

DESIGN REVIEW COMMISSION AGENDA

Conference Room #6, City Hall
710 E. Mullan Ave Coeur ID, 83814
THURSDAY, APRIL 25, 2024
12:00 P.M.

12:00 P.M. CALL TO ORDER:

ROLL CALL: Ingalls, Lemmon, Messina, Pereira, Snodgrass, Priest

MINUTES: ***ITEM BELOW IS CONSIDERED TO BE AN ACTION ITEM

March 28, 2024 – Design Review Commission Meeting

NEW BUSINESS: ***ITEMS BELOW ARE CONSIDERED TO BE ACTION ITEMS

1. Applicant: CDA Hotel, LLC
Location: 1808 & 1820 NW Blvd
Request: CDA Hotel, LLC is proposing to build a four (4) story Residence Inn with surface parking for guests. (DR-3-24).

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.

**Please note any final decision made by the Design Review Commission is appealable within 15 days of the decision pursuant to sections [17.09.705](#) through [17.09.715](#) of Title 17, Zoning.*

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MINUTES



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**DESIGN REVIEW COMMISSION
MINUTES
Coeur d'Alene Library Community Room (lower level)
THURSDAY, MARCH 28, 2024
2:00 pm**

COMMISSIONERS PRESENT:

Skip Priest
Michael Pereira
Jon Ingalls (Vice-chair)
Jef Lemmon
Tom Messina (Chairman)
Greta Snodgrass

STAFF MEMBERS PRESENT:

Hilary Patterson, Community Planning Director
Tami Stroud, Associate Planner
Traci Clark, Admin. Assistant

CALL TO ORDER:

The meeting was called to order by Chairman Messina at 2:00 p.m.

MINUTES: *ITEMS BELOW ARE CONSIDERED TO BE ACTION ITEMS**

Motion by Commissioner Pereira, seconded by Commissioner Snodgrass, to approve the minutes of the Design Review Commission meeting on January 25, 2024. Motion Carried.

COMMISSION COMMENTS:

None.

STAFF COMMENTS:

None.

PUBLIC COMMENTS:

None.

NEW BUSINESS: *ITEMS BELOW ARE CONSIDERED TO BE ACTION ITEMS**

Owner: Hagadone Hospitality Co.

Applicant: Cory Trapp, Architect, LTA Architects

Location: 101 and 123 E. Sherman Avenue and properties north of the alley and south of Lakeside Avenue between First and Second Streets legally described as CDA & KINGS ADD including 75.9 feet of Tax#1646, Tax#1686, Tax#4556 Reserve Block, Lots 2 and 3, west 35 feet of Lot 4, and Tax#4557 Block Y, totaling 50,442 SF

Request: Hagadone Hospitality Co. is proposing to build a fifteen (15) story hotel, a restaurant and three (3) story parking garage, with one (1) story underground and two (2) floors above ground for guest parking. The subject property is in the Downtown Core (DC) zoning district, and requires Design Review Commission approval. (DR-2-24)

Ms. Stroud provided the following statements:

This is a request for the First Meeting with the Design Review Commission for a proposed 15-story 139 room hotel, to include 3,775 SF of retail/office space, a 6,000 SF restaurant and a detached 3-level parking structure (DR-2-24).

The property is a 50,442 SF parcel located at 101 and 123 E. Sherman Avenue and properties North of the alley and South of lakeside Avenue between First and Second Streets in the Downtown Core (DC) zoning District. The project site is comprised of several lots totaling 50,442. S.F. along Sherman Avenue between 1st and 2nd Streets, a lot on the southeast corner of First Street and Lakeside Avenue, and a small lot on the north side of the alley near Second Street. An existing three-story office building and a two-story restaurant will be demolished along Sherman Avenue to accommodate the construction of the new hotel and restaurant. The applicant is proposing a 15-story mixed use building with retail and hotel amenities on the first floor and 14 floors of guest suites with 139 guestrooms, a 6,000 S.F. restaurant and 3,775 S.F. of retail/office use. The main entrance to the hotel will be located on the corner of Sherman Avenue and Second Street, with a secondary entrance and covered drop off located on the alley side of the building. In addition, a three (3) level detached parking structure will be located behind the hotel and restaurant, on the corner of First Street and Lakeside Avenue. The parking structure will provide parking for the hotel and restaurant. One level of parking is below grade and two floors of parking will be above grade. The lower level of the parking structure will be accessed from the alley and the upper levels will be accessed from Lakeside Avenue. There are nine (9) existing parking spaces located on the east end of the alley that will provide additional parking and ADA parking for the hotel. The proposed restaurant, with a seasonal roof top bar, will be constructed on the corner of Sherman Avenue and First Street. The entrance for the restaurant will be located on First Street, with a secondary entrance and covered drop off located on the alley side of the building. Parking for hotel guests and the restaurant will be provided in the parking structure on the corner of First and Lakeside Avenue. There are also nine (9) additional parking spaces located on the east end of the alley that will provide ADA parking for the hotel guests. The total height of the building is 190' tall (168' plus 22' for architectural features) and is below the maximum height allowed in the Downtown Core (DC) which is 220' tall. The proposed project is located in the DC (Downtown Core) zoning district, and must adhere to the (DC) Downtown Core Design Guidelines and Standards.

A total of 109 parking spaces are proposed for the project. The DC code requires 90 parking spaces for the combined uses; 70 spaces are required for the hotel (Minimum 0.5/room to max 2.0/room), the office/retail use requires eight (8) spaces, and the restaurant use requires twelve (12) spaces. Additional parking is available in the existing parking structure at the Coeur d'Alene Resort, across the street to the south, if needed. Parking will also be available to staff on the north side of the parking garage at an existing surface lot on Lakeside Avenue between First and Second Streets.

Ms. Stroud said the Decision Point is should the Design Review Commission approve the design for the 15-story "Sherman Tower" hotel, restaurant and parking structure located at 101 and 123 E. Sherman Avenue and properties north of the alley and south of Lakeside Avenue between First and Second Streets in the Downtown Core (DC) zoning district either with or without conditions, or direct modifications to the project's design and require a second meeting?

The Design Review Commission (“DRC”) is tasked with reviewing the project to ensure compliance with all applicable design standards and guidelines. This project is located within the Downtown Core (DC) zoning district and located on a block that is designated as a vehicular-oriented street. The DRC will provide feedback to the applicant and staff on how the applicable design standards and guidelines affect and enhance the project. The DRC will provide direction to the applicant, and may suggest changes or recommendations to the proposed project. The DRC may render a decision during the First Meeting, or request an Optional Second Meeting.

All exterior projects south of the midblock of Lakeside/Coeur d’Alene, all street façade alterations, and all exterior expansions trigger review by the Design Review Commission if located in the Downtown Core (DC) zoning district. (Municipal Code § 17.09.320(A))

A development applicant shall participate in the design review process as required by this Article before substantive design decisions are fixed and difficult or expensive to alter. The City will work with the applicant in a collaborative fashion so that the goals of both the City and the applicant can be met to the greatest degree possible, and to address the concerns of neighbors and the community. In order for this process to work effectively, the applicant must be willing to consider options for the project’s basic form, orientation, massing, relationships to existing sites and structures, surrounding street and sidewalks, and appearance from a distance. (Municipal Code § 17.09.325)

The applicant has the obligation to prove that the project complies with the adopted design standards and guidelines, which serve as the basis for the design review. The design review commission may not substitute the adopted standards and guidelines with other criteria of its own choosing. Nor may it merely express individual, personal opinions about the project and its merits. Nevertheless, it may apply its collective judgment to determine how well a project comports with the standards and guidelines and may impose conditions to ensure better or more effective compliance. It also must be recognized that there will be site specific conditions that need to be addressed by the commission as it deliberates. The commission is authorized to give direction to an applicant to rectify aspects of the design to bring it more into compliance. The commission is authorized to approve, approve with conditions or deny a design following the Optional Second Meeting with the applicant. (Municipal Code § 17.03.330)

The Design Review Commission may grant or deny the application, or grant the application with such conditions as are, in its judgment, necessary to ensure conformity to the adopted standards and guidelines. The Commission shall make written findings to support its decision, specifically stating how the project conforms to the adopted design standards and guidelines or how it does not. A copy of the Commission's decision shall be mailed to the applicant and the Director shall make the commission's decision available for public inspection. The Commission has the power to table a decision to a later date and request an additional meeting. (Municipal Code § 17.03.335)

Ms. Stroud shared several photos of the subject property and surrounding properties.

Downtown Design Guidelines:

- **Gateways** are key intersections within and around the edges of downtown that require special treatment. The gateway for this project is the *Intersection of Sherman Avenue and Second Street*.
- **Pedestrian-Oriented Streets** are streets that are intended to have a lively, pedestrian friendly environment in the downtown. The pedestrian-oriented streets are: *Second Street between Sherman Ave. and Lakeside Avenue, and on Sherman Avenue from Second Street to Sixth Street*.

- **Vehicular-Oriented Streets** are streets that are intended to present a lively and inviting environment as vehicles drive through the downtown. The vehicular-oriented streets are: *Sherman Avenue from First Street to Second Street.*
- FAR Analysis:
 - Allowed FAR = 4.0 (201,768 SF)
 - Project FAR = 2.54 (127,990 SF)
- Height
 - Allowed = 200' (220' with bonuses)
 - Project height = 190'

Design Departure:

The applicant has requested a design departure for Weather Protection related to the vertical dimension between the underside of the canopy or awning and the sidewalk. Per the DC design guidelines, the vertical dimension between the underside of the canopy or awning and the sidewalk shall be at least 8' and no more than 12'. Currently, the grade of Sherman Avenue slopes from Second Avenue to First Street and drops six (6) feet over the 300-foot street frontage. The proposed design has a canopy height starting at 9' above the sidewalk on the corner of Sherman and Second Street and has a clearance for pedestrian safety from the vertical canopy. In addition, a recessed entry to the hotel provides additional protection on the corner of Sherman Avenue and Second Street. As the sidewalk slopes down to the west, along Sherman Avenue, the canopy's vertical dimension will vary from 12' to 15'. As it follows the slope of the existing grade along Sherman Avenue, at the southwest corner of the project, it is 15'. Along First Street and Sherman Avenue, at the lowest grade, the canopy would have a vertical dimension of 18', which is 6' above the maximum allowable height. The requested design departure is to exceed a portion of the canopy to extend above the 12' maximum design guideline. The architect outlines the justification as the departure of the canopy height would still meet the weather protection requirement for pedestrians, the canopies are designed to follow the horizontal lines of the windows and floor line of proposed building.

This will not have any aesthetic or harmful effects to the city or adjacent properties. The canopies will have a solid roof with a metal framework structure that will be painted to match the bronze anodized window frames. Soffits will be clad with prefinished aluminum soffit panels with recessed can lights to provide pedestrian lighting. Due to the slope of the existing site and sidewalk, maintaining the horizontal lines of the building and windows is important to the design of the structure and the design departure will allow us to maintain the integrity of the design. The design departure request includes an exhibit showing how the canopy would look if it were to meet the guideline. The applicant has provided a justification for the requested Design Departure on pages 28 and 30 of the staff report.

