

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

NOVEMBER 12, 2008

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

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

5:30 P.M. CALL TO ORDER:

ROLL CALL: Jordan, Bowlby, Evans, Luttrupp, Rasor, Messina, Klatt, (Student Rep), Anderson (Alt. Student Rep)

PLEDGE OF ALLIGANCE:

APPROVAL OF MINUTES:

September 9, 2008

PUBLIC COMMENTS:

COMMISSION COMMENTS:

STAFF COMMENTS:

ADMINISTRATIVE ITEMS:

1. Applicant: Sandkat Propertiel, LLC
Location: Lot 6 Block 1, Replat of Fred Meyer Addition
Request: A proposed 3-lot preliminary plat "Sandkat"
SHORT PLAT, (SS-11-08)

2. Applicant: Kris Pereira, GP Land Company, LLC
Location: A part of Lots 3 and 4, Block 7 Commerce Park
Of Coeur d'Alene 2nd Addition
Request: A proposed 3-lot preliminary plat "Pereira Subdivision 2nd
Addition"
SHORT PLAT, (SS-12-08)

PUBLIC HEARINGS:

1. Applicant: William and Bonnie Willoughby
Location: 5225 N. 15th Street
Request: A proposed annexation from County Agricultural Suburban to
City R-3 (Residential at 3 units/acre)
QUASI-JUDICIAL, (A-6-08)

DISCUSSION:

1. Oath of Office, Code of Conduct and Code of Ethics

ADJOURNMENT/CONTINUATION:

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

****The City of Coeur d'Alene will make reasonable accommodations for anyone attending this meeting who requires special assistance for hearing, physical or other impairments. Please contact Shana Stuhmiller at (208)769-2240 at least 24 hours in advance of the meeting date and time.***



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**PLANNING COMMISSION
MINUTES
SEPTEMBER 9, 2008
LOWER LEVEL – COMMUNITY ROOM
702 E. FRONT AVENUE**

COMMISSIONERS PRESENT

Brad Jordan, Chairman
Heather Bowlby, Vice-Chair
Amy Evans
Peter Luttropp
Tom Messina
Scott Rasor

STAFF MEMBERS PRESENT

John Stamsos, Senior Planner
Shana Stuhlmiller, Public Hearing Assistant
Chris Bates, Engineering Project Manager

COMMISSIONERS ABSENT

None

CALL TO ORDER

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

APPROVAL OF MINUTES:

Motion by Luttropp, seconded by Bowlby, to approve the minutes of the Planning Commission meeting on July 8, 2008.

COMMISSION COMMENTS:

Commissioner Luttropp commented that next week a workshop is scheduled to discuss building heights on East Sherman. He suggested, in the future, a workshop with LCDC would be a benefit to discuss any tips they might share from working with their group on 4th Street. He feels this feedback would be beneficial when having future meetings with the community on East Sherman.

Chairman Jordan commented that he would forward this request to Tony Berns, LCDC Chairman, for a time to meet with the Planning Commission.

Commissioner Messina suggested that instead of a workshop, if Mr. Berns could do a presentation during one of our regular meetings to eliminate the need for a special meeting.

Commissioner Bowlby concurred and added that she feels a workshop is not needed.

Commissioner Luttropp disagreed and would rather have a separate meeting with LCDC, so they can have time to discuss their process without being rushed.

STAFF COMMENTS:

Senior Planner Stamsos announced an open house is scheduled to discuss building heights on East Sherman, Tuesday, September 16th with two times for the public to attend. The first one will be from 12:00 p.m. to 1:30 p.m. and the second one will be 5:30 p.m. to 7:00 p.m. A second workshop is scheduled the following day on September 17th with Design Review with a discussion on commercial zoning that will start at 12:00 p.m. Mark Hinshaw, consultant for the City, will attend both meetings.

PUBLIC COMMENTS:

None.

DISCUSSION:

1. Oath of Office

Senior Planner Stamsos commented that Deputy City Attorney Wilson provided copies of an Oath of Office, Code of Conduct and Code of Ethics for review. He suggested that the Commission review the documents and if they have any comments to forward those to staff.

The Commission concurred.

2. Planning Commission meetings starting at 5:30 p.m.

The Commission unanimously agreed to begin the public hearings at 5:30. p.m. Motion approved.

ADMINISTRATIVE ITEMS:

1. Applicant: Thomas G. Jones
Location: Portion of Section 3, Twnship 50 N., Range 4 W. Boise Meridian
Request: Proposed 4-lot preliminary plat "Fairway Village at Coeur d'Alene Golf Club" SHORT PLAT (SS-10-08)

The Commission did not have any comments for staff.

Motion by Razor, seconded by Messina, to approve Item SS-10-08. Motion approved.

PUBLIC HEARINGS:

1. Applicant: Steven B. Meyer
Location: 2735 Fernan Hill Road
Request: Proposed annexation from County Rural Residential to City R-3 (Residential at 3 units/acre) QUASI-JUDICIAL (A-5-08)

Senior Planner Stamsos presented the staff report, gave the mailing tally as 0 in favor, 3 opposed, and 2 neutral and answered questions from the Commission.

Commissioner Luttrupp commented that he does not understand why Panhandle Health would deny the applicant's request for service.

Jim Dunn, City Waste Water Project Manager, explained that Panhandle Health denied the request, because of a problem with high-water and adding a drain field would affect the high-water problem for other neighbors on that street.

Commissioner Luttrupp inquired since this property was in the County, why the city was involved, and not the county.

Mr. Dunn explained that a sewer line is located near the applicant's property making a connection to that line the best solution to the problem. He continued that Panhandle Health District issues septic tank permits in the county and when a septic tank fails they look at all options to resolve the problem and in this case the best solution was for the property owner to approach the City about hooking up to the existing sewer line in Fernan Hill Road a short distance from the subject property rather than rehabilitating the septic tank and drain field on the subject property. In order to do this, annexation into the City is required.

Public testimony open.

Bob Redfearn, Applicant representative, 2735 Fernan Hill Road, commented that the applicant's drain field failed and contacted Panhandle Health for permission to repair the existing drain field, which was denied. He explained the reason for the failure was because of the amount of snowfall last year that was excessive. He contacted Panhandle Health and suggested since their drain field could not be repaired, to contact the City since a sewer line is located close to the applicant's property. He contacted the City and was told they would be able to connect to the sewer with the understanding they would have to go through the formal process of annexation as part of the agreement. An agreement between the property owner and the City that spells out the conditions for hooking up to the sewer.

Commissioner Rasor inquired if the applicant knew of other properties in the area where their drain fields have failed.

Mr. Redfearn commented that he knows of a few and feels if this year's snow fall is like last year's others will follow.

Stan Schedler, 2675 Fernan Hill Road, commented that his property is located west of the applicant's property and explained that he is not opposed to the annexation, but concerned with the amount of standing water from last years snow fall that came from Mr. Meyers property. He added that because of the amount of run-off, his drain field has also failed, and that the applicant was nice enough to offer him to connect to his pipe with no fee. He commented that he has heard rumors that the applicant intends to open a bed and breakfast and feels that type of use will not fit this area. He also would have the applicant consider an R-1 zone rather than an R-3 zone, since the R-1 zone fits with the other homes in the area.

