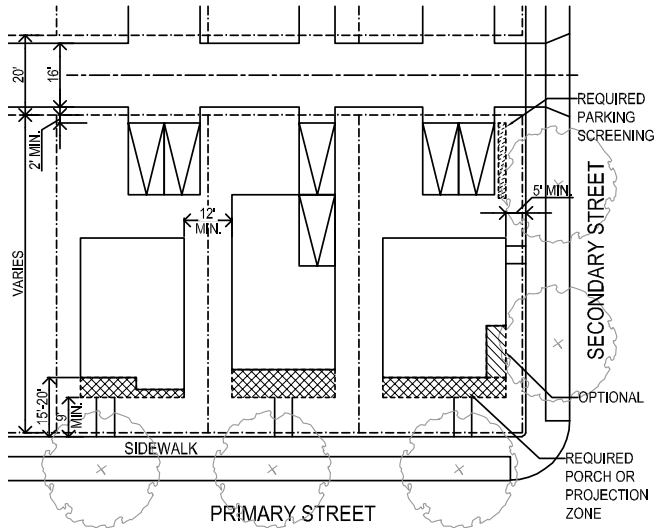
TYPICAL ALLEY LOADED TOWNHOUSES



TYPICAL ALLEY TOWNHOMES WITH TUCK UNDER PARKING

BUILDING TYPES

ALLEY LOADED SINGLE FAMILY HOMES



TYPICAL ALLEY LOADED SINGLE FAMILY

ALLEY LOADED SINGLE FAMILY HOMES

Parking:

- All parking shall be accessed from the alley, where one is provided.
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Planting strips are encouraged to be provided between every two surface parking spaces.

Building Frontage:

- Entries shall be oriented to the Primary Street and include a porch or stoop a minimum 6' x 6' and 18" above the adjacent grade.
- Privacy transition shall be provided at primary entries facing Riverfront Drive.

Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- Projections and porches may extend to the minimum building setback.
- Corner lots are encouraged to have porches wrap the building corner.



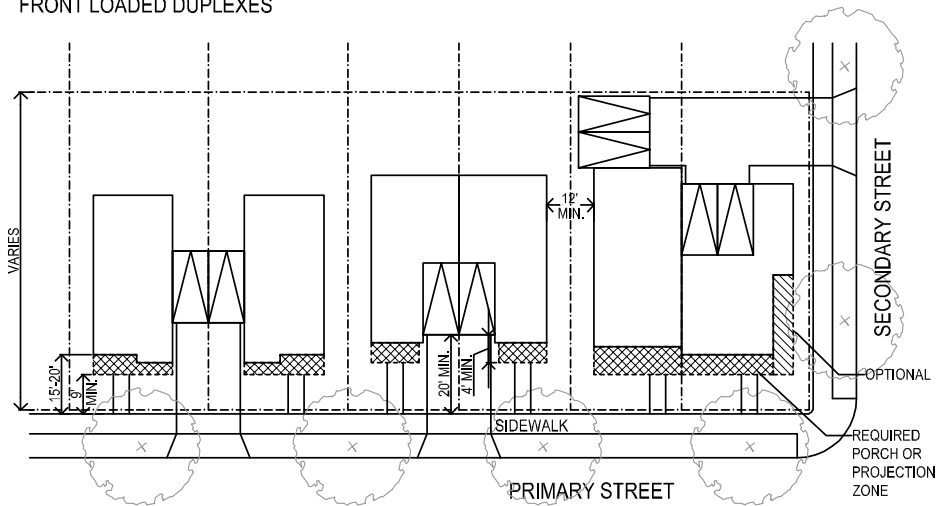
TYPICAL ALLEY LOADED NARROW LOT SINGLE FAMILY

BUILDING TYPES



FRONT LOADED SINGLE FAMILY

FRONT LOADED DUPLEXES



FRONT LOADED DUPLEXES AND SINGLE FAMILY HOMES

Parking:

- Parking garages shall be set back a min. 20' from the back of the sidewalk.
- Garage doors shall be set back a minimum 4' from a building projection or porch.
- Parking on corner lots are encouraged to face the Secondary Street.
- Developments are encouraged to minimize curb cuts and parking garage visibility at Primary Street frontages.