Commissioner Ingalls asked Ms. Stroud about the design departure and if it was necessary because of the slope.

Ms. Stroud replied yes that is correct. The applicant will provide more details when he does his presentation.

Ms. Stroud continued her presentation and provided an overview of the Design Commission's role.

The DRC may provide input on the proposed design and shall identify any changes to the proposed project which are needed in order for the project to comply with the required design standards and guidelines. The DRC must determine, based on the information before it, whether the proposed project meets the applicable Downtown Design Guidelines. The DRC should identify the specific elements that meet or do not meet the guidelines in its Record of Decision.

Decision Point

The DRC should grant the application in Item DR-2-24, a request by Cory Trapp, project architect with LTA Architects, on behalf of Hagadone Hospitality Co, for a multi-story hotel, to include retail/office space, a

restaurant and a detached 3 level parking structure located at 101 and 123 E. Sherman Avenue and parcels north of the alley and south of Lakeside Avenue between First and Second Streets, Coeur d'Alene, Idaho, be approved with or without conditions, or determine that the project would benefit from an additional DRC Meeting to review project changes in response to the first DRC Meeting or if it is deemed necessary based on all the circumstances.

Proposed Conditions Of Approval

Planning:

1. The proposed design shall be substantially similar to those submitted with item DR-2-24.

Engineering:

2. Sidewalks along Sherman Avenue, First and Second Streets must be brought into ADA compliance.
3. Any existing driveway approaches not being used with the proposed development shall be removed.
4. The applicant shall complete a traffic study including a pedestrian safety study.
5. Pedestrian safety features recommended by the study and approved by the city shall be installed.

Ms. Stroud noted that the Engineering conditions are not part of the DRC's purview but are added by staff to ensure code compliance. She concluded her presentation.

Commission Discussion:

Chairman Messina asked about the packet regarding page 49-52 which are the design guidelines for the Downtown Core and asked Ms. Stroud to confirm that these are the things that the Commission needs to look at as a Commission to make their decision, yes or no.

Ms. Stroud replied that is correct.

Chairman Messina asked when it says location of parking, that is the location of where the garage is, but it does not have anything to do with the number of parking spaces that are required. He asked staff to confirm that the Planning Department has reviewed the required parking with the applicant along with the height even though it is below the height requirement. He would just like to address the issues now for the public, in case they have any questions or comments.

Ms. Stroud answered that is correct on both questions. The commission needs to just focus on the Design Guidelines.

Chairman Messina opened the public hearing and swore in the applicant and the public as a group.

Applicant Testimony:

John Barlow introduced himself as part of the development team. He stated he has been with the Hagadone Corporation Team for over 45 years and they have planned to expand the hotel at the right time and the right way. He feels like this is the perfect time and is being done the way Mr. Hagadone would have wanted it done. He explained why the Hagadone Corporation wants to build at this location. The land was purchased back in the early 1980's for the long-term planning of what the site could fulfill. During the last six years Coeur d'Alene has changed with business along with tourism. The resort model has always been business with some independent travel. The groups are a strong business, but free independent travel comes year-round and pays more money. When he had looked at a site over Front Avenue it was very convenient for a hotel operation. This facility being on its own allows them to build without interrupting the hotel operation and has enough site to laydown material. The design of this building is to take in to account the views and vistas to their neighbors to the north. The existing building that was formerly MoMo's restaurant will be removed and the new restaurant will be the same footprint and the same height. As you move East, it will stair step the building to allow views of the lake and the grounds of the resort from the people to the north. It makes the building more interesting than just a large Tower. They wanted to still have the red geraniums out front for the

people to enjoy on the corner. The restaurant will have a bar on the rooftop. They could have gone higher and wider but it just did not fit.

Cory Trapp, is the architect, introduced himself and stated that the site they are building on was the Desert Hotel and it had burned down in 1972. The drop off for the hotel will be through the alley and will be covered. The inspiration of the building is the Coeur d'Alene Resort Hotel. Now the intention of the design with the Sherman Tower is to keep it in design with the similar materials, finishes and appearance, with the use of copper, stucco and concrete. The base of the building will have a metal panel which was used on the Coeur d'Alene Press building. The Plaza Shops have some influence as well. The site drops from 2nd Street to 1st Street about seven feet. The intention in the design is the floor of the hotel and the restaurant is determined by 2nd Street. The entrance by 2nd Street floor will be level all the way over to the restaurant, which will put the floor to the restaurant about seven feet above the grade. This was done so the people sitting in the restaurant could see over the cars on Sherman and take advantage of the views of the lake and the city. The location of the parking will be off of Lakeside and the alley way. There will be a small elevator in the corner of the parking garage. There is a parking lot on 1st Street that the Hagadone Corporation owns and the employees will be parking there. If there is going to be an event, there will be Valet parking used at the existing Coeur d'Alene Resort parking garage.

Commissioner Ingalls commented that the number of spaces that will be provided are exceeding the number requirements, is that correct.

Mr. Trapp answered that is correct. There are 90 parking spaces required and they are building 109.

Commissioner Lemmon asked about the parking that is in between the building and the parking lot right now on Lakeside.

Mr. Trapp replied there is a shared parking agreement on the parking lot that is existing now. The agreement expires every 3 years, it will expire in 2025. The owner is aware of this and he will lose access to his parking.

Chairman Messina commented about the existing parking, regarding the nine spots and the drop off getting into the hotel. Will there be valet similar to the Coeur d'Alene Resort.

Mr. Trapp replied there will be a valet option. Talking with Mr. Reagan, about 30 to 40% of the people that will be coming to stay at the Resort do not drive a car. They go and get them and bring them to the hotel they are shuttled to and from the airport, golf course, etc.

Mr. Trapp continued with his presentation showing the landscaping, with the sconce lighting. There will be street trees along the parking structure. There will be screening on the parking structure and landscaping as well. There will be benches on the sidewalks, and there will be street trees along Sherman Avenue. The alley access will be one way from East to West.

Chairman Messina asked about the cars leaving the parking structure and asked which way they will they be turning. Mr. Trapp stated this is something that the City Engineer needs to address.

Mr. Trapp continued with his presentation. On the alley side there will be some pedestrian and car warning posts as an extra safety feature. The trash enclosure will be inside the building with a roll up door. The majority of all the lighting will be down lighting on all the balconies and underneath the canopies on the sidewalks. The corner of Sherman and 2nd Street will be a gateway, there will be some seasonal planters, tall windows and doors, and custom sconces very similar to the CDA Resort. The corner of 1st and Sherman will have the flowers and greenery and have it be a very pretty viewpoint for the people coming into the city. The maximum setbacks will be built right up to those setbacks. The restaurant cannot do that because at the corner, the city sidewalk is on Hagadone property, along with the traffic light and the control box. There is a 10-foot requirement off of Sherman, it is at 20 feet. The hotel from the second floor up can be straight because there is a curve around Sherman Avenue. The ground level details will have projecting sills, concrete plinth, columns, recessed window walls, canopies, stucco, and seasonal planters. There will be copper

parapet. There will be ground level windows and will have weather protection canopies. The restaurant will be full glass because of the views. The blank wall treatment is to use a lot of square lines to help break up the walls, along with windows and balconies. There will be a roof edge with copper detail. Signs will be integrated with the structure. The Hagadone Corp has a history of minimizing signage. The materials for the Tower will be concrete to look like stucco, all the windows will be white, with copper accents.

Mr. Trapp concluded his presentation.

Commissioner Lemmon asked how many rooms does the Coeur d'Alene Resort have and what is the height of the resort.

Mr. Barlow replied the height is 220 feet at the top of the peaks and there are 338 rooms at the Coeur d'Alene Resort.

Ms. Stroud commented that the One Lakeside condo building is 176 feet tall and the Thomas George building is 215 feet tall. These are both under the 220 feet height restriction.

Commissioner Ingalls commented to the public that would like to speak, the role of the commission is to use the 22 Coeur d'Alene Downtown Design Guidelines that the commission looks at. This is what we will be looking at, not if it's too high, or should have 400 parking spaces or what this will do to traffic. He knows there will be issues positive or negative. If you want to speak, please focus on the comments regarding these guidelines.

Adam Graves, introduced himself and said he is the president of the Downtown Association. He owns a business downtown and grew up in Coeur d'Alene. He is in support of this project and feels this will have a great impact on the Downtown businesses. This will have a huge financial boost to the economy throughout the year. There is always a push to have events in the off season to try and drive to keep the stores open. The rooftop restaurant will draw people as a destination from the surrounding areas to come and hang out, eat and shop. There will be more shops in the Tower which will have more members for the BID (Business Improvement District) that will fund keeping our sidewalks clean, more flower baskets. Everything that the Hagadone's have done has been done well and is top class. The Hagadone Corp and Mr. Reagan have always been great partners.

Brad Jordan introduced himself and said he has been involved in the Downtown for a lot of years. He was been involved in the 1980's during the revitalization on Sherman Avenue. He is glad that more trees are going to be put in. This will be a great addition to the Downtown. The buildings that will be coming down have no historical significance. If the Johnson building had any, it was lost in the 1960's. This will create a lot of jobs for the Downtown for the local people. The stair stepping of the design adds a lot of interesting architecture desirability to it. This is a very exciting time to have so much happening in Downtown. This building ties into the Resort but with a modern twist to it. This will help all the local business and restaurants all year round. He feels that Coeur d'Alene right now has the most redevelopment in the State of Idaho maybe, besides Boise. Most towns still have the original old buildings. He highly supports this project.

Bronwynn Blackman introduced herself and said she is with One Lakeside Hotel Condo. She is representing the owners. They are concerned about impacts on One Lakeside. They are concerned because the overflow of the condos parking, the people park in the parking lot on Lakeside and asked will that parking still be available for the public to park there. The other concern is the stair step of the building. They do appreciate it but the view from the east side from the residents who have views out the windows to Tubbs Hills will be obstructed.

Marie Widmeyer, introduced herself and said she has worked at the Resort for over 40 years, first as an employee and then as a business owner and renter for over 29 years. The Hagadone Corporation has always done things First class, from the landscaping to the cleanliness of the facility, as well has constant renovations and updating. She feels the building will be an asset to the Downtown and the community.

Luiz Garrigan introduced herself. Her concern is the traffic. This is a small town. This will cut off her view of Tubbs Hill.

Jill McElroy introduced herself. She said she is a resident of Coeur d'Alene North on the east end. Her views will be gone. She appreciates the design., But as a responsible tenant and owner of a condo, she feels she is losing what she bought. 100% of her lake view is gone with One Lakeside and now 100% of her view of Tubbs Hill will be gone as well. She asked that the applicant please take that into account when designing the back of the building.

Joe Arrotta, introduced himself. He asked if the building has changed since the first rendering in the Coeur d'Alene Press. He thought where the restaurant was, and then when its stair stepped was going to be wider.