Ed Leland, 2700 Fernan Hill Road, commented he is not opposed to annexation and would rather have an R-1 zoning.

Jim Dunn, Wastewater Superintendent, suggested installing a pipe large enough to accomodate other property owners if they end up happen to be in the same situation as the applicant. He added that that a manhole will be located at the end of the city limits and later moved closer to the applicant's property, if other property's need to hook up in the future.

Commissioner Luttrupp inquired how many homes would the sewer line service if other drain fields fail.

Mr. Dunn answered that the standard 6 inch line would accommodate 15 homes.

REBUTTAL:

Mr. Redfearn commented that the applicant does not intend to build three homes on his property, but plans to renovate his existing home. He explained that in the past there was a discussion to build a bed and breakfast, but the decision was eliminated, because of how construction costs have increased. He commented that he is surprised to hear a few of his neighbors complaining, and if they would have contacted him, he would have answered any questions they had regarding this request.

Commissioner Luttrupp inquired the number of homes that can be built on the lot.

Senior Planner Stamsos explained that there are two lots in this request and that the most northerly lot is land locked and considered a legal non-conforming lot because it was created in 1968, before any subdivision code was adopted in the city or county. Because of this, the City's Zoning code would classify it as a legal non-conforming lot and allow one-single family dwelling to be built provided they meet set backs.

Chairman Jordan inquired if a bed and breakfast was allowed in the R- 3 zone.

Senior Planner Stamsos explained that a special use permit is required for that use.

Public testimony closed.

DISCUSSION:

Commissioner Bowlby commented that she agrees with the applicant's choice for an R-3 zone, because the surrounding lots are consistent with the R-3 zoning requirements.

Commissioner Luttrupp feels that by approving this request, it would be an intrusion into the character of other lots.

Commissioner Bowlby disagrees and explained the property in the county is similar to an R-5 zone and by approving an R-3, it would be considered a down zone.

Senior Planner Stamsos commented that Fernan Hill Estates is zoned R-3.

Commissioner Luttrupp commented that he disagrees and is opposed to the requested R-3 zoning.

Motion by Bowlby, seconded by Rasor, to approve Item A-5-08. Motion approved.

ROLL CALL:

Commissioner Bowlby	Voted	Aye
Commissioner Evans	Voted	Aye
Commissioner Messina	Voted	Aye
Commissioner Rasor	Voted	Aye
Commissioner Luttrupp	Voted	Nay

Motion to approve carried by a 4 to 1 vote.

ADJOURNMENT:

Motion by Razor, seconded by Bowlby, to adjourn the meeting. Motion approved.

The meeting was adjourned at 8:30 p.m.

Respectfully submitted by John Stamosos, Senior Planner

Prepared by Shana Stuhlmiller, Public Hearing Assistant

TO: Planning Commission
FROM: Christopher H. Bates, Engineering Project Manager
DATE: November 11, 2008
SUBJECT: **SS-11-08, Sandkat Subdivision**

DECISION POINT

Approve or deny the applicant's request for a three (3) lot commercial short plat.

GENERAL INFORMATION

1. Applicant: Sandkat Properties, LLC
296 W. Sunset Avenue, # 30
Coeur d'Alene, ID 83815
2. Request: Approval of a three (3) lot commercial development in a designated C-17 zone.
3. Location: The development is located in the northerly portion of the Fred Meyer complex at Bosanko/Howard/Kathleen, along the westerly side of the newly completed access roadway.

PERFORMANCE ANALYSIS

1. Zoning: Existing zoning for the subject property is C-17 (Commercial), which is intended to be a broad spectrum commercial district that permits limited service, wholesale/retail and heavy commercial in addition to allowing residential at a density not to exceed 17 units/acre.
2. Land Use: The subject property of +/- 1.58 acres, has a retail development under construction on proposed Lot 3, while proposed Lots 1 and 2 are vacant.
3. Infrastructure: Utilities, Streets, & Storm Water Facilities

Utilities: Sewer & Water

Sewer and water service laterals were previously extended to the subject property and are existing.

Streets: The subject property is not bordered by any City streets. It is situated along the westerly side of the private roadway accessing the Fred Meyer retail center. City streets adjacent to the subject property are Kathleen Avenue and Howard Street.

Fire: There are existing fire hydrants that meet the spacing requirements of the City Fire Department.

Storm Water: All stormwater is required to be managed by on site drainage swales.

4. Previous Action: The area that is proposed for the subject plat was originally platted as Lot 6 of the Replat of Fred Meyer Addition in 1996.

Proposed Conditions:

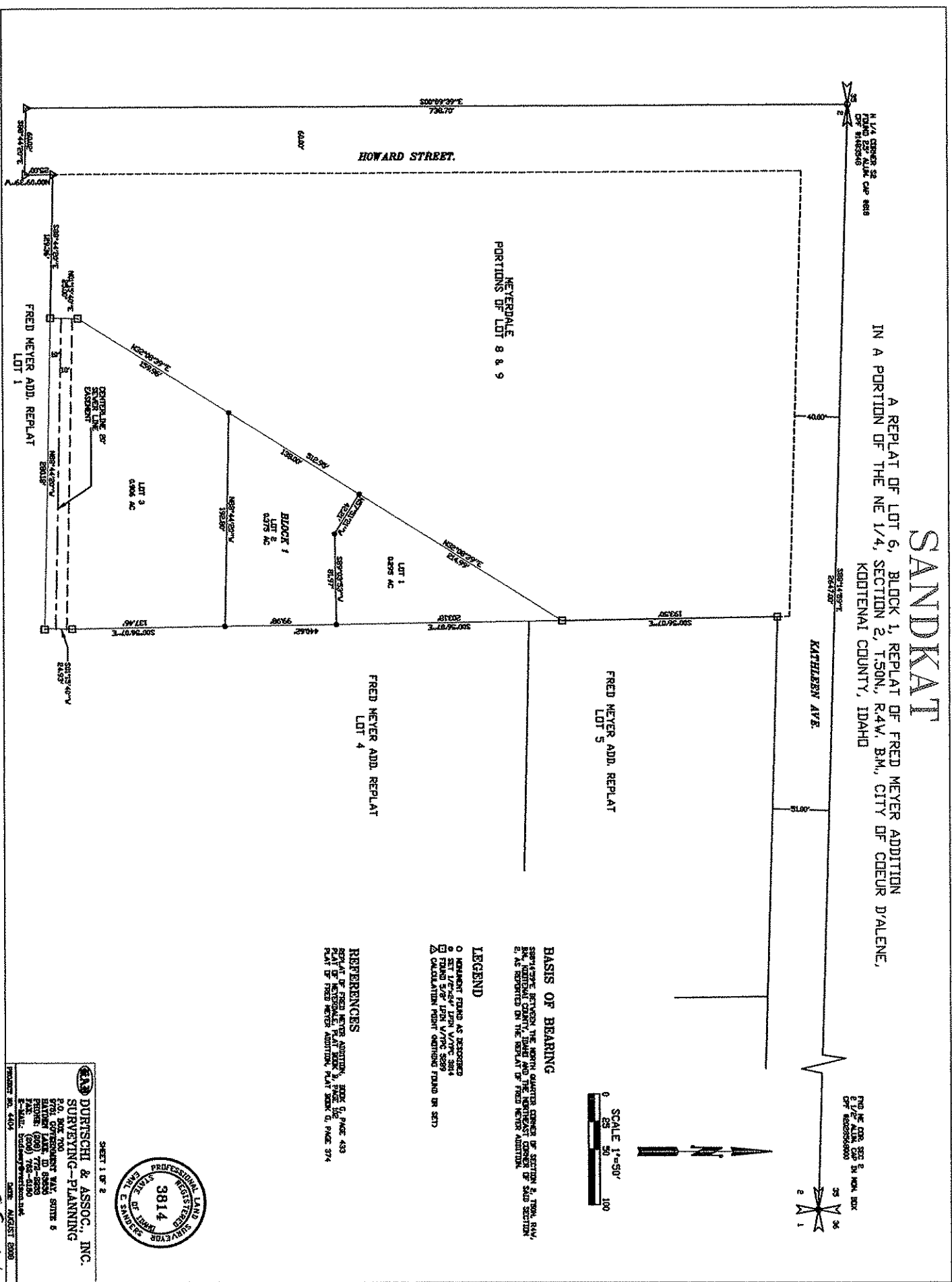
None

DECISION POINT RECOMMENDATION

Approve the proposed plat in its submitted configuration.

SANDKAT

A REPLAT OF LOT 6, BLOCK 1, REPLAT OF FRED MEYER ADDITION
 IN A PORTION OF THE NE 1/4, SECTION 2, T.50N, R.4W, B.M., CITY OF COEUR D'ALENE,
 KOOTENAI COUNTY, IDAHO



THIS ME COR. SEC 2, T.50N, R.4W, B.M. IS REPORTED IN THE REPLAT OF FRED MEYER ADDITION, BOOK 5, PAGE 433.

SCALE 1"=50'
 0 25 50 100

BASIS OF BEARING
 BEARINGS BETWEEN THE NEIGHBORING CORNERS OF SECTION 2, T.50N, R.4W, B.M., COEUR D'ALENE COUNTY, IDAHO AND THE NEAREST CORNER OF SAID SECTION 2, AS REPORTED IN THE REPLAT OF FRED MEYER ADDITION.

LEGEND
 ○ MONUMENT FOUND AS DESCRIBED
 □ SET 1/4" x 3/4" IRON NAIL 3814
 ▣ FOUND 5/8" IRON NAIL 3859
 △ CALCULATION POINT DERIVED FROM BE SET

REFERENCES
 REPLAT OF FRED MEYER ADDITION, BOOK 5, PAGE 433
 REPLAT OF MEYERDALE PLAT BOOK 2, PAGE 116
 PLAT OF FRED MEYER ADDITION PLAT BOOK 1, PAGE 374



DURSCH & ASSOC., INC.
 SURVEYING-PLANNING
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 8701 GOVERNMENT WAY, SUITE 6
 HAYDEN LAKE, ID 83835
 PHONE: (208) 778-4800
 FAX: (208) 778-4800
 E-MAIL: dursch@idnet.net

SS-11-08

TO: Planning Commission
FROM: Christopher H. Bates, Engineering Project Manager
DATE: November 11, 2008
SUBJECT: **SS-12-08, Pereira Subdivision 2nd Addition**

DECISION POINT

Approve or deny the applicant's request for a three (3) lot commercial short plat.

GENERAL INFORMATION

1. Applicant: Kris Pereira
GP Land Company, LLC
3893 N. Schreiber Way
Coeur d'Alene, ID 83815
2. Request: Approval of a three (3) lot commercial development in a designated M zone.
3. Location: The subdivision is located in the Commerce Park development on Schreiber Way, south of Kathleen Avenue, adjacent to the US Postal Service annex.

PERFORMANCE ANALYSIS

1. Zoning: Existing zoning for the subject property is M (Manufacturing), which is intended to include manufacturing, warehousing and industry that is primarily indoors with an on-site operation that has minimal impact on the environment.
2. Land Use: The subject property of +/- 3.8 acres is vacant.
3. Infrastructure: Utilities, Streets, & Storm Water Facilities

Utilities: Sewer & Water

There are existing sewer and water services to proposed Lots 1 and 2, however, no service exists for proposed Lot 3. Utility laterals will be required to be extended to Lot 3 prior to final plat approval. A utility easement, thirty feet (30') in width will be required over the installed laterals and must be shown on the face of the plat document.

Streets: Schreiber Way adjoins the southerly boundary of the proposed Lots 1 and 2 and is fully developed. Proposed Lot 3 is "landlocked" and will require an easement for ingress/egress to the lot. This access easement will be required to be unobstructed, a minimum of thirty feet (30') in width and shown on the face of the plat document.

Fire: There are fire hydrants adjacent to proposed Lots 1 and 2 that meet the spacing requirements of the City Fire Department. Proposed Lot 3 will require installation of a six inch (6") water line to meet future fire suppression requirements of the City Fire Department. Installation of this fire line will be required prior to final plat approval. Also, unobstructed fire truck access to the Lot 3 will be required over the thirty foot (30') access easement.

Storm Water: All stormwater is required to be managed by on site drainage swales. Street drainage is currently contained within the existing curbside swales.

4. Previous Action: The area that is proposed for the subject plat was originally platted as portions of Lots 3 and 4, Block 7 of Commerce Park of Coeur d'Alene 2nd Addition plat in 1995.

Proposed Conditions:

1. Install sewer and water service laterals to Lot 3 prior to final plat approval. Dedication of an easement thirty feet (30') in width over the utility laterals, and, shown on the face of the plat document.
2. Dedication of a thirty foot, unobstructed easement for ingress/egress to Lot 3 to meet the access needs of the development and the City Fire Department. This easement will be required to be on the face of the plat document and the location must be approved by the Fire Department.
3. Installation of a six inch (6") water service prior to final plat approval to meet the fire suppression needs of the City Fire Department for Lot 3.