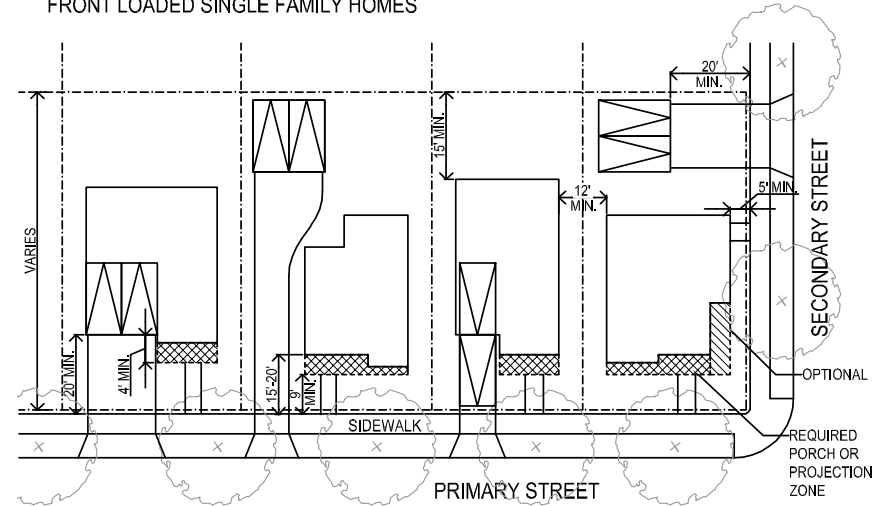
Building Frontage:

- Entries shall be oriented to the Primary Street and include a porch or stoop a minimum 6' x 6' and 18" above the adjacent grade.
- Privacy transition shall be provided at primary entries facing Riverfront Drive.

Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- Projections and porches may extend to the minimum building setback.
- Corner lots are encouraged to have porches wrap the building corner.

FRONT LOADED SINGLE FAMILY HOMES



BUILDING TYPES



TYPICAL MULTI-FAMILY



TYPICAL MULTI-FAMILY

Medium-density residential and commercial mixed-use buildings are encouraged at designated locations within the Atlas Mill Neighborhood. Rather than stand-alone projects, these buildings are envisioned as an integral part of the surrounding neighborhoods, extending the fabric of friendly streets, creating activity nodes with ground level, community-oriented uses, and providing an appropriate scale transition to nearby detached and attached single family houses.

Clustering of apartment houses or neighborhood-scaled office buildings at these locations offers the opportunity to create activity centers with local-serving retail and restaurant uses, as well as neighborhood-serving amenities and services at the street level.

MULTI-FAMILY RESIDENTIAL

Parking:

- All parking shall be accessed from the alley or secondary street, where provided.
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Parking lots shall include a minimum of one tree island for every 10 parking stalls.

Building Frontage:

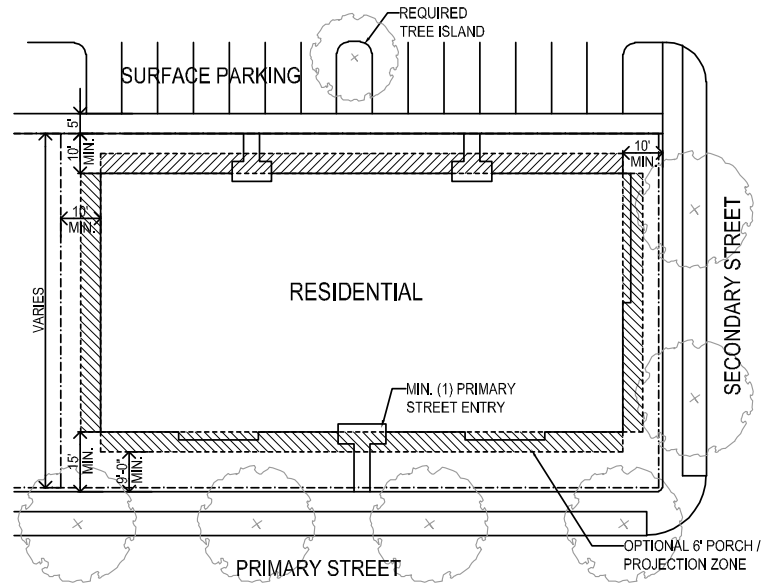
- Primary building entries shall be oriented to the Primary Street.
- Ground floor residential units are encouraged to have individual unit entries.
- Private unit entries shall include a porch or stoop a minimum 6' x 6' and 18" above the adjacent grade.
- Ground floor parking may not be located adjacent to primary street frontages.
- Below grade parking adjacent to street frontages may extend a maximum of 4' above the adjacent grade.
- Below grade parking shall be accessed from an alley or secondary street, where provided.