Applicant Rebuttal:

Mr. Barlow stated that it is difficult to comment on views but this property had been owned since 1980. It is a valuable piece of land that needs to be its highest maximum use. He is proud that they accommodated the views even though they are not part of the Design Review process. The building that was in the Coeur d'Alene Press is the same foot print and steps it has just been more refined. The parking is needed for the Sherman Tower. Maybe under an arrangement there might some sort of parking for the public, similar to the existing parking structure where the public pays to park. But the first responsibility would be to accommodate the guests. They did start early on the traffic study; it is nearly complete. It actually shows that many traffic issues go down because retail leaving and people coming by air and staying in the hotel. When they come, guest do not get in their cars as often, they walk around town. This is being addressed as the City Engineer required.

Ms. Stroud presented the commission with the staff evaluation or facts. She stated staff is working with the applicant on the street tree requirements. Also, the total building signage Ms. Setters clarified the total is 915 sq feet 108 sq feet of that is for free standing signage which leaves 807 sq feet remaining for wall signage.

Public Testimony Closed.

Commission Discussion:

Commissioner Ingalls stated there is a lot in the packet. It is clear there is an out pouring of positive comments, and the level of care and stewardship of the Hagadone Corporation is well established. Mr. Brad Jordan mentioned the vibrancy of the Downtown and what this will bring. This brings great vision and bold gutsy investment. The Design Review aspect of it he commends staff and the applicant. They have addressed in detail. In his mind, this is very clear that all 22 guidelines have been met. He will approve the project without a second meeting.

Commissioner Lemmon stated the Hagadone Corporation came a couple of years earlier with the project over the shops. This project is way above and beyond the previous project. He commends this project. This is a great project. It fits into the Resort with consistent use of materials and he likes the setbacks and stair stepping. It's a great project. He thinks the project should move forward.

Commissioner Pereira stated it is a great looking project.

Chairman Messina agrees and is happy with any additional restaurants. He hears the public comments. The views have been taken away but this is what progress is sometimes. But they did minimize the obstruction of the view as best as they could. This is a financial risk to get this done as well.

Discussion Closed.

**Motion by Commissioner Ingalls, seconded by Commissioner Pereira, to approve Item DR-2-24
Motion approved.**

ROLL CALL:

Commissioner Ingalls	Voted	Aye
Commissioner Lemmon	Voted	Aye
Commissioner Messina	Voted	Aye
Commissioner Pereira	Voted	Aye
Commissioner Snodgrass	Voted	Aye
Commissioner Priest	Voted	Aye

Motion to approve carried by 6 to a 0 vote.


ADJOURNMENT

Motion by Commissioner Lemmon, seconded by Commissioner Pereira, to adjourn the meeting.
Motion carried.


The meeting was adjourned at 3:29 p.m.

Prepared by Traci Clark, Administrative Assistant


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PUBLIC HEARING



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STAFF REPORT



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**DESIGN REVIEW COMMISSION
STAFF REPORT**

FROM: TAMI STROUD, ASSOCIATE PLANNER

DATE: APRIL 25, 2025

SUBJECT: DR-3-24: REQUEST FOR THE FIRST MEETING WITH THE DESIGN REVIEW COMMISSION FOR A PROPOSED FOUR (4) STORY HOTEL WITH A RESTAURANT/BAR FOR HOTEL GUESTS, A MEETING ROOM AND SURFACE PARKING IN THE C-17 COMMERCIAL DISTRICT

LOCATION: 1808 AND 1820 NORTHWEST BOULEVARD LOCATED ON THE EAST SIDE OF NORTHWEST BOULEVARD, SOUTH OF EMMA AVENUE AND NORTH OF DAVIDSON AVENUE LEGALLY DESCRIBED AS LOTS 11 & 12, BLOCK 15, E. LACROSSE ADDITION TO CDA KOOTENAI COUNTY, STATE OF IDAHO ACCORDING TO THE PLAT RECORDED IN BOOK "B" OF PLATS, PAGE 119 LYING NORTH & E OF THE GIBBS BY-PASS HWY. & LOT 13, BLOCK 15 E LACROSSE ADD TO CDA, KOOTENAI CTY, STATE OF ID.

PROPERTY OWNER:
CDA Hotel II, LLC
1450 Twin Lakes Avenue, Suite 201
Bozeman, MT 84102

APPLICANT:
Cameron Hudspeth
Richardson Design Partnership, LLC
510 South 600 East
Salt Lake City, UT 84102

APPLICANT'S REQUEST

Cameron Hudspeth, Architect with Richardson Design Partnership, LLC, on behalf of CDA Hotel II, LLC, is requesting a First Meeting with the Design Review Commission for a four-story hotel, to include a restaurant and bar for hotel guests, conference/meeting room, fitness area, swimming pool/spa and surface parking. The proposed hotel will have approximately 105 rooms and are providing 107 surface parking spaces on-site. The subject property is in the Commercial (C-17) zoning district, and must adhere to the Commercial Design Guidelines.

DECISION POINT:

Should the Design Review Commission approve the design for the four (4) story "Residence Inn Marriott Hotel", 1808 and 1820 Northwest Boulevard, and located on the east side of Northwest Boulevard, south of Emma Avenue and north of Davidson Avenue in the Commercial (C-17) zoning district either with or without conditions, or direct modifications to the project's design and require a second meeting?

DESIGN REVIEW AUTHORITY:

The Design Review Commission (“DRC”) is tasked with reviewing the project to ensure compliance with all applicable design standards and guidelines. This project is located within the Commercial (C-17) zoning district and located within the C-17/C-17L zoning district in an area where design guidelines and standards exist with trigger points for DRC review. The DRC will provide feedback to the applicant and staff on how the applicable design standards and guidelines affect and enhance the project. The DRC will provide direction to the applicant, and may suggest changes or recommendations to the proposed project. The DRC may render a decision during the First Meeting, or request an Optional Second Meeting.

Any project larger than 50,000 square feet or located on a site 5 acres or larger or with more than 2 departures trigger review by the Design Review Commission if located in the C-17 and C-17L districts. (Municipal Code § 17.09.320(A))

A development applicant shall participate in the design review process as required by this Article before substantive design decisions are fixed and difficult or expensive to alter. The City will work with the applicant in a collaborative fashion so that the goals of both the City and the applicant can be met to the greatest degree possible, and to address the concerns of neighbors and the community. In order for this process to work effectively, the applicant must be willing to consider options for the project’s basic form, orientation, massing, relationships to existing sites and structures, surrounding street and sidewalks, and appearance from a distance. (Municipal Code § 17.09.325)

The applicant has the obligation to prove that the project complies with the adopted design standards and guidelines, which serve as the basis for the design review. The design review commission may not substitute the adopted standards and guidelines with other criteria of its own choosing. Nor may it merely express individual, personal opinions about the project and its merits. Nevertheless, it may apply its collective judgment to determine how well a project comports with the standards and guidelines and may impose conditions to ensure better or more effective compliance. It also must be recognized that there will be site specific conditions that need to be addressed by the commission as it deliberates. The commission is authorized to give direction to an applicant to rectify aspects of the design to bring it more into compliance. The commission is authorized to approve, approve with conditions or deny a design following the Optional Second Meeting with the applicant. (Municipal Code § 17.03.330)

The Design Review Commission may grant or deny the application, or grant the application with such conditions as are, in its judgment, necessary to ensure conformity to the adopted standards and guidelines. The Commission shall make written findings to support its decision, specifically stating how the project conforms to the adopted design standards and guidelines or how it does not. A copy of the Commission's decision shall be mailed to the applicant and the Director shall make the commission's decision available for public inspection. The Commission has the power to table a decision to a later date and request an additional meeting. (Municipal Code § 17.03.335)

PROPERTY LOCATION MAP:



AERIAL PHOTO:



BIRDSEYE AERIAL PHOTO:



PROJECT OVERVIEW

The project site is comprised of several lots totaling 97,138 S.F. and located on the east side of Northwest Boulevard, south of Emma Avenue and north of Davidson Avenue. This was the former site of the Garden Motel that was demolished several years ago after a fire, and was abandoned prior to the fire. The applicant is proposing a four-story hotel which includes a restaurant/bar for hotel guests, conference/meeting room, fitness area, swimming pool/spa and surface parking. The proposed hotel will have approximately 105 rooms. Parking for hotel guests will be provided in a surface parking lot in front and on the side of the proposed structure with 107 parking spaces. The main entrance to the hotel is centered under the building signage and entrance canopy and includes a covered drop-off for hotel guests. The total height of the building is +/- 54'4" tall which is allowed in the C-17 (Commercial) zoning district, which has no height limit. The proposed project must adhere to the (C-17/C-17L) Commercial Design Guidelines. The Commercial off-street parking code requires 105 parking spaces; (1 parking space per room), the hotel restaurant/bar does not trigger parking because it's accessory to the principal use as a hotel, and the meeting room is exempt from parking being less than 1,000 SF. As noted above, they will be providing 107 parking spaces.

SITE AREA: 97,138 S.F. (2.23 ACRES)
TOTAL BLDG AREA: 93,492 S.F.
GUESTROOMS: 105
PARKING: 107

DESIGN REVIEW PROCESS:


A Project Review meeting with staff was held on **October 5, 2023**. During that meeting, staff discussed the proposed project with the development team and provided concerns and code requirements that needed to be addressed. The Residence Inn Hotel conceptual floor plans shown below was submitted as part of the Project Review application submittal. Staff did an analysis of the proposed hotel based on the code requirements noted in the C-17/C-17L Commercial Design Guidelines. The proposed hotel, restaurant/bar and parking area meet the Commercial Design Guidelines noted in the Commercial (C-17/C-17L) zoning district. Staff provided feedback to the applicant's architect addressing each of the Commercial Guidelines and providing details to the design team on how they can meet the guidelines where deficiencies were noted in the Project Review meeting staff report provided by Planning staff.

CONCEPTUAL FLOOR PLANS SUBMITTED FOR PROJECT REVIEW:



Staff discussed the project with the property owner and applicant's representative on **March 5, 2024** for the required Initial Meeting with staff. During the meeting staff reviewed the C-17/C-17L Guidelines and Standards and discussed:

- A. Guidelines that apply to the proposed development,
- B. Any FAR Bonuses to be requested, and
- C. Any requested Design Departures.

<p>THE CITY OF: Coeur d'Alene</p> <p>commercial design guidelines <i>(C-17 & C-17L)</i></p> 	<p>PURPOSE:</p> <p>This section of the Design Standards and Guidelines for the City of Coeur d'Alene, ID focuses on site planning and design guidance for the commercial zones C-17 and C-17L. These areas represent a diverse areas across the City linking neighborhoods along commercial corridors. The standards and guidelines serve to maintain the distinct character of these areas of Coeur d'Alene while encouraging appropriate development that ensures vibrant and functional commercial areas.</p>
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Aerial Photo (showing existing conditions):



SITE PHOTO - 1: View along Emma Avenue looking southwest toward the subject property.