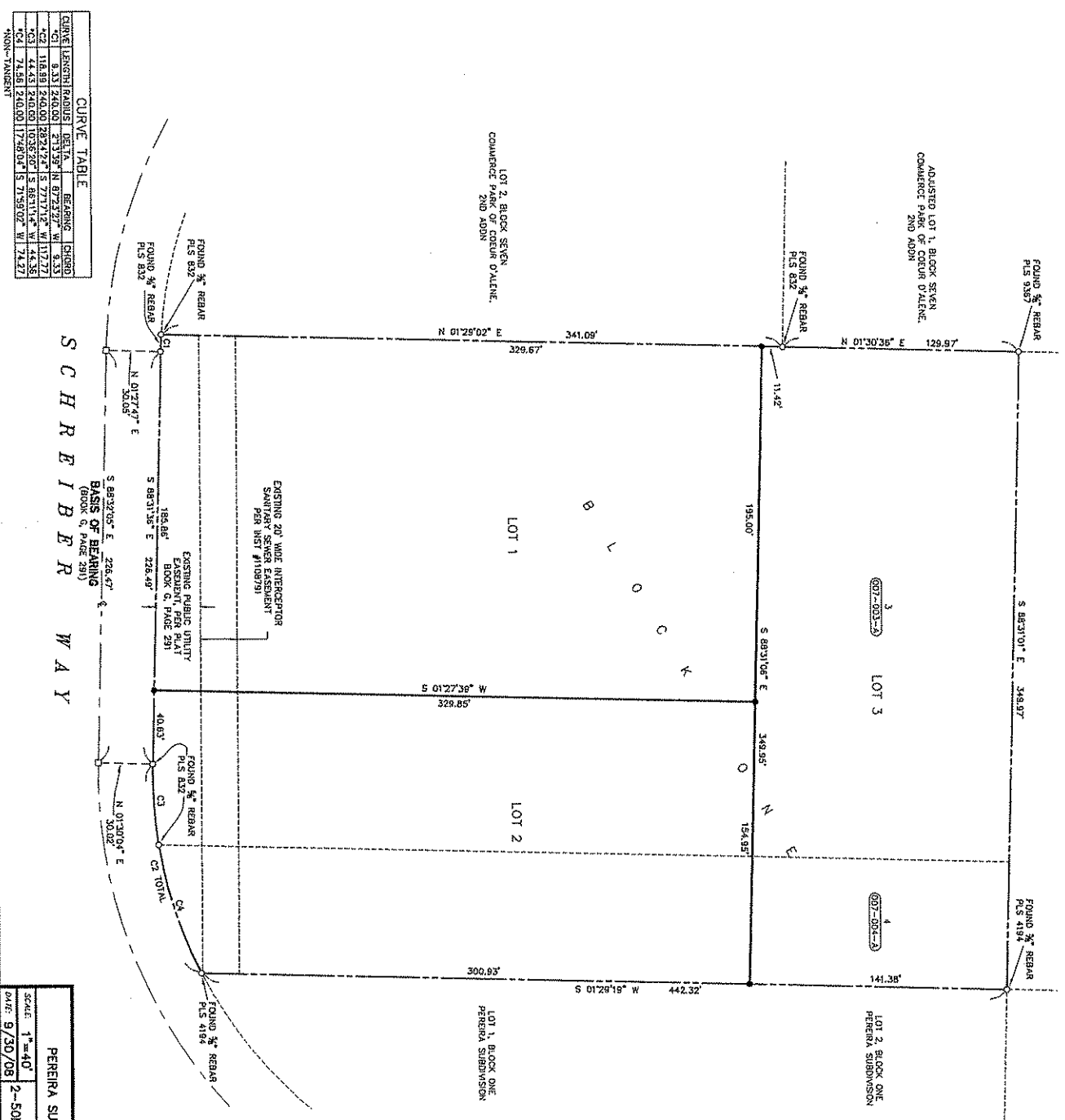
DECISION POINT RECOMMENDATION

Approve the proposed plat in its submitted configuration with the proposed conditions.

PEREIRA SUBDIVISION 2ND ADDITION

A PORTION OF LOT 3 AND LOT 4 BLOCK SEVEN,
 COMMERCE PARK OF COEUR D'ALENE, 2ND ADDN.
 SEC. 2, T.50N., R.4W., B.M.,
 CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO

BOOK _____, PAGE _____
 INST. No. _____



CURVE TABLE

CHORD	LENGTH	RADIUS	DELTA	BEARING	CHORD
C1	9.33	240.00	2°13'59"	N 87°53'37" W	9.33
C2	116.89	240.00	28°24'22"	S 77°17'12" W	117.27
C3	44.43	240.00	10°32'20"	S 86°51'14" W	44.35
C4	71.58	240.00	17°49'04"	S 71°59'02" W	74.27

*NON-TANGENT

PEREIRA SUBDIVISION 2ND ADDITION

SCALE: 1"=40'

DATE: 9/30/08

2-SON-4W

C357

PREPARED BY: JLN

DATE: 9/30/08

PROJECT: PEREIRA SUBDIVISION 2ND ADDITION

FRANK & SUEYANA, PA

Consulting Engineers

803 North to Street, Coeur d'Alene, Idaho, 83814

Phone: (208) 765-1500 Fax: (208) 765-1501

1 of 2



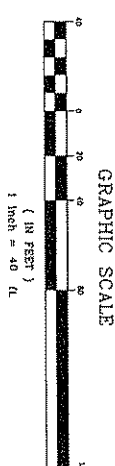
Russell E. Hovsaker

LEGEND

- FOUND SURVEY PMS AS NOTED.
- SET 1/2" REBAR WITH PVC CAP MARKED "PLS 8288"
- FOUND 2" ALUMINUM CAP MARKED "PLS 832" IN CITY MONUMENT CASE.

REFERENCES

PLAT OF COMMERCE PARK OF COEUR D'ALENE, 2ND ADD. - BOOK 6, PAGE 241
 PLAT OF PEREIRA SUBDIVISION - BOOK K, PAGE 37
 RECORD OF SURVEY - BOOK 24, PAGE 119



SS-12-08

**PLANNING COMMISSION
STAFF REPORT**

FROM: JOHN J. STAMSOS, SENIOR PLANNER
DATE: NOVEMBER 12, 2008
SUBJECT: A-6-08 – ZONING PRIOR TO ANNEXATION FROM COUNTY AGRICULTURAL
SUBURBAN TO R-3
LOCATION: +/- 26,001 SQ. FT. PARCEL AT 5225 AND 5245 N. 15TH STREET

DECISION POINT:

William and Bonnie Willoughby are requesting approval of Zoning Prior to Annexation of +/- 26,001 sq. ft. (Two parcels) at 5225 and 5245 15th Street.

GENERAL INFORMATION:

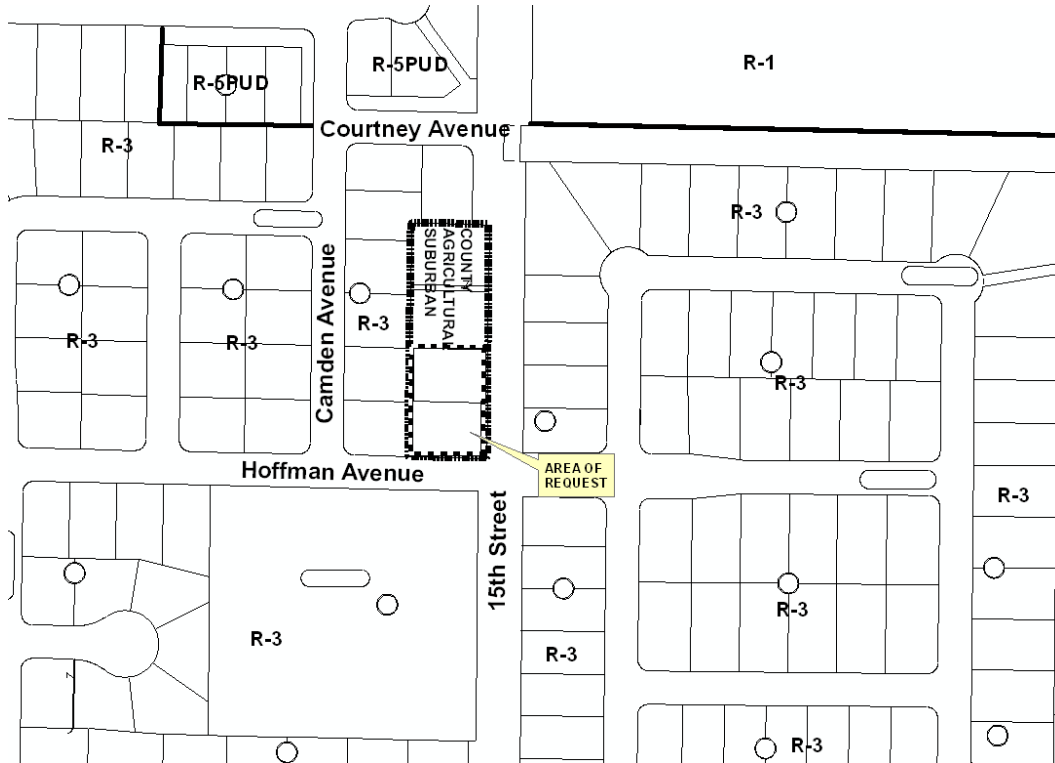
- A. Site photo



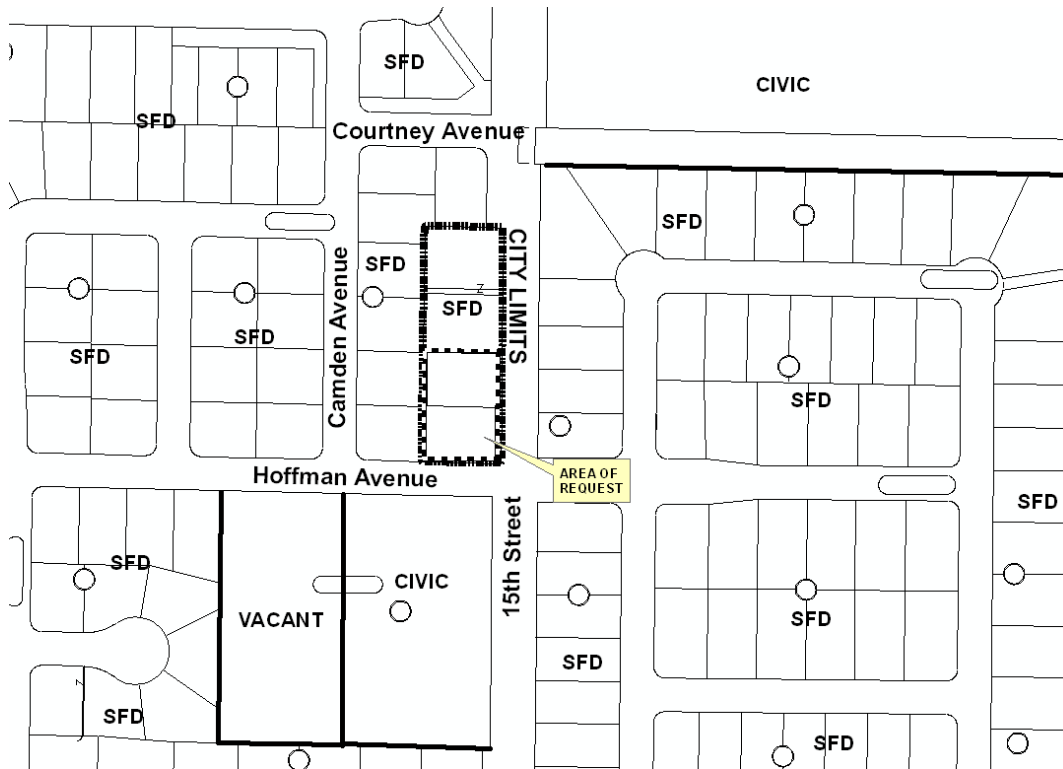
B. Subject property.



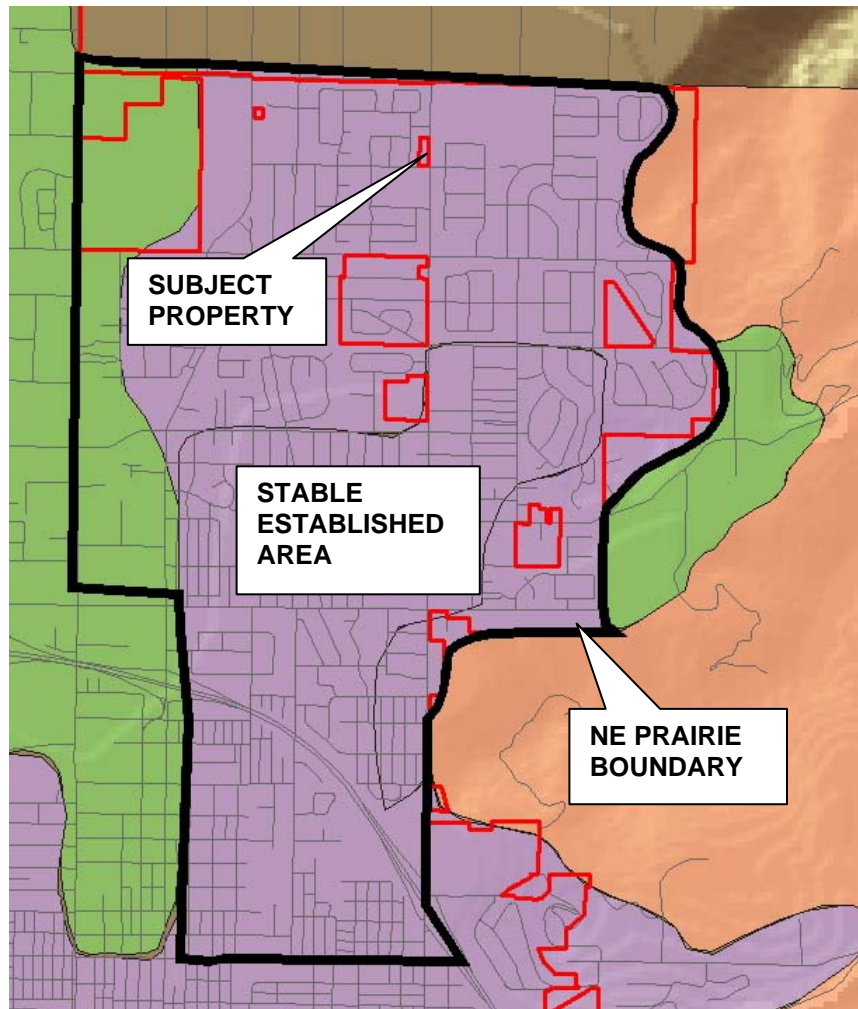
C. Zoning.



D. Generalized land use.



E. 2007 Comprehensive Plan - Stable Established – NE Prairie:



F. Applicant/: William and Bonnie Willoughby
Owner 5225 and 5245 15th Street
Coeur d'Alene, ID 83815

G. The subject property contains a single-family dwelling on one parcel and a storage building on the other.

H. Land uses in the area include residential – single-family, civic – church, Canfield Middle School, park and vacant land.

I. The City Council recently approved an agreement with the applicant to allow them to hook up to the sewer system because their septic system had failed. The agreement allowed the applicants to immediately hook up to the sewer system but required that they complete the annexation process at the City's request. The Panhandle Health District required that they hook up to the sewer.

This agreement led to the applicant starting the annexation process by filing a request to Consider Annexation (RCA-11-08) which was approved by the City Council on June 17, 2008 and formerly

applying for annexation with this request.

PERFORMANCE ANALYSIS:

A. Zoning:

The R-3 district is intended as a residential area that permits single-family detached housing at a density of three units per gross acre.