Building Design:

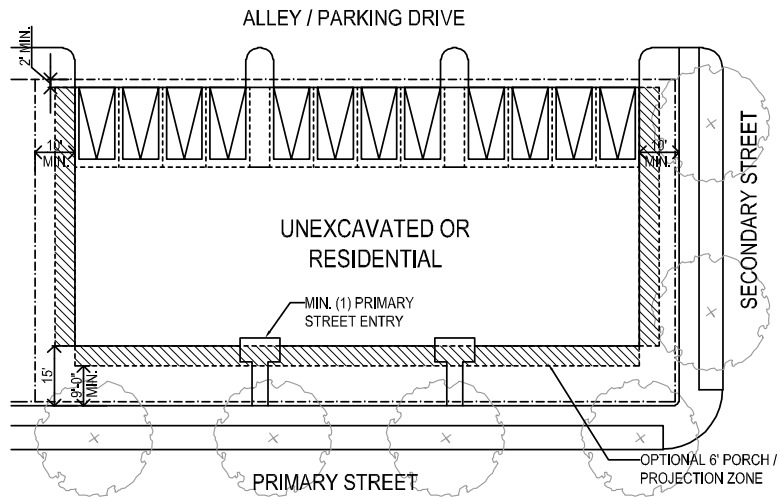
- A minimum of 50% of the building frontage shall be located at the primary building setback.
- Projections and porches may extend up to 6' beyond the primary building setback.
- At a minimum, buildings shall be modulated every 60' along street frontages.

BUILDING TYPES

MF - WALKUP BUILDINGS



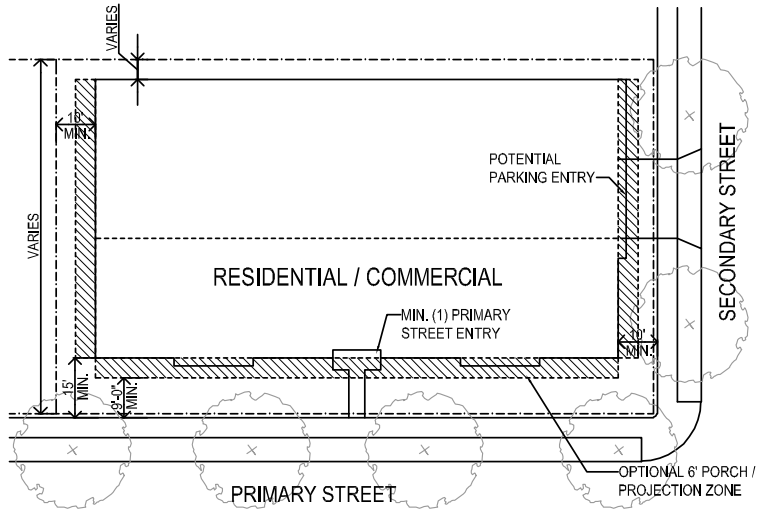
TYPICAL MULTI-FAMILY



TYPICAL TOWNHOMES WITH TUCK UNDER PARKING

BUILDING TYPES

MF - BUILDINGS
(BELOW GRADE PARKING)



TYPICAL MULTI-FAMILY



TYPICAL MULTI-FAMILY



TYPICAL MULTI-FAMILY

MULTI-FAMILY RESIDENTIAL / COMMERCIAL

Parking:

- All parking shall be accessed from the alley or secondary street, where provided.
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Parking lots shall include a minimum of one tree island for every 10 parking stalls.

Building Frontage:

- Primary building entries shall be oriented to the Primary Street.
- Ground floor residential units are encouraged to have individual unit entries.
- Private unit entries shall include a porch or stoop a minimum 6' x 6' and 18" above the adjacent grade.
- Ground floor parking may not be located adjacent to primary street frontages.
- Below grade parking adjacent to street frontages may extend a maximum of 4' above the adjacent grade.
- Below grade parking shall be accessed from an alley or secondary street, where provided.
- A minimum 8' wide clear sidewalk shall be provided adjacent to commercial building frontages.

Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- Projections and porches may extend up to 6' beyond the primary building setback.
- Commercial uses shall include a minimum window area of 50% of the ground floor facade for each front facade which can include glass entry doors.
- Buildings shall be modulated a minimum of every 60' along street frontages.