SITE PHOTO - 2: View from the northeast side the subject property along Emma Avenue looking southwest at a portion of the subject property and neighboring business along NW Boulevard.



SITE PHOTO - 3: View from the south side of Emma Avenue looking southwest at a portion of the subject property looking southwest.



SITE PHOTO - 4: View from the north side of Davidson Avenue looking at the 76-gas station to the south.



SITE PHOTO - 5: View along the NW Boulevard frontage on the east side of the sidewalk looking north along the property frontage.



SITE PHOTO - 6: View from the south part of the subject property looking east along Davidson Avenue.



SITE PHOTO - 7: View near southwest corner of subject property looking northeast toward Emma Avenue.



SITE PHOTO - 8: Photo from the south side of the subject property looking north toward Emma Avenue.



SITE PHOTO - 9: Photo from the center of the subject property looking northeast toward Emma Avenue.



SITE PHOTO - 10: Photo from the center of the subject property looking southeast toward Davidson Avenue.



SITE PHOTO - 11: Photo from the southeast corner of Davidson Avenue looking west across NW Boulevard at the Northwest Pet Resort. The subject property is to the right.



SITE PHOTO - 12: Photo from the center of the subject property looking southeast.



SITE PHOTO - 13: Photo from Emma Avenue along the NE side of the subject property looking west.



DESIGN REVIEW ANALYSIS

The following pages provide an overview of the required design guidelines and the project components.

Applicable C-17/CI-17L Commercial Design Guidelines

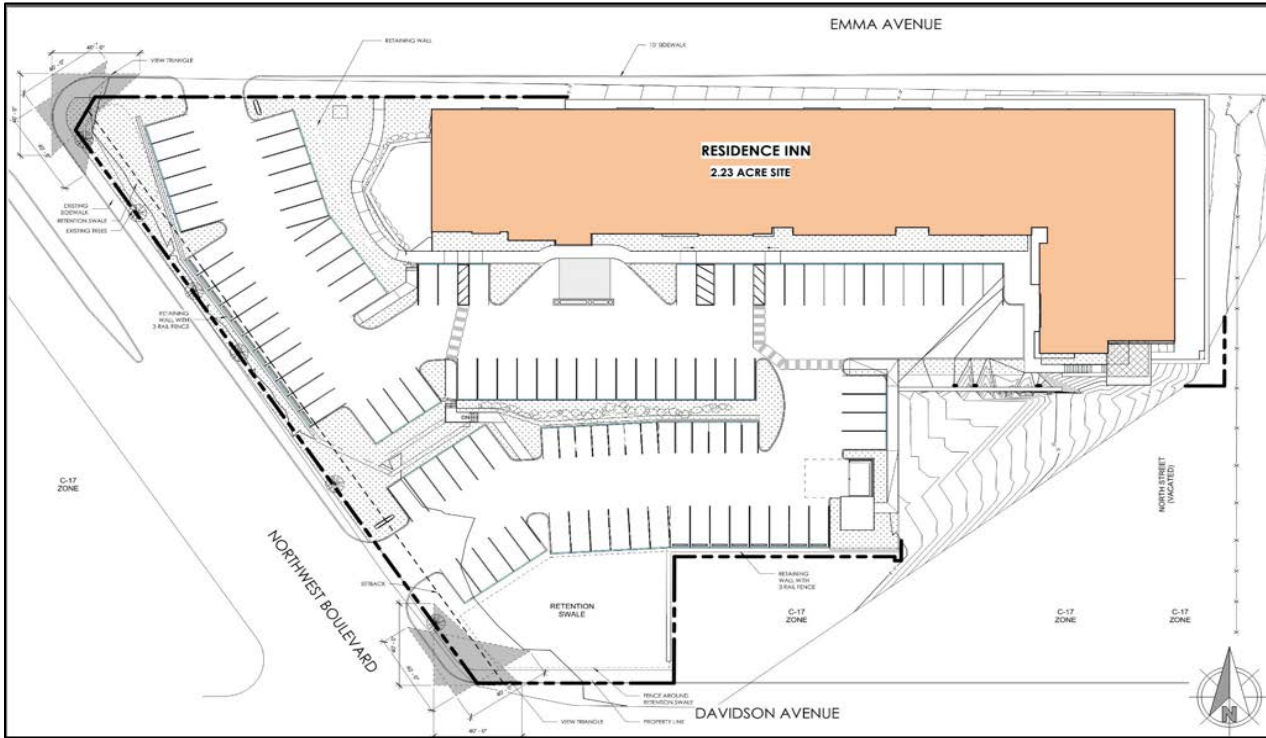
- *Curb Cuts*
- *Sidewalks Along Street Frontages*
- *Street Trees*
- *Grand Scale Trees.*
- *Walkways*
- *Residential/Parking Lot Screening*
- *Parking Lot Landscaping*
- *Lighting*
- *Screening of Service and Trash Areas*
- *Screening of Rooftop Equipment*
- *Entrance Visible from Street*
- *Windows Facing Street*
- *Treatment of Blank Walls*
- *Roof Edge*
- *Width and Spacing of Curb Cuts*
- *Massing: Base/middle/top*
- *Accessory Buildings*
- *Setbacks Adjacent to Single Family*

The applicant has provided a detailed analysis of how they believe the project complies with all required design guidelines on pages 23-27. The Applicant's Narrative is also attached.

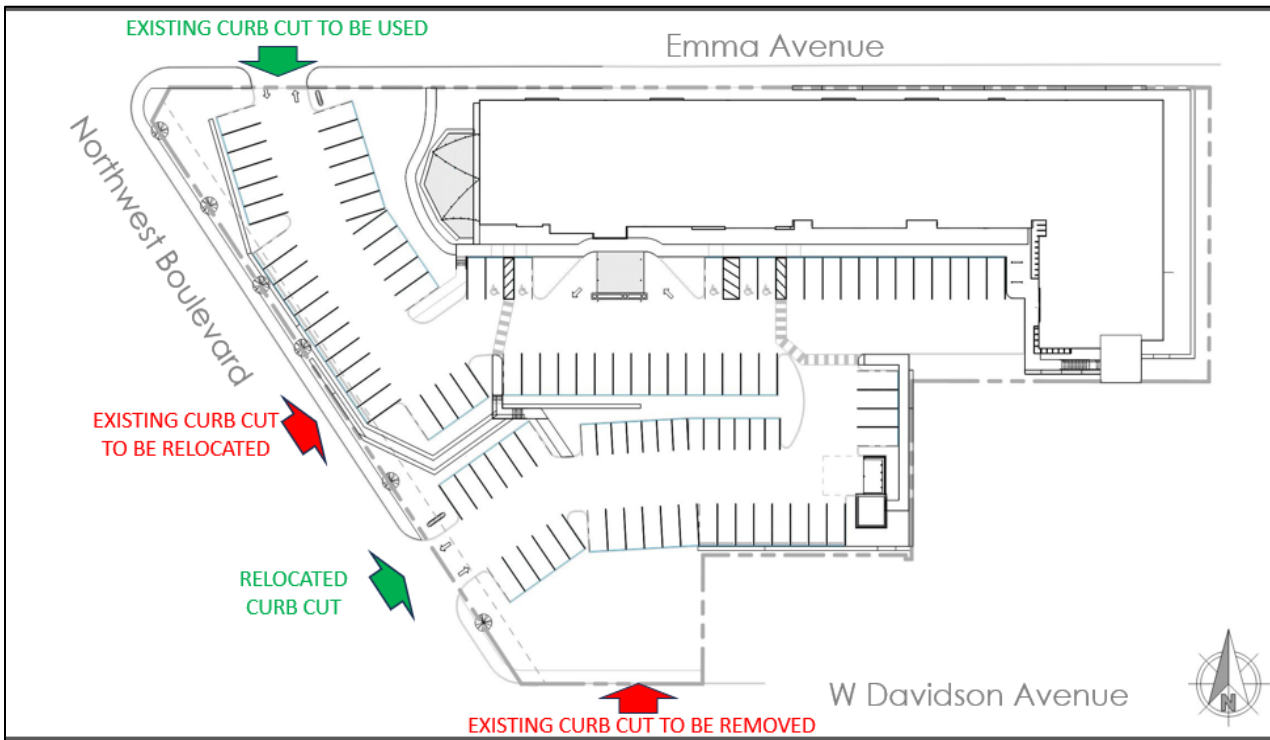
DESIGN DEPARTURE:

The applicant has not requested a Design Departure for the proposed project.

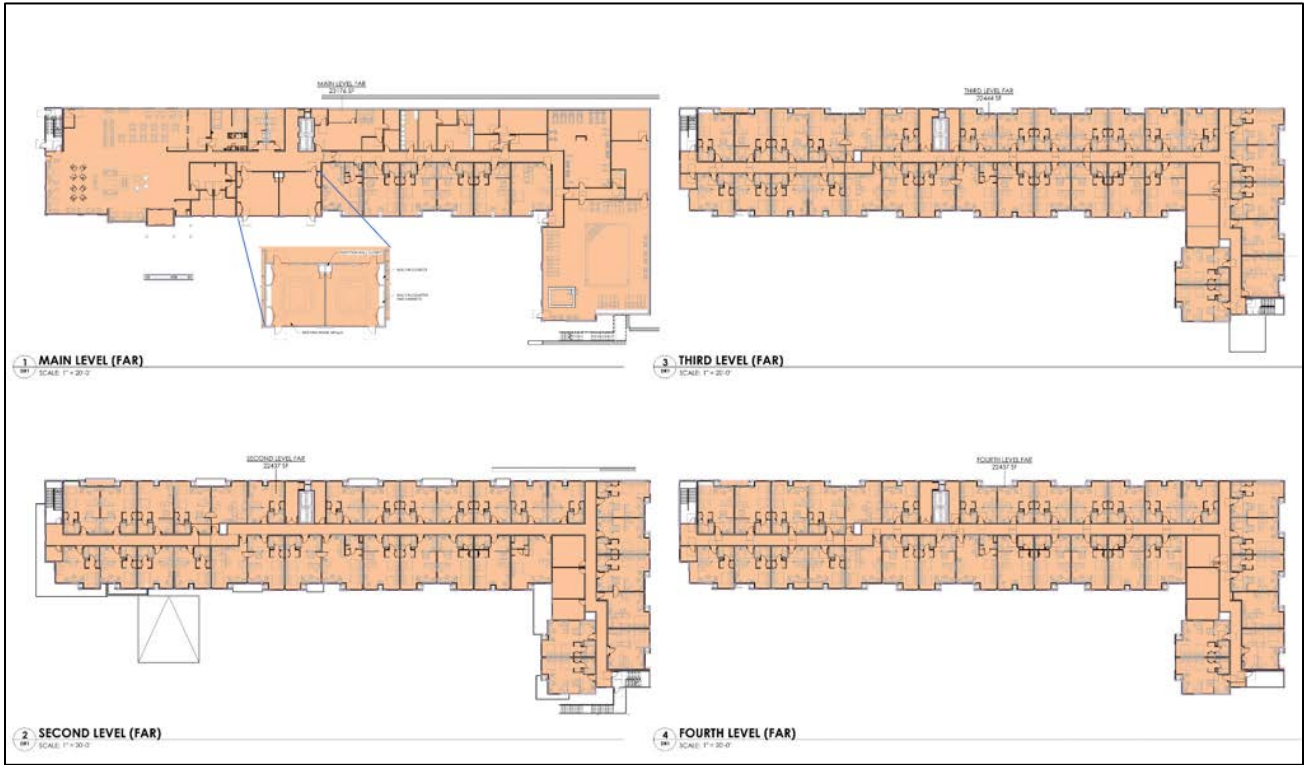
SITE PLAN:



PROPOSED ACCESS:

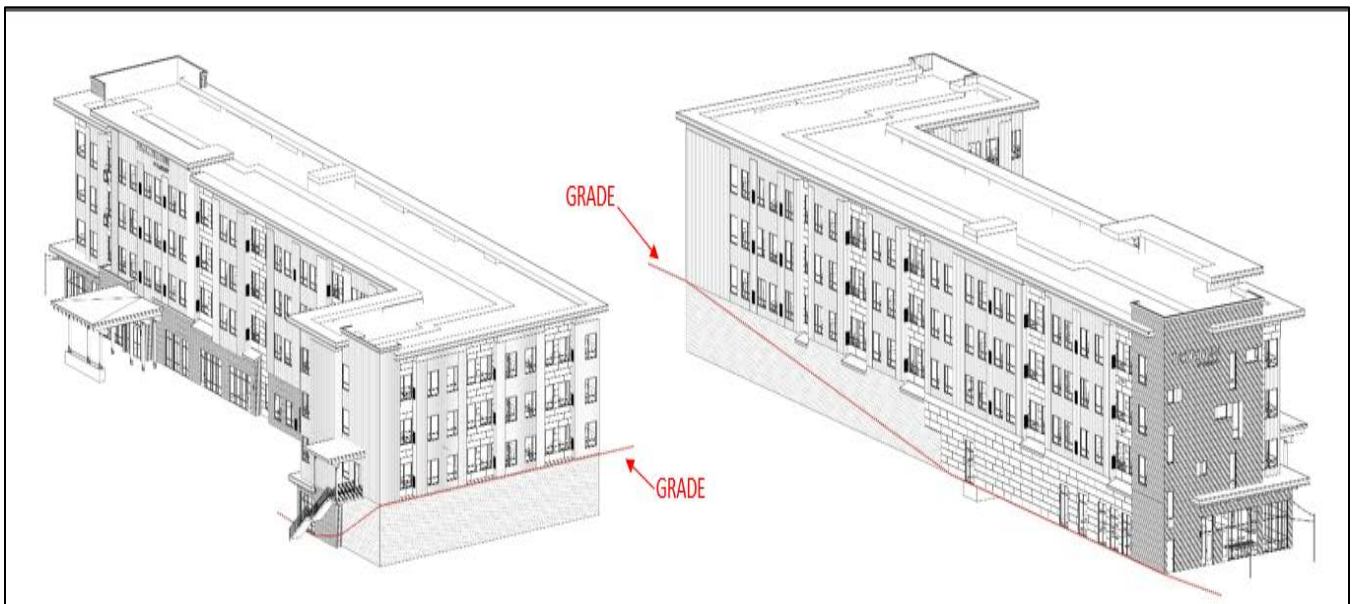


FLOOR PLANS- MAIN LEVEL THROUGH FLOOR FOUR:

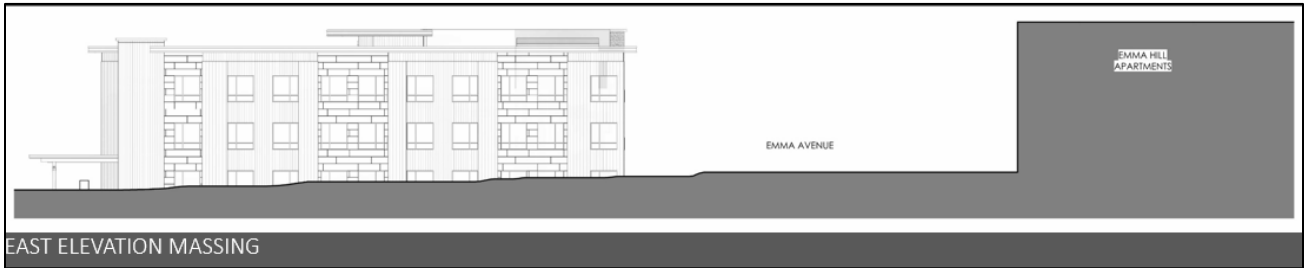


EAST

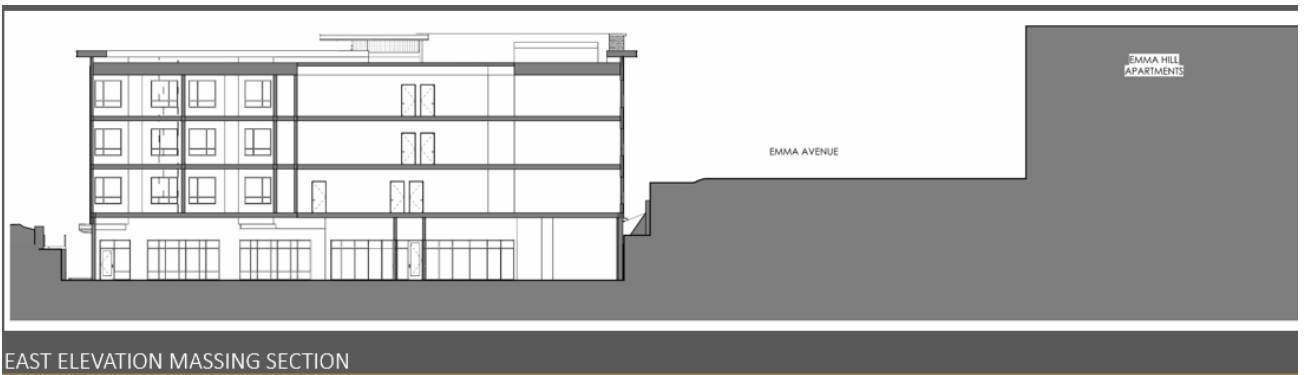
SOUTHEAST AND NORTHWEST MASSING PERSPECTIVE:



ELEVATION MASSING:



EAST ELEVATION MASSING SECTION:



NORTH ELEVATION:



EAST ELEVATION:



WEST ELEVATION:



SOUTH ELEVATION:



EXTERIOR PERSPECTIVE :



NORTH ELEVATION (red lines denote area of required glazing):



WEST ELEVATION (red lines denote area of required glazing):



SOUTH ELEVATION:



EAST ELEVATION:



The applicant's representative has provided additional details on how the project has met the required C-17/C-17L Commercial Design Guidelines and Standards as noted on the Design Guideline worksheet below.

APPLICANT'S DESIGN GUIDELINES WORKSHEET FOR: C-17

1. Curb Cuts (Approaches)

One curb cut exists on Davidson Avenue which is proposed to be removed altogether, and one curb cut on Northwest Boulevard is to be relocated southerly to provide access to the parking lot and front door of the hotel. Another existing curb cut on Emma Avenue is to be retained and used in its current location. This new curb cut on Northwest Boulevard will require the removal of one street tree, which will be replaced upon removal of the existing approach. The sidewalk pattern and material will carry across the driveway to ensure a smoother, more organized traffic movement that ultimately causes less disruption with pedestrian movement. This project will not be sharing a driveway as it is not feasible.

2. Sidewalks Along Street Frontages and Walkways

2.1 Sidewalks and Walkways: The existing 8' concrete sidewalk on Northwest will be removed to incorporate a 10' sidewalk (Profile #1). Existing street trees are currently installed in wells per City standards at the back of the walk and will need to be removed and new trees replanted.

Currently there are no sidewalks on Emma nor Davidson, therefore a 10' concrete sidewalk will be constructed along the property frontages. We are proposing a 5' wide direct connection to amenity spaces and an ADA-accessible route to the lobby of the hotel accessing the Emma sidewalk. This pathway will have landscaping along on both sides and provide for the safe and effective movement of pedestrians to and from the public right-of-way

2.2 Storefront Area: The storefront area is used to maximize the view along the intersection of Emma Avenue and Northwest Boulevard. This corner activates the street corner. The building façade along this corner incorporates numerous windows as well as an entrance canopy and signage adjacent.

3. Street Trees and Grand Scale Trees

Currently, there are seven trees planted along the property line facing Northwest Boulevard these tree will have to be removed to accommodate the new 10 foot wide sidewalk. None of these existing street trees along Northwest Boulevard are considered to be grand-scale trees. Any trees that are removed within the public right-of-way are planned to be replaced as required and will help aid in screening the parking lot from the pedestrian walkways and street. There are 2 large ponderosa pine trees in the Emma Avenue right-of-way that are located 5' behind the curb, and will need to be removed for the installation of the new sidewalk as required by the Commercial Guidelines. These 2 trees are approximately 30" diameter and would be considered Grand Scale trees. New street trees will be planted along both Emma Avenue and Davidson Avenue per the standards in the Guidelines.

4. Walkways

A five foot wide sidewalk of stamped concrete connects the west side of the building to the new sidewalk that will run along Emma Avenue. This walkway will run through a landscaped area and have vegetation on both sides.

5. Residential/Parking Lot Screening

Parking for the project is fully exposed surface parking within the property. The parking lot has two access points: one from Emma Avenue and another from Northwest Boulevard. We have discussed the approach locations with city staff during the project review process to ensure compliance with the city standards. A six foot landscape buffer from the side walk of Northwest Blvd. and Emma street allow for the planting of trees, shrubs, and landscape wall. The existing street trees with the required minimum caliper along Northwest Blvd. offer the required screening from adjacent streets, residential areas, and sidewalks. Per the parking stall requirements, the meeting room of the hotel will be about nine hundred and eighty square feet, keeping it below the thousand square feet that would require additional parking. The lobby bar and restaurant are reserved for guests of the hotel and with determination from early planning with the city, will not need additional parking. Along the east side of the property a residential zone is abutted where a ten foot landscape buffer has been created. The residential buffer is landscaped with pine trees spaced no more than twenty-five apart to buffer views and discourage trespassing.

Required Parking Ratio (Residential & Hotels):

- Min 1 stall per unit, plus as required for accessory uses.

Provided Parking Stalls:

- 105 Guestrooms
- 107 Stalls
- Ratio = 1.02 stall per Unit

6. Parking Lot Landscaping

All parking spaces are within a 60' maximum distance from landscaping with the majority of these stalls being directly adjacent to developed site landscaping. The landscaping materials chosen are a mix of deciduous and evergreen trees, shrubs, and ground cover later defined in detail in the attached landscaping plans and diagrams. We've met the parking lot landscaping guidelines by providing a quantity of trees per parking stall by distributing trees throughout the parking lot. Along Northwest Boulevard an six-foot landscape buffer is provided. This buffer will be well landscaped with trees and plant life. Shown in the landscape plans are also shrubs and perennials that will be planted around the bases of the trees and throughout the parking area of the building.