Permitted uses:

1. Administrative.
2. Essential service (underground).
3. "Home occupation" as defined in this title.
4. Single-family, detached housing.

Uses allowed by special use permit:

1. Commercial film production.
2. Community assembly.
3. Community education.
4. Community organization.
5. Convenience sales.
6. Essential service (aboveground).
7. Noncommercial kennel.
8. Religious assembly.

The zoning pattern (see zoning map on page 3) in the surrounding area shows Agricultural-Suburban zoning in the County and R-3 and R-5PUD zoning in the City.

Evaluation: The Planning Commission, based on the information before them must determine if the R-3 zone is appropriate for this location and setting.

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

1. The subject property is within the Area of City Impact Boundary.
2. The City Comprehensive Plan Map designates the subject property as Stable Established – NE Prairie Area, as follows:

A. **Stable Established:**

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

period.

B. NE Prairie Area:

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

The characteristics of NE Prairie neighborhoods:

- That overall density may approach three to four residential units per acre (3-4:1), however, pockets of higher density housing and multi-family units are appropriate in compatible areas.
- Commercial uses are concentrated in existing commercial areas and along arterials with neighborhood service nodes where appropriate.
- Natural vegetation is encouraged and should be protected in these areas.
- Pedestrian connections and street trees are encouraged in both existing neighborhoods and developing areas.
- Clustering of smaller lots to preserve large connected open space areas as well as views and vistas are encouraged. Incentives will be provided to encourage clustering.

3. Significant policies:

➤ Objective 1.01 - Environmental Quality:

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

➤ Objective 1.02 - Water Quality:

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

➤ Objective 1.14 - Efficiency:

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

➤ Objective 3.16 - Capital Improvements:

Ensure infrastructure and essential services are available prior to approval for properties seeking development.

➤ Objective 4.01 - City Services:

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

➤ Objective 4.02 - City Services:

Provide quality services to all of our residents (potable water, sewer and stormwater systems, street maintenance, fire and police protection, street lights, recreation, recycling, and trash collection).

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

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

SEWER:

Public sewer is available to the subject property.

Evaluation: The applicant has a failed septic system and his site conditions were such that the Panhandle Health Department indicated that this applicant had no other option than to hook up to public sewer in order to continue to occupy his home. This applicant can extend public sewer to his property under details worked out in the recently approved agreement between The City and the applicant. This extension of public sewer shall be at no cost to the City of Coeur d'Alene and meet all current City standards and practices.

Comments submitted by Don Keil, Assistant Wastewater Superintendent

WATER:

Public water is available to the subject property.

The house on the subject property is hooked up to the city water system.

Comments submitted by Terry Pickel, Assistant Wastewater Superintendent

TRAFFIC, STREETS AND STORMWATER:

No comments.

Submitted by Chris Bates, Engineering Project Manager

FIRE:

No comments.

Submitted by Glenn Lauper, Deputy Fire Chief

POLICE:

No comments.

Submitted by Steve Childers, Captain, Police Department

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

The subject property is flat with no physical constraints.

Evaluation: There are no physical constraints that would impair development of the property.

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

The subject property is surrounded by existing R-3 zoning, single-family neighborhoods and fronts on 15th Street, which is a major street serving the area.

Evaluation: The proposed annexation is compatible with the surrounding uses and partially fills in an area of unincorporated land that is surrounded by the City of Coeur d'Alene.

F. Items recommended for an Annexation Agreement.

None.

G. Ordinances and Standards Used In Evaluation:
Comprehensive Plan - Amended 1995.
Municipal Code.
Idaho Code.
Wastewater Treatment Facility Plan.
Water and Sewer Service Policies.
Urban Forestry Standards.
Transportation and Traffic Engineering Handbook, I.T.E.
Manual on Uniform Traffic Control Devices.

ACTION ALTERNATIVES:

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

[F:pcstaffreportsA3608]

WILLIAM J WILLOUGHBY
BONNIE M WILLOUGHBY
5225 N 15th
COEUR D'ALENE, ID.
83815

TO-MAYOR BLOEM and CITY COUNCIL MEMBERS

WE ARE REQUESTING ANNEXATION TO THE CITY OF COEUR D'ALENE
AS WE HAD TO HOOK UP TO THE CITY SEWER SYSTEM AS OUR SEPTIC
SYSTEM FAILED, PANHANDLE HEALTH RECOMMENDED WE DO SO.
HOPEFULLY ANNEXATION FEE'S WILL BE WAVED AS THE COST FOR
HOOKING UP AND INSTALLATION WAS VERY EXPENSIVE.

THANK YOU
WILLIAM J WILLOUGHBY
William J Willoughby
BONNIE M WILLOUGHBY

Bonnie M Willoughby
8/4/08

**S
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D
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F**



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

A. INTRODUCTION

This matter having come before the Planning Commission on November 12, 2008, and there being present a person requesting approval of ITEM A-6-08, a request for zoning prior to annexation from County Agricultural Suburban to City R-3 (Residential at 3 units/acre).

LOCATION: +/- 26,001 sq. ft. parcel at 5225 and 5245 N. 15th Street Applicant:

APPLICANT: William and Bonnie Willoughby

B. FINDINGS: JUSTIFICATION FOR THE DECISION/CRITERIA, STANDARDS AND FACTS RELIED UPON

(The Planning Commission may adopt Items B1-through7.)

- B1. That the existing land uses are a single-family dwelling on one parcel and a storage building on the other.
- B2. That the Comprehensive Plan Map designation is Stable Established
- B3. That the zoning is County Agricultural Suburban
- B4. That the notice of public hearing was published on, October 25th, which fulfills the proper legal requirement.
- B5. That the notice of public hearing was not required to be posted, which fulfills the proper legal requirement.
- B6. That 40 notices of public hearing were mailed to all property owners of record within three-hundred feet of the subject property on October 24, 2008, and _____ responses were received: ____ in favor, ____ opposed, and ____ neutral.
- B7. That public testimony was heard on November 12, 2008.
- B8. That this proposal **(is) (is not)** in conformance with the Comprehensive Plan policies as follows:

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

Criteria to consider for B9:

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

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

Criteria to consider for B10:

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

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

Criteria to consider for B11:

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

C. ORDER: CONCLUSION AND DECISION

The Planning Commission, pursuant to the aforementioned, finds that the request of **WILLIAM AND BONNIE WILLOUGHBY** for zoning prior to annexation, as described in the application should be **(approved) (denied) (denied without prejudice)**.

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

Motion by _____, seconded by _____, to adopt the foregoing Findings and Order.

ROLL CALL:

Commissioner Bowlby	Voted _____
Commissioner Evans	Voted _____
Commissioner Luttrupp	Voted _____
Commissioner Messina	Voted _____
Commissioner Razor	Voted _____

Chairman Jordan Voted _____ (tie breaker)

Commissioners _____ were absent.

Motion to _____ carried by a ____ to ____ vote.