TYPICAL MIXED-USE MULTI-FAMILY



TYPICAL MIXED-USE MULTI-FAMILY

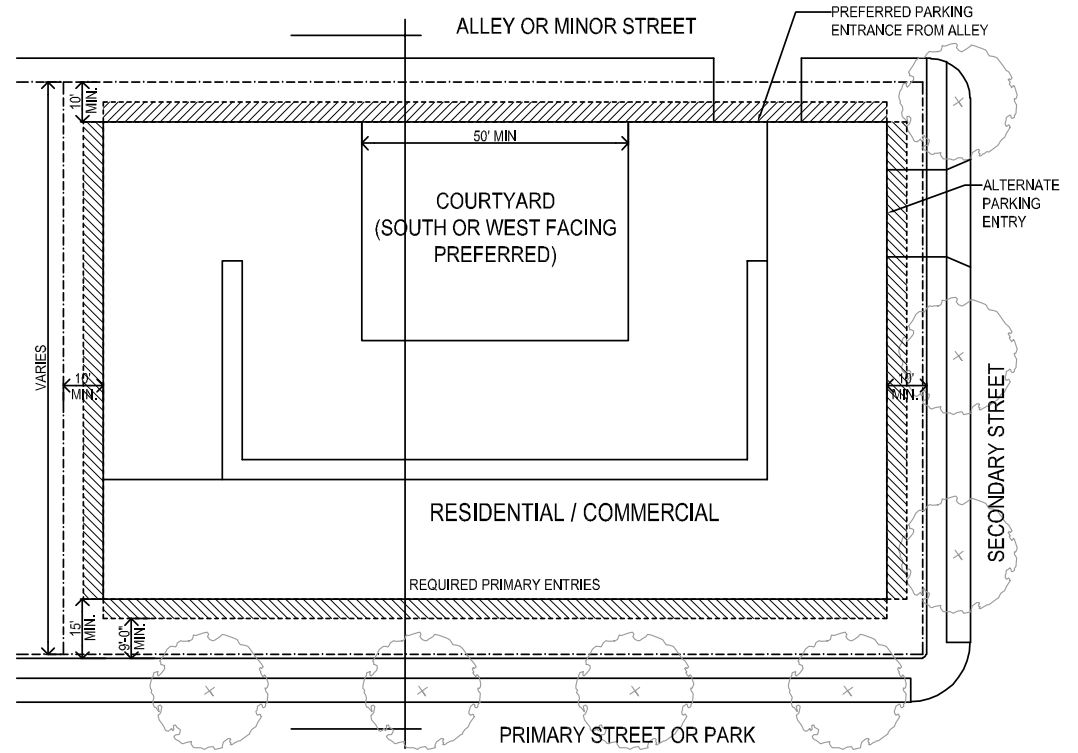
BUILDING TYPES



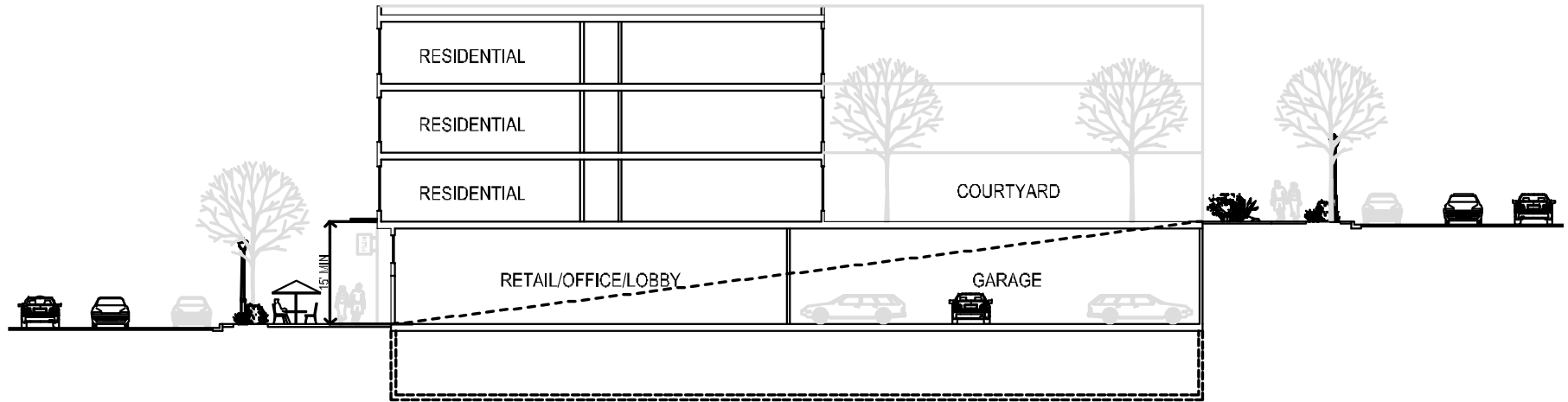
TYPICAL MIXED-USE MULTI-FAMILY