Required landscape Percentage:

- Provided Parking Spaces: 107 Spaces
- Required Landscape percentage: 12% Gross Area

Provided Landscape Percentage:

- 11,656 sq. ft. + 12%
- 13,582 sq. ft. = 13.9%

7. Lighting

7.1 Site Lighting: As described as the preferable approach, the site lighting has been reduced to 18' light poles and distributed more frequently. There are two existing single-arm cobra-style streetlights along Northwest Boulevard, one on Emma and Northwest Boulevard, and the other at Davidson and Northwest Boulevard. These two decorative lights are consistent with the street lighting along the entirety of Northwest Boulevard. There is one existing single-arm cobra-style streetlight along Emma Avenue. This light will remain in place. There are no existing streetlights along Davidson that front the property. The project proponent will work with city staff and the utility provided to ensure adequate streetlight spacing is maintained, and the appropriate streetlights are installed.

7.2 Building Lighting: Most of the exterior building lighting will be recessed lights in the roof canopies at the ground floor level to provide light to pedestrians, at the guestroom balcony roofs to provide light to the guests, and at the upper roof deck to highlight the building exterior. Wall sconces shielded by roof overhangs will be added on either side of the main entry doors to highlight the entry.

7.3 Lighting Design: All lighting has been designed to favor a downward direction, minimizing glare on adjacent buildings, and focusing light toward the site.

8. Screening of Service and Trash Areas

The trash area is located within the surface parking lot and will be accessed off Northwest Boulevard by a local garbage service. The trash area will be screened from view on all sides with a 6' tall sight obscuring block wall. The two sides and rear of the enclosure will match the exterior material. At the front of the enclosure will be an opaque decorative architectural gate. Adjacent to the trash is an outdoor storage area. This is to be fully enclosed and match exterior materials. This will be accessed by a manual door off the side. For a hotel of this size service deliveries will be made with vans that will park near the entry and deliveries will be brought through the main entrance.

9. Screening of Rooftop Equipment

The proposed building is designed with extended parapets to screen a majority of the rooftop equipment. The only rooftop mechanical equipment that extends above the main parapet is the Elevator Penthouse, which will be surrounded by a framed wall and finished in the same dark metal panels as part of the main building façade.

10. Entrance Visible from Street

The main building entrance is centered under the building signage and entrance canopy. This sits adjacent to the patio corner. This entrance provides an overhanging canopy as well as a recess in the main building wall. Both the canopy and the recess provide added weather protection for pedestrians and drop-off vehicles. These features, along with clear signage, help identify this visually prominent entrance.

11. Windows Facing Street

The public spaces that involve the most activity have been organized along the street-facing façade of Northwest Blvd and Emma Avenue to ensure the commercial activities inside are visible from the streets. Due to the site constraints with grading, this activity has been favored towards Northwest Blvd. Not only does this organization provide views of the Spokane River but allows public spaces to have access to daylight.

West Façade Facing Northwest Blvd:

- Required Vision Glass: 20%
- Provided Vision Glass: 40%

North Façade Facing Emma Ave:

- Required Vision Glass: 20%
- Provided Vision Glass: 21%

12. Treatment of Blank Walls

The street-facing walls of the building are mostly broken up by windows and doors, but there are additional architectural features that break up the impact of the walls, including:

1. A stone base along the building of a greater height than 36" that is required is provided. A Material change from the stone occurs to create interest and pull away from a dull wall façade.
2. Recesses in the façade at least 2'-0" in depth. The typical recess in the face is about 3'-0" deep and 16'-0" wide. The smaller recesses are just as deep but are only about 8'-0" wide.
3. Roof overhangs/canopies at the ground floor level and upper roof level that vary from 3'-0" to 5'-0" in depth.
4. The roof overhangs will be equipped with recessed cans to act as accent lighting on the wall.
5. A feature not on the list is, the use of differing windows sizes and corrugated steel siding to create interest along the west side where the stairwell is located.

Additional features at the pedestrian level include contrasting wall material and vegetated planter boxes.

We are happy to answer any questions you may have during your review. Thank you in advance for your time and careful consideration.

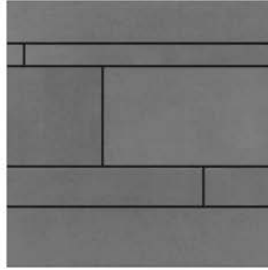
PROPOSED MATERIALS:



EXTERIOR MATERIALS:



BUILDING STONE: NATURAL STONE -
PLATINUM LEDGESTONE, FOND DU LAC



FIBER CEMENT PANEL: TECTIVA TE20,
EQUITONE FIBRE



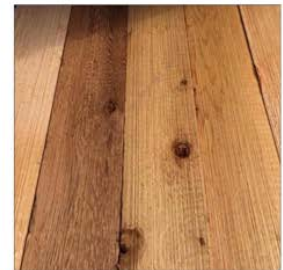
CONCRETE: BOARD FORM



WOOD SIDING: NORWOOD MINI - TEAK,
MAC METAL

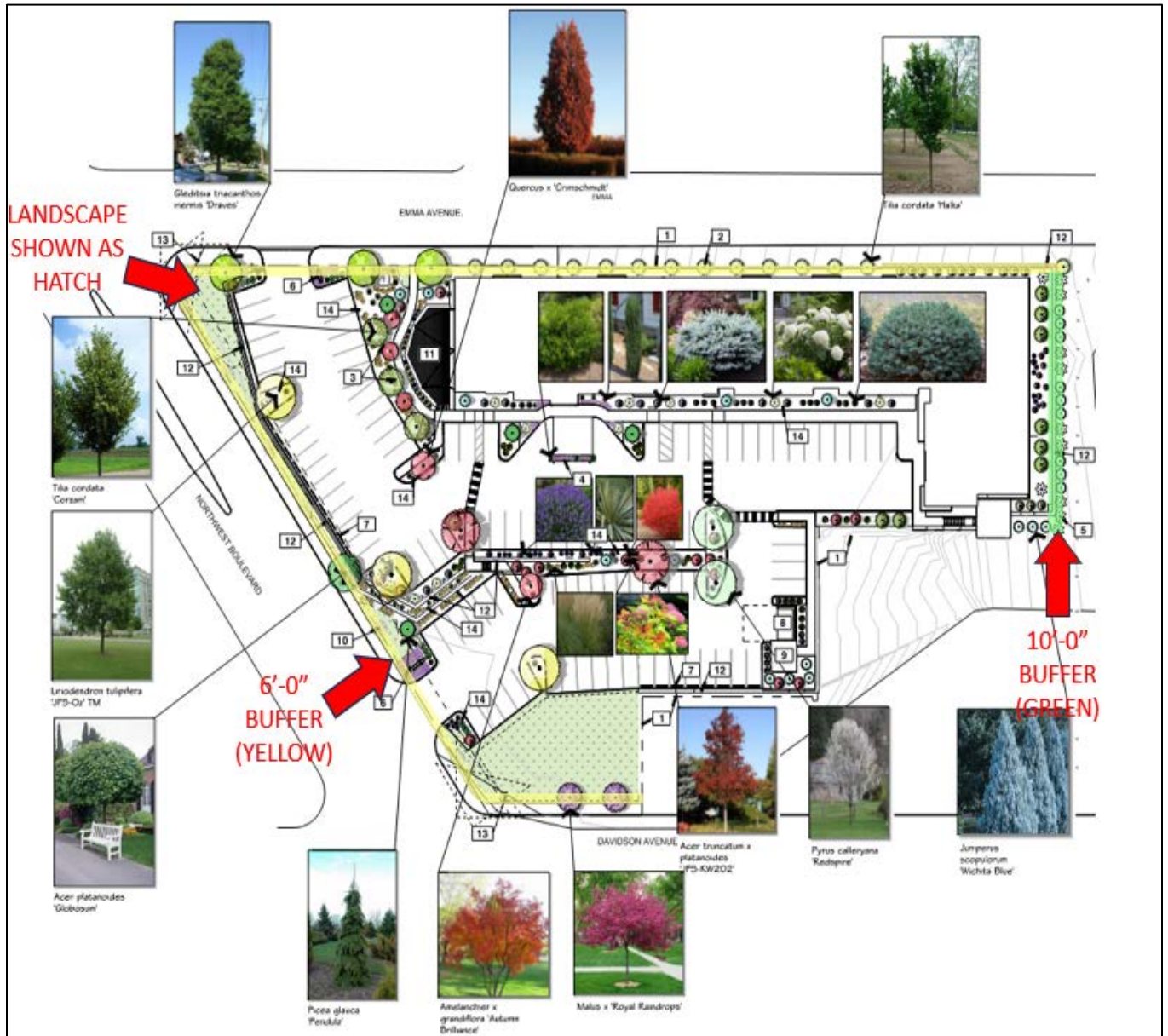


CORRUGATED METAL: MS 380 -
ANTHRACITE, MAC METAL



ROUGH SAWN TIMBER: CEDAR

LANDSCAPE PLAN:



STREETS AND ENGINEERING COMMENTS:

Chris Bosley, City Engineer provided comments during the project review meeting held on October 5, 2023. An updated site plan was submitted and additional comments state that the City Engineer will coordinate with the development team to ensure code compliance on the following items:

- Sidewalks along Northwest Boulevard must be replaced and meet ADA requirements.
- Sidewalks are required along Emma and Davidson Avenue.
- Any existing driveway approaches not being used with the proposed development shall be Removed.

These will be addressed at the time of development.

STAFF EVALUATION OF FACTS

- The subject property is located at 1808 and 1820 Northwest Boulevard Located on the East Side of Northwest Boulevard, South of Emma Avenue and North Davidson Avenue Legally described as Lots 11 &12, Block 15, E Lacrosse Addition to CDA Kootenai county, State of Idaho According to the Plat Recorded in Book “B” of Plats, Page 119 Lying North & E of the Gibbs By-Pass Hwy. & Lot 13, Block 15 E Lacrosse Add to CDA, Kootenai Cty, State of ID.
- The property is subject to the C-17/C-17L Commercial Design Guidelines. M.C. Chapter 17.05, Article XI, and § 17.05.705, and review by the City’s DRC.
- The applicant has submitted all required materials for design review as provided by M.C. § 17.09.325(D) and (E).
- The applicant has completed a project review meeting on October 5, 2023 as required by M.C. § 17.09.325(B).
- The applicant has completed an initial meeting with staff on March 5, 2024 as required by M.C. § 17.325(D).
- The applicant is seeking design review approval from the DRC at an initial meeting on April 25, 2024.
- Sixty-five (65) public hearing notices were mailed to all property owners of record within three hundred feet (300’) of the subject property on April 8, 2024, which fulfills the legal requirement as provided by M.C. §17.09.315(A).
- The public hearing notice was published in the Coeur d’Alene Press on April 6, 2024, which fulfills the legal requirement for the Design Review as provided by M.C. M.C. § 17.09.315(A).
- The subject property was posted with the public hearing notice on April 18, 2024, which fulfills the proper legal requirement as provided by M.C. § 17.09.315(A).
- Public testimony was received by the DRC at a public hearing on April 25, 2024.
- The subject property is 97,138 S.F as shown by the applicant and verified by GIS.