CHAIRMAN BRAD JORDAN



УШУЗ - УСУ РМЕР О

2008 Planning Commission Priorities Progress

NOVEMBER 2008

<p>.A note on the colors from from Tony Berns: "I use the stop light analogy: Red is bad – either that initiative has failed, or our Board goal for the year will not be met. Yellow is caution – could get to "red" if we don't do something pronto. Green is good. he other colors like "pending" are place holders until action on those items can occur." Note: The PC is encouraged to select what "color" is appropriate.</p>		
Administration of the Commission's Business		
<ul style="list-style-type: none"> ▪ Follow-up of Commission requests & comments 		No new requests.
<ul style="list-style-type: none"> ▪ Meeting with other boards and committees 		
<ul style="list-style-type: none"> ▪ Goal achievement 		Checklist of projects w/updated 6/08
<ul style="list-style-type: none"> ▪ Building Heart Awards 		Awards given as identified.
<ul style="list-style-type: none"> • Speakers 		
<ul style="list-style-type: none"> • Public Hearings 		December, 3 Items
Long Range Planning		
<ul style="list-style-type: none"> ▪ No current projects 		
Public Hearing Management		
<ul style="list-style-type: none"> ▪ No changes anticipated 		
Regulation Development by priority		
<p>1. Zoning Ordinance Updates <i>Continued evaluation and modification of existing districts with comprehensive plan.</i></p> <ul style="list-style-type: none"> • Lot berming • Non-Conforming Use Reg cleanup • Average Finish Grade • Screening of rooftop equipment • PUD Standards • Lighting • Re-codification or re-org to Unified Development Code 		<p>PC workshop with Mark Hinshaw completed in Oct.</p> <p><i>Fort Grounds Example, research continuing.</i></p> <p><i>Commercial design guidelines review w/M. Hinshaw</i></p> <p><i>Commercial design guidelines review w/M. Hinshaw</i></p> <p><i>Commercial design guidelines review w/M. Hinshaw</i></p> <p><i>Research begun</i></p>
<p>1. Expansion of Design Review Anticipate expansion in concert with revised zoning</p>		
<p>3. Off-Street Parking Standards</p>		<i>Review and updating. Anticipate cooperation with Parking Commission on certain aspects.</i>
<p>4. Revise Landscaping Regulations</p> <ul style="list-style-type: none"> • General review & update • Double Frontage Lot landscaping • Tree Retention 		<p>w/Urban Forestry</p> <p>Also expect some revised standards w/commercial design guidelines project</p> <p>Sample ord from Hinshaw given to Urban Forestry</p>
<p>5. Subdivision Standards</p> <ul style="list-style-type: none"> • Double Frontage Lot landscaping • Tree Retention • Condition tracking & completion • Alternate standards to reflect common PUD issues such as: • Road widths, sidewalks, conditions for open space and other design standards 		<p>Pending – some research begun</p> <p>Sample ord from Hinshaw given to Urban Forestry</p> <p>Discussed (07) by DRT. Implementation pending</p>
<p>6. Workforce & Affordable Housing <i>Support for Council efforts recognizing that primary means of implementation in Cd'A are outside of Commission authority.</i></p>		City staff & consultant working on various aspects ie Community Development Block Grant.
Other Action		
Mid Town Fees-In-Lieu Parking		Planning Commission hearing scheduled 11-25-08
Area of City Impact		Request from City Council being forwarded to county

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We paved paradise

So why can't we find any place to park? Because parking is one of the biggest boondoggles -- and environmental disasters -- in our country.

By Katharine Mieszkowski

Oct. 01, 2007 | In Tippecanoe County, Ind., there are 250,000 more parking spaces than registered cars and trucks. That means that if every driver left home at the same time and parked at the local mini-marts, grocery stores, churches and schools, there would still be a quarter of a million empty spaces. The county's parking lots take up more than 1,000 football fields, covering more than two square miles, and that's not counting the driveways of homes or parking spots on the street. In a community of 155,000, there are 11 parking spaces for every family.

Bryan Pijanowski, a professor of forestry and natural resources at Purdue University, which is located in Tippecanoe, documented the parking bounty in a study released this September. When it made the news, Pijanowski got puzzled reactions from locals. In short, they said: "Are you crazy? I can never find parking where I'm going!"

That's the paradox of parking. No matter how much land we pave for our idle cars, it always seems as if there isn't enough. That's America. We're all about speed and convenience. We don't want to walk more than two blocks, if that. So we remain wedded to our cars, responsible for "high CO2 emissions, urban sprawl, increased congestion and gas usage, and even hypertension and obesity," says Amelie Davis, a Purdue graduate student who worked on the study.

Despite all the environmental evils blamed on the car and its enablers -- General Motors, the Department of Transportation, Porsche, Robert Moses, suburban developers -- parking has slipped under the radar. Yet much of America's urban sprawl, its geography of nowhere, stems from the need to provide places for our cars to chill. In the past few years, a host of forward-looking city planners have introduced plans to combat the parking scourge. This year, some are making real progress.

Our story begins in the 1920s with the birth of a piece of esoteric regulation, the "minimum parking requirement." Before parking meters and residential parking permits, cities feared that they were running out of street parking. So municipalities began ordering businesses to provide parking and wrote zoning restrictions to ensure it. Columbus, Ohio, was first, requiring apartment buildings in 1923 to provide parking. In 1939, Fresno, Calif., decreed that hospitals and hotels must do the same. By the '50s, the parking trend exploded. In 1946, only 17 percent of cities had parking requirements. Five years later, 71 percent did.

Today, those regulations could fill a book, and do. The American Planning Association's compendium of regulations, "Parking Standards," numbers 181 pages. It lists the minimum parking requirements for everything from abattoirs to zoos. It is a city planner's bible.

To Donald Shoup, a professor of urban planning at UCLA, parking requirements are a bane of the country.

"Parking requirements create great harm: they subsidize cars, distort transportation choices, warp urban form, increase housing costs, burden low income households, debase urban design, damage the economy, and degrade the environment," he writes in his book, "The High Cost of Free Parking."

Americans don't object, because they aren't aware of the myriad costs of parking, which remain hidden. In large part, it's business owners, including commercial and residential landlords, who pay to provide parking places. They then pass on those costs to us in slightly higher prices for rent and every hamburger sold.

"Parking appears free because its cost is widely dispersed in slightly higher prices for everything else," explains Shoup. "Because we buy and use cars without thinking about the cost of parking, we congest traffic, waste fuel, and pollute the air more than we would if we each paid for our own parking. Everyone parks free at everyone else's expense, and we all enjoy our free parking, but our cars are choking our cities."

It's a self-perpetuating cycle. As parking lots proliferate, they decrease density and increase sprawl. In 1961, when the city of Oakland, Calif., started requiring apartments to have one parking space per apartment, housing costs per apartment increased by 18 percent, and urban density declined by 30 percent. It's a pattern that's spread across the country.

In cities, the parking lots themselves are black holes in the urban fabric, making city streets less walkable. One landscape architect compares them to "cavities" in the cityscape. Downtown Albuquerque, N.M., now devotes more land to parking than all other land uses combined. Half of downtown Buffalo, N.Y., is devoted to parking. And one study of Olympia, Wash., found that parking and driveways occupied twice as much land as the buildings that they served.

Patrick Siegman, a transportation planner, who is a principal with Nelson\Nygaard Consulting Associates in San Francisco, says Americans are gradually waking up to the downside of parking requirements -- at least in one way. "Americans love traditional American small towns, main streets and historic districts," he says. "But largely because of minimum parking requirements, it's completely illegal to build anything like that again in most American cities. It's really hard to build anything where anyone would want to walk from one building to the next."