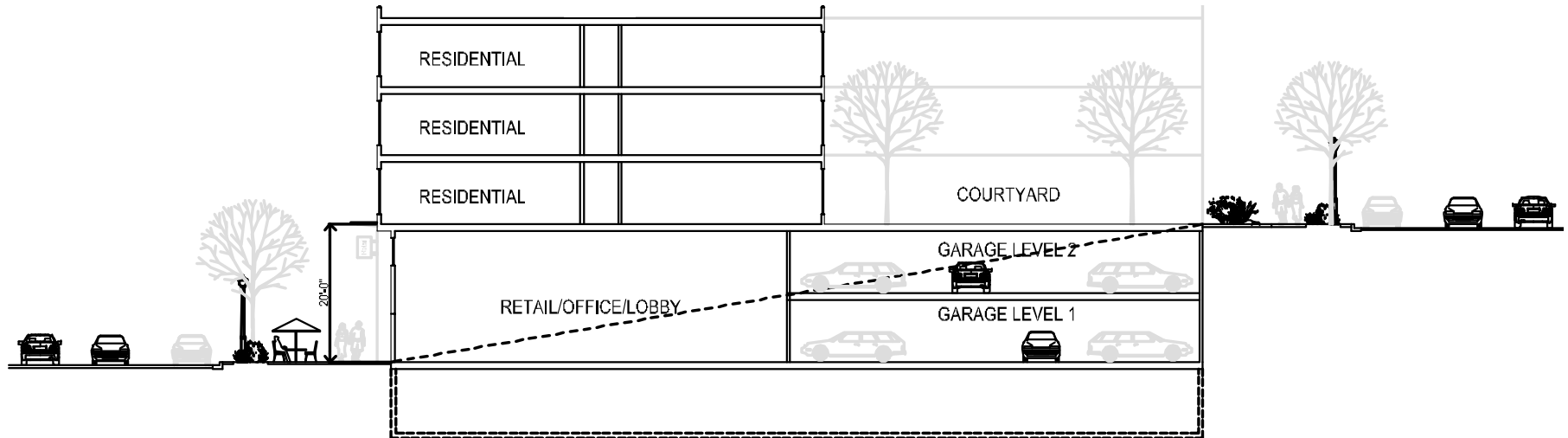
TYPICAL MIXED-USE MULTI-FAMILY



BUILDING TYPES



CONCEPTUAL MIXED-USE MULTI-FAMILY BUILDING SECTION



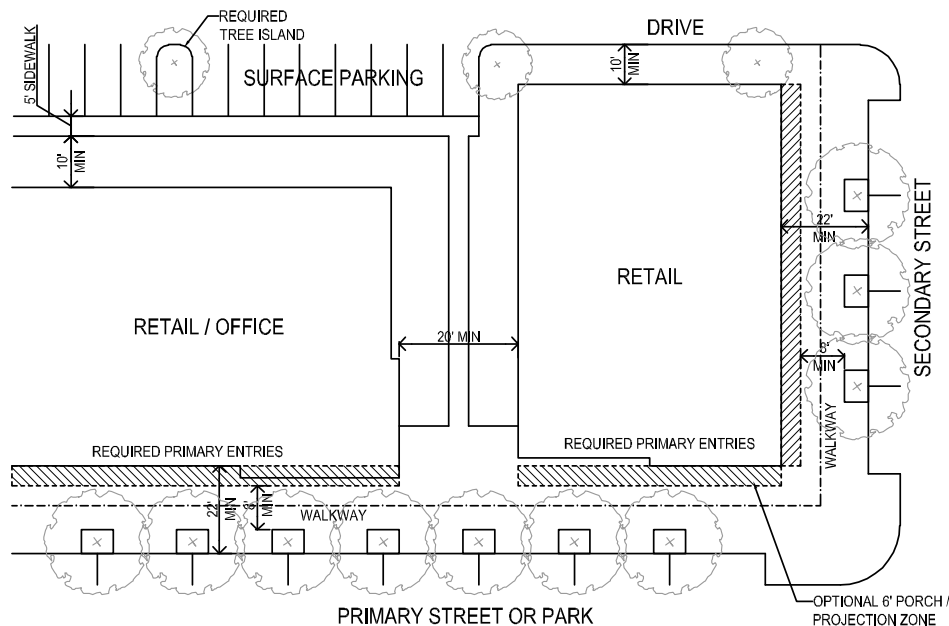
CONCEPTUAL MIXED-USE MULTI-FAMILY BUILDING SECTION