- The existing zoning is Commercial (C-17) Zoning District as shown by the City's zoning map.
- The subject property is 97,138 square feet and the building square footage would be 93,492 square feet.
- The proposed project would be 4 stories and +/- 55'4" tall, at the highest point. The Commercial zoning district does not have a height limit pursuant to M.C. § 17.05.530. (BUILDING HEIGHT)
- M.C. §17.44.070: requires 1.0 space for each room or unit; plus as required for accessory uses, such as restaurants, meeting halls, etc. in the Commercial zoning district. Parking for the hotel has been met with a surface parking lot in front and on the side of the hotel. There are 105 proposed hotel rooms. The project provides a total of 107 parking spaces located in the surface parking area which exceeds the requirement by the off-street parking requirement by three (3) parking spaces in the Commercial zoning district. The restaurant/bar for hotel guests only, is accessory to the principal use and does not trigger parking. The meeting room is +/- 900 S.F. which is exempt from parking if it's under 1,000 S.F. (PARKING COUNT & LOCATION)
- One curb cut exists on Davidson Avenue which is proposed to be removed altogether, and one curb cut on Northwest Boulevard is to be relocated southerly to provide access to the parking lot and front door of the hotel. Another existing curb cut on Emma Avenue is to be retained and used in its current location. This new curb cut on Northwest Boulevard will require the removal of one street tree, which will be replaced upon removal of the existing approach. The sidewalk pattern and material will carry across the driveway to ensure a smoother, more organized traffic movement that ultimately causes less disruption with pedestrian movement (WIDTH AND SPACING OF CURB CUTS)
- The existing 8' concrete sidewalk on Northwest will be removed to incorporate a 10' sidewalk (Profile #1). Existing street trees are currently installed in wells per City standards at the back of the walk and will need to be removed and new trees replanted. Currently there are no sidewalks on Emma nor Davidson; therefore, a 10' concrete sidewalk will be constructed along the property frontages. The applicant is proposing a 5' wide direct connection to amenity spaces and an ADA-accessible route to the lobby of the hotel accessing the Emma sidewalk. This pathway will have landscaping along on both sides and provide for the safe and effective movement of pedestrians to and from the public right-of-way. (SIDEWALKS ALONG STREET FRONTAGES)
- Currently, there are seven trees planted along the property line facing Northwest Boulevard. These trees will have to be removed to accommodate the new 10-foot-wide sidewalk. None of these existing street trees along Northwest Boulevard are considered to be grand-scale trees. Any trees that are removed within the public right-of-way are planned to be replaced as required and will help aid in screening the parking lot from the pedestrian walkways and street. New street trees will be planted along both Emma Avenue and Davidson Avenue per the standards in the Guidelines. (STREET TREES)

- There are two (2) large ponderosa pine trees in the Emma Avenue right-of-way that are located 5' behind the curb, and will need to be removed for the installation of the new sidewalk as required by the Commercial Guidelines. These two (2) trees are approximately 30" diameter and would be considered Grand Scale trees. (GRAND SCALE TREES)
- A five-foot-wide sidewalk of stamped concrete connects the west side of the building to the new sidewalk that will run along Emma Avenue. This walkway will run through a landscaped area and have vegetation on both sides. (WALKWAYS)
- Parking for the project is fully exposed surface parking within the property. The parking lot has two access points: one from Emma Avenue and another from Northwest Boulevard. The approach locations have been vetted by city staff during the project review process to ensure compliance with the city standards. A six-foot landscape buffer from the sidewalk of Northwest Blvd. and Emma Avenue allows for the planting of trees, shrubs, and landscape wall. The existing street trees with the required minimum caliper along Northwest Blvd. offer the required screening from adjacent streets, residential areas, and sidewalks. Along the east side of the property a residential zone is abutted where a ten-foot landscape buffer has been created. The residential buffer is landscaped with pine trees spaced no more than twenty-five apart to buffer views and discourage light trespass. (RESIDENTIAL/PARKING LOT SCREENING)
- All parking spaces are within a 60' maximum distance from landscaping with the majority of these stalls being directly adjacent to developed site landscaping. The landscaping materials chosen are a mix of deciduous and evergreen trees, shrubs, and ground cover later defined in detail in the attached landscaping plans and diagrams. The the parking lot landscaping guidelines have been met by providing a quantity of trees per parking stall by distributing trees throughout the parking lot. Along Northwest Boulevard an six-foot landscape buffer is provided. This buffer will be well landscaped with trees and plant life. Shown in the landscape plans are also shrubs and perennials that will be planted around the bases of the trees and throughout the parking area of the building. (PARKING LOT LANDSCAPING)
- **Site Lighting:** As described as the preferable approach, the site lighting has been reduced to 18' light poles and distributed more frequently. There are two existing single-arm cobra-style streetlights along Northwest Boulevard, one on Emma and Northwest Boulevard, and the other at Davidson and Northwest Boulevard. These two decorative lights are consistent with the street lighting along the entirety of Northwest Boulevard. There is one existing single-arm cobra-style streetlight along Emma Avenue. This light will remain in place. There are no existing streetlights along Davidson that front the property. The project proponent will work with city staff and the utility provided to ensure adequate streetlight spacing is maintained, and the appropriate streetlights are installed. (LIGHTING)
- **Building Lighting:** Most of the exterior building lighting will be recessed lights in the roof canopies at the ground floor level to provide light to pedestrians, at the guestroom balcony roofs to provide light to the guests, and at the upper roof deck to highlight the building exterior. Wall sconces shielded by roof overhangs will be added on either side of the main entry doors to highlight the entry. (LIGHTING)

- **Lighting Design:** All lighting has been designed to favor a downward direction, minimizing glare on adjacent buildings, and focusing light toward the site.

- The trash area is located within the surface parking lot and will be accessed off Northwest Boulevard by a local garbage service. The trash area will be screened from view on all sides with a 6' tall sight obscuring block wall. The two sides and rear of the enclosure will match the exterior material. At the front of the enclosure will be an opaque decorative architectural gate. Adjacent to the trash is an outdoor storage area. This is to be fully enclosed and match exterior materials. This will be accessed by a manual door off the side. For a hotel of this size service deliveries will be made with vans that will park near the entry and deliveries will be brought through the main entrance. (SCREENING OF SERVICE AND TRASH AREAS)

- The proposed building is designed with extended parapets to screen a majority of the rooftop equipment. The only rooftop mechanical equipment that extends above the main parapet is the Elevator Penthouse, which will be surrounded by a framed wall and finished in the same dark metal panels as part of the main building façade. (SCREENING OF ROOFTOP EQUIPMENT)

- The main building entrance is centered under the building signage and entrance canopy. This sits adjacent to the patio corner. This entrance provides an overhanging canopy as well as a recess in the main building wall. Both the canopy and the recess provide added weather protection for pedestrians and drop-off vehicles. These features, along with clear signage, help identify this visually prominent entrance. (ENTRANCE VISIBLE FROM STREET)

- The public spaces that involve the most activity have been organized along the street-facing façade of Northwest Blvd and Emma Avenue to ensure the commercial activities inside are visible from the streets. Due to the site constraints with grading, this activity has been favored towards Northwest Blvd. This design provides views of the Spokane River and allows public spaces to have access to daylight. (WINDOWS FACING STREET)

West Façade Facing Northwest Blvd:

- Required Vision Glass: 20%
- Provided Vision Glass: 40%

North Façade Facing Emma Ave:

- Required Vision Glass: 20%
- Provided Vision Glass: 21%

- The street-facing walls of the building are mostly broken up by windows and doors, but there are additional architectural features that break up the impact of the walls, including:

1. A stone base along the building of a greater height than 36" that is required is provided. A Material change from the stone occurs to create interest and pull away from a dull wall façade.
2. Recesses in the façade at least 2'-0" in depth. The typical recess in the face is about 3'-0" deep and 16'-0" wide. The smaller recesses are just as deep but are only about 8'-0" wide.
3. Roof overhangs/canopies at the ground floor level and upper roof level that vary from 3'-0" to 5'-0" in depth.
4. The roof overhangs will be equipped with recessed cans to act as accent lighting on the wall.
5. A feature not on the list is, the use of differing windows sizes and corrugated steel siding to create interest along the west side where the stairwell is located. (TREATMENT OF BLANK WALLS)

RECOMMENDED CONDITION OF APPROVAL

Planning:

1. The proposed design shall be substantially similar to those submitted with Item DR-3-24.

DESIGN REVIEW COMMISSION'S ROLE

The DRC may provide input on the proposed design and shall identify any changes to the proposed project which are needed in order for the project to comply with the required commercial design guidelines. The DRC must determine, based on the information before it, whether the proposed project meets the applicable Commercial Design Guidelines. The DRC should identify the specific elements that meet or do not meet the guidelines in its Record of Decision.

DECISION POINT

The DRC should grant the application in Item DR-3-24, a request by Cameron Hudspeth, project architect with Richardson Design Partnership, LLC on behalf of CDA Hotel II, LLC, for a four-story hotel, to include a restaurant/ bar for hotel guests, conference/meeting room, fitness area, swimming pool/spa and surface parking. The proposed hotel will have approximately 105 rooms and are providing 107 surface parking spaces on-site. The property is located at 1808 and 1820 Northwest Boulevard, and more specifically on the east side of Northwest Boulevard, south of Emma Avenue and north of Davidson Avenue, Coeur d'Alene, Idaho, be approved with or without conditions, or determine that the project would benefit from an additional DRC Meeting to review project changes in response to the first DRC Meeting or if it is deemed necessary based on all the circumstances.

Attachments:

Application & Applicant's Narrative

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APPLICANT'S APPLICATION

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DESIGN REVIEW APPLICATION

STAFF USE ONLY

Date Submitted: 3-1-24 Received by: TJC Fee paid: 1,006.00 Project # DR-3-24

REQUIRED SUBMITTALS

Application Fee: \$ 700.00

Publication Fee: \$300.00

Mailing Fee: \$6.00 per public hearing

A **COMPLETE APPLICATION** is required at time of application submittal, as determined and accepted by the Planning Department located at <http://cdaid.org/1105/departments/planning/application-forms>.

Completed application form

Application, Publication, and Mailing Fees

A report(s) by an Idaho licensed Title Company: Owner's list and three (3) sets of mailing labels with the owner's addresses prepared by a title company, using the last known name/address from the latest tax roll of the County records. This shall include the following:

1. *All property owners within 300ft of the external boundaries. * Non-owners list no longer required**
2. *All property owners with the property boundaries.*

A report(s) by an Idaho licensed Title Company: Title report(s) with correct ownership easements, and encumbrances prepared by a title insurance company and a copy of the tax map showing the 300ft mailing boundary around the subject property. The report(s) shall be a full Title Report and include the Listing Packet.