Parking regulations vary locally, but a typical one in suburban communities requires four parking spaces for every 1,000 square feet of office space. Yet, typically, just over two spaces per 1,000 square feet are used. A classic restaurant parking regulation might require 20 parking spaces per 1,000 square feet of restaurant, which can mean more than five times the space for cars than for diners and chefs.

Wonder why the mall parking lot is half empty most of the time? Developers build parking lots to accommodate shoppers on the busiest shopping day of the year -- the day after Thanksgiving -- so that shoppers need never, ever park on the street. Similarly, the church parking lot is designed to accommodate Christmas and Easter services. So a whole lot of land gets paved over that doesn't have to be, transportation planners argue.

The environmental impacts of all this parking go way beyond paving paradise. The impervious surfaces of parking lots accumulate pollutants, according to Bernie Engel, a professor of agricultural engineering at Purdue. Along with dust and dirt, heavy metals in the air like mercury, copper and lead settle onto the lots' surfaces in a process called dry deposition. These particles come from all kinds of diffuse sources, such as industry smokestacks, automobiles and even home gas water heaters.

"If they were naturally settling on a tree or grass, they would wash off those and into the soil, and the soil would hold them in place, so they wouldn't get into the local stream, lake or river," Engel says.

But when the same substances settle on parking lots, rain washes them into streams, lakes and rivers. Engel calculates that the Tippecanoe land used for parking creates 1,000 times the heavy-metal runoff that it would if used for agriculture. Because the surface of the lots doesn't absorb water, it also creates 25 times the water runoff that agricultural land would, which can increase erosion in local waterways.

Parking lots also contribute to the "urban heat island effect." The steel, concrete and blacktops of buildings, roads and parking lots absorb solar heat during the day, making urban areas typically 2 to 5 degrees hotter than the

surrounding countryside. "This is most apparent at nighttime, when the surrounding area is cooler, and the urban area starts radiating all this heat from the urban structures," explains Dev Niyogi, an assistant professor at Purdue, who is the Indiana state climatologist.

The urban heat island effect can be so dramatic that it changes the weather. One Indianapolis study found that thunderstorms that reach the city often split in two, going around it, and merging again into one storm after the urban area. "The urban heat island is not simply a temperature issue. It could affect our water availability," says Niyogi.

In Tippecanoe, Pijanowski thinks the county could take steps to keep parking from eating up more land. With changes to zoning laws, a church and a school could share a parking lot, with the worshippers using it on the weekend, and the school kids and teachers parking in it during the week. "These new parking lots that are being built on the urban fringe are huge," says Pijanowski. "They're mega-lots that are servicing mega-buildings for big-box retailers and mega churches. Even our new schools in rural communities have huge parking lots. Having a parking space seems to be one of those amenities that you think is a good thing, but it probably isn't."

Still, there are few frustrations like driving around looking for a parking space, which has its own environmental impacts. Shoup studied a 15-block district in Los Angeles and found that drivers spent an average of 3.3 minutes looking for parking, driving about half a mile each. Over the course of a year, Shoup calculated the cruising in that small area would amount to 950,000 excess miles traveled, equal to 38 trips around the earth, wasting about 47,000 gallons of gas, and producing 730 tons of carbon dioxide that contribute to global warming.

But if simply requiring businesses to build more parking isn't the answer, what is? Today there's a burgeoning movement among urban planners, transportation advocates and city officials to manage parking without blindly building more of it.

Some cities, like Seattle and Petaluma, Calif., are loosening or chucking their minimum parking requirements. Great Britain found that minimum parking requirements bred such bad land-use policies that the nation recently outlawed them entirely. It's a policy that has appeal for both sides of the aisle. "Liberals can love it because it does a huge amount on the affordability of housing, reducing traffic, improving the environment. And conservatives can love it because it's deregulation," says Siegman.

For his part, Shoup wants street parking to be priced at a market rate, so it can compete with lots and garages. Raising rates in the most congested areas will free up space curbside by inspiring thrifty drivers to park farther from their destinations, or -- heaven forefend! -- take the bus or train. To be politically feasible, he wants to see cities use the money raised by those increased fees to improve the city streets where they're collected, cleaning up graffiti or street cleaning, so shoppers and businesses can see the benefits of where that money is going.

Some cities are putting his theories to the test. In Redwood City, Calif., which boomed during the Gold rush by processing and shipping lumber to San Francisco, city planners are trying to revitalize the historic downtown by luring businesses and shoppers back from the far-flung malls and big-box stores. Yet adding parking spaces would mean adding parking garages, where capital costs can run \$20,000 to \$30,000 per parking space.

Recently, the city managed to subvert the parking code bible and add a 20-screen movie theater with 4,200 seats without adding more than a thousand parking spaces. Even before the cinema opened, on Friday and Saturday nights, drivers trying to go to restaurants and clubs circled the block searching for the elusive free street spaces, creating gridlock. Meanwhile, parking lots a few blocks away stood half empty. "We had plenty of parking," explains Dan Zack, downtown development coordinator for Redwood City. "What we had was a management problem, not a supply problem."

Transportation planners contend this is true in many urban areas, where street parking is free, and everyone is trying to grab a coveted space right in front of their destination. "You could add another 10,000 parking spaces to a place like downtown Redwood City, and it still wouldn't help you empty out the overflow on street spaces," says Siegman.

To prevent drivers from circling, Redwood City raised the prices of parking on the street from zero in the

evening to 75 cents an hour on the main drag, and 50 cents and 25 cents in the surrounding streets until 8 p.m. Even farther from the center of the action, parking is still free on the street. Drivers searching for a good deal quickly caught on and went to the surrounding streets, cheaper parking lots and garages, which can be free with validation. Other cities, such as Ventura and Glendale, both in Southern California, are adopting similar schemes.

In Brooklyn, N.Y., transportation advocates are pushing for the city to consider doing the same. A survey by Transportation Alternatives, an advocacy group for bicyclists, walkers and public-transit users in New York City, found that 45 percent of drivers surveyed in Park Slope were just cruising looking for parking. And street parking was so overcrowded that one in six cars on the main drag, Seventh Avenue, was parked illegally. Only increases in the price of street parking can fix the problem, they contend.

"For the past 100 years, traffic engineers looked at problems like this, and said, 'Oh, the problem is that we don't have enough parking.' That's what got us into the nightmare that we have today," says Wiley Norvell, a spokesperson for Transportation Alternatives. "What we have to start doing is managing the demand for parking, and the way you manage demand is through pricing. The logic with parking for as long as anyone can remember has been supply-oriented. What that does is induce demand: The more roads you have, the more parking you have, the more cars you have." The hope is, of course, to create more incentive to bike, walk or take the bus, instead of driving.

But it's tough to convince drivers to accept that they might have to pay for something that they're used to thinking that they get for nothing, even if they're really paying for it in all kinds of invisible ways. Ever since their first game of Monopoly, Americans have been conditioned to think that parking is free. "I think that we've done things wrong for so long that it takes a while to break all our bad habits of wanting to be freeloaders," says Shoup. "We know that land is fabulously valuable and housing is expensive, but somehow we think we can park for free. We can't."

-- By Katharine Mieszkowski



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