BUILDING TYPES



TYPICAL COMMERCIAL / RETAIL

COMMERCIAL-FREE STANDING RETAIL



COMMERCIAL / OFFICE

Parking:

- All parking shall be accessed from the alley or secondary street, where provided.
- Surface parking shall be located at the rear of the building.
- Surface parking adjacent to a street shall be screened by landscaping, a fence, or low wall maintained at minimum height of 36".
- Parking lots shall include a minimum of one tree island for every 10 parking stalls.

Building Frontage:

- Primary building entries shall be oriented to the Primary Street.
- Ground floor parking may not be located adjacent to primary street frontages.
- Below grade parking adjacent to street frontages may extend a maximum of 4' above the adjacent grade.
- Below grade parking shall be accessed from an alley or secondary street, where provided.
- A minimum 8' wide clear sidewalk shall be provided adjacent to commercial building frontages.
- Additional uses above the ground floor are encouraged.

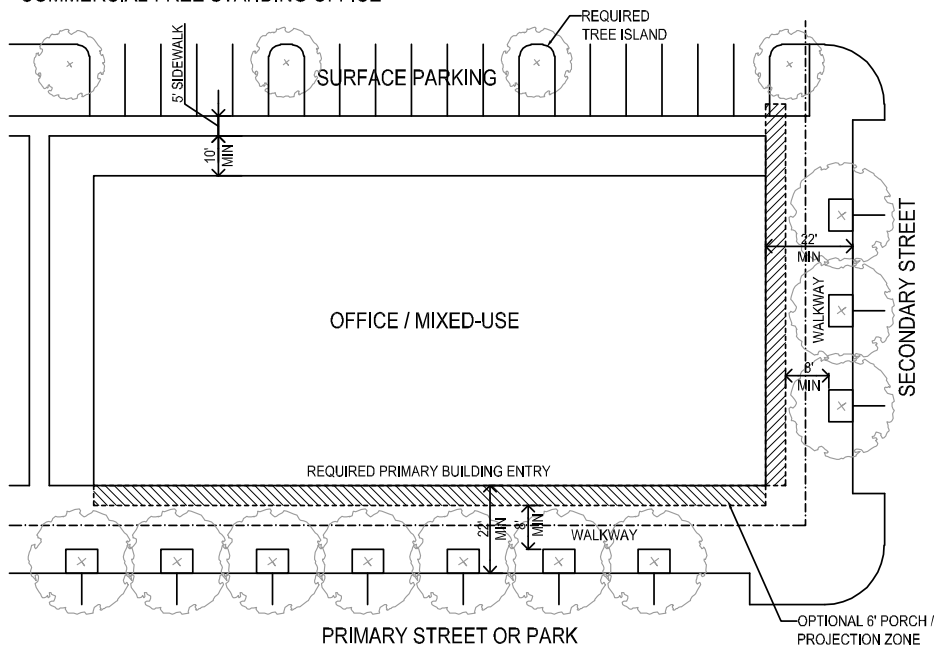
Building Design:

- A minimum of 50% of the building frontage shall be located at the primary building setback.
- Projections and porches may extend up to 6' beyond the primary building setback.
- Commercial uses shall include a minimum window area of 50% of the ground floor facade for each front facade which can include glass entry doors.
- Buildings shall be modulated a minimum of every 60' along street frontages.

BUILDING TYPES



TYPICAL RETAIL FRONTAGE
COMMERCIAL-FREE STANDING OFFICE



TYPICAL RETAIL / COMMERCIAL



TYPICAL COMMERCIAL / OFFICE