A written narrative: Description of proposal and/or property use.

A legal description: in MS Word compatible format, together with a meets and bounds map stamped by a licensed Surveyor.

Infill Design Guideline Worksheet: (Attached) Please fill out the appropriate Infill Worksheet for your project.

APPLICATION DOCUMENTS:

A. Purpose of Application Submittals: Purpose of Application Submittals: A development applicant shall participate in the design review process as required by this Article before substantive design decisions are fixed and difficult or expensive to alter. The City will work with the applicant in a collaborative fashion so that the goals of both the City and the applicant can be met to the greatest degree possible, and to address the concerns of neighbors and the community.

In order for this process to work effectively, the applicant must be willing to consider options for the project's basic form, orientation, massing, relationships to existing sites and structures, surrounding street and sidewalks, and appearance from a distance.

B. Materials to Be Submitted for Initial Meeting with Planning Staff: Not later than fifteen (15) days before the Initial Meeting with staff, the applicant must submit the supplemental and updated information required by this subsection to the Director. If all required items are not submitted two weeks prior to the scheduled meeting, the Director may postpone the Initial Meeting to a later date. Prior to the Initial Meeting with Planning staff, all Floor Area Ratio

(F.A.R.) development bonuses must be approved by the Community Planning Director, or his or her designee.

After the Initial Meeting, the Director shall schedule the Second Meeting with the Commission for a date not less than thirty (30) days after the Initial Meeting. In the Director's discretion, any meeting may be scheduled at an earlier or later date if it is in the best interests of the Commission, the applicant, or staff.

1. A complete application (including the applicable fee); and
2. A site map, showing property lines, rights of way, easements, topography, existing and proposed building footprints (if applicable), major landscaped areas, parking, access, sidewalks amenities and public areas; and
3. A context map, showing building footprints and uses of parcels within three hundred feet (300'); and
4. A written narrative including: A summary of the development plan including the areas for each use, number of floors, ~~etc.~~ total square footage and total acreage, and any information that will clarify the proposed project); and; a detailed description of how the project meets each applicable design guideline and design standards, including images/exhibits, and any design departures, and all revisions to the project made as a result of the initial meeting with staff. The narrative shall also include a description and photos detailing proximity to major roads, view corridors, and neighborhood context.
5. General parking information including the number of stalls, dimensions of the parking stalls, access point(s), circulation plan, any covered parking areas, bicycle parking (included enclosed bike storage areas), and whether the parking will be surface or structured parking; and
6. An ownership list prepared by a title insurance company, listing the owners of property within a three hundred foot (300') radius of the external boundaries of the subject property. The list shall include the last known name and address of such owners as shown on the latest adopted tax roll of the county; and
7. Photographs of nearby buildings that are visible from the site, from different vantage points with a key map; and
8. Views of the site, with a key map; and
9. A generalized massing, bulk and orientation study of the proposal; and
10. Elevations of the conceptual design for all sides of the proposal and an elevation along the block, showing massing of the proposal; and
11. An exhibit showing existing and proposed grade; and
12. Project inspiration images.

13. Sample of materials and colors, both physically and an electronic copy; and
14. A PowerPoint presentation that includes a detailed description of how the project meets each finding and any design departures, and addressing all of the items required in the narrative.

C. Materials to Be Submitted for First Meeting with Design Review Commission: Not later than the first working day of the month, the DRC Meeting, the applicant must submit the items required by this subsection to the Director. If all required items are not submitted in a timely manner, the Director may postpone the Meeting to a later date.

1. All items required for the first meeting with staff with any changes; and
2. A narrative demonstrating all revisions to the project made as a result of the meeting with staff, and referencing the project's compliance with the applicable design guidelines, including images/exhibits, and design departures.
3. A refined site plan with major landscaped areas, parking, access, circulation, sidewalks and public/private amenities; and
4. Refined elevations; and
5. Perspective sketches (but not finished renderings); and
6. A conceptual model is strongly suggested (this can be a computer model).

D. Materials To Be Submitted For The Optional Second Meeting With Design Review Commission: At the time of the First Meeting with the DRC, the Commission shall determine whether the review of the project would benefit from an additional DRC Meeting to review project changes in response to the first DRC Meeting or is necessary based on all the circumstances. If the Commission decides that a subsequent Meeting will be beneficial or necessary, the Director or his/her designee shall schedule such meeting in accordance is § 17.09.325(C). Not later than fifteen (15) days before the subsequent Meeting, the applicant must submit the items required by this subsection to the Director. If all required items are not submitted two weeks prior to the scheduled meeting, the Director may postpone the subsequent Meeting to a later date.

1. Refined site plan and elevations for all sides of the proposal; and
2. Large scale drawings of entry, street level facade, site amenities; and
3. Samples of materials and colors, electronic copy of materials and colors, and physical samples of the materials will need to be brought to the meeting; and
4. Finished perspective rendering(s) for all sides; and
5. Elevations; and

6. A narrative demonstrating all revisions to the project made as a result of the previous Meeting.

DEADLINE FOR SUBMITTALS:

A complete application and applicable fee for design review under this Article shall be made on a form prescribed by, and filed with, the Director. The completed application must be filed not later than the first working day of the month and the Initial Meeting with the Commission will be held on the fourth Thursday of ~~that~~ the following month, unless otherwise directed by the Commission or Director and duly noticed. The Director shall schedule the Initial Meeting before the Commission upon receipt of the completed application in accordance with this subsection.

All supplemental information to be added to the application file must be received by the Planning Department no later than five (5) working days prior to the meeting date for this item. *17.09.305 TITLE & PURPOSE.*

PUBLIC HEARING NOTICE SIGN TO BE POSTED ON SUBJECT PROPERTY:

The applicant is required to post a public hearing notice, provided by the Planning Department, on the property at a location specified by the Planning Department. This posting must be done one (1) week prior to the date of the Planning Commission meeting at which this item will be heard. An affidavit testifying where and when the notice was posted, by whom, and a picture of the notice posed on the property is also required and must be returned to the Planning Department.

APPLICATION INFORMATION

PROPERTY OWNER: CDA Hotel II, LLC		
MAILING ADDRESS: 1450 Twin Lakes Avenue, Suite 201		
CITY: Bozeman	STATE: MT	ZIP: 59718
PHONE: 406-595-4560	FAX:	EMAIL: plange@providencedevco.com
APPLICANT OR CONSULTANT: Richardson Design Partnership, LLC		STATUS: <input checked="" type="checkbox"/> Architect <input type="checkbox"/> ENGINEER <input type="checkbox"/> OTHER
MAILING ADDRESS: 510 South 600 East		
CITY: Salt Lake City	STATE: UT	ZIP: 84102
PHONE: (801) 355-6868	FAX:	EMAIL: aford@trdp.com

FILING CAPACITY

- Recorded property owner as to of 11/14/23
- Purchasing (under contract) as of _____
- The Lessee/Renter as of _____
- Authorized agent of any of the foregoing, duly authorized in writing. *(Written authorization must be attached)*

SITE INFORMATION:

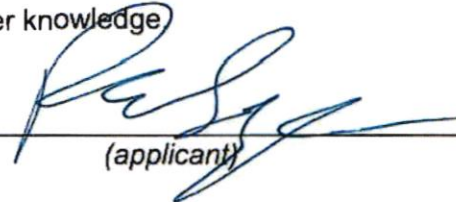
PROPERTY LOCATION OR ADDRESS OF PROPERTY: 3 tax parcels located at NW Blvd and Emma. 1808 & 1820 Northwest Boulevard
--

EXISTING ZONING (CHECK ALL THAT APPLY): R-1 <input type="checkbox"/> R-3 <input type="checkbox"/> R-5 <input type="checkbox"/> R-8 <input type="checkbox"/> R-12 <input type="checkbox"/> R-1 <input type="checkbox"/> MH-8 <input type="checkbox"/> NC <input type="checkbox"/> C-17 <input checked="" type="checkbox"/> C-17L <input type="checkbox"/> DC <input type="checkbox"/> LM <input type="checkbox"/> M <input type="checkbox"/> NW <input type="checkbox"/>		
TAX PARCEL # C2565015011A, C2565015012B, C2565015013C	TOTAL NUMBER OF LOTS: 3	ADJACENT ZONING: C-17
GROSS AREA/ACRES: 2.23 acres	CURRENT LAND USE: Coffee stand and vacant land	ADJACENT LAND USE: Vacant
DESCRIPTION OF PROJECT/REASON FOR REQUEST: Design Review request for 4 story 105 guest room hotel with guest lobby bar, dining, pool/ spa, fitness center, and meeting room space. The property is 2.23 acres with surface parking, landscaping, outdoor guest patio, trash enclosure/ maintenance storage structure and supporting retaining walls.		

CERTIFICATION OF APPLICANT:

I, Parker Lange, being duly sworn, attests that he/she is the applicant of this
 (Insert name of applicant)

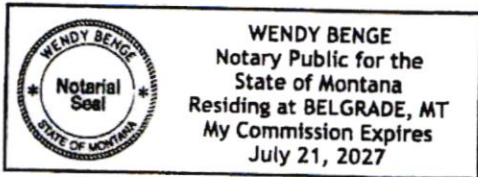
request and knows the contents thereof to be true to his/her knowledge

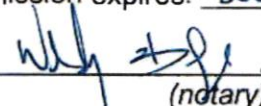
Signed: 
 (applicant)

Notary to complete this section for applicant:

Subscribed and sworn to me before this 28 day of FEBRUARY, 2024.

Notary Public for ~~Idaho~~ MONTANA Residing at: BELGRADE



My commission expires: JULY 21, 2027
 Signed: 
 (notary)

CERTIFICATION OF PROPERTY OWNER(S) OF RECORD:

I have read and consent to the filing of this application as the owner of record of the area being considered in this application.

Name: Parker Lange Telephone No.: 406-595-4560

Address: CDA Hotel II LLC 1450 Twin Lakes Ave, site 201, Bozeman MT 59718

Signed by Owner: 

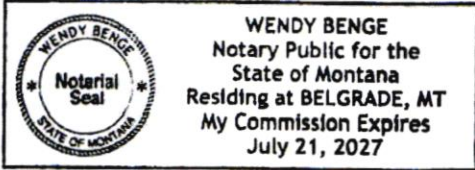
CITY OF COEUR D'ALENE

PLANNING DEPARTMENT

Notary to complete this section for all owners of record:

Subscribed and sworn to me before this 28 day of FEBRUARY, 2024.

Notary Public for MONTANA Residing at: BELGRADE



My commission expires: JULY 21, 2027

Signed: Wendy Bengé
(notary)

NOTE: If 3 level need "massing" (Base, middle, top)		
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DESIGN GUIDELINES WORKSHEET FOR: C-17

In order to approve the request, the Design Review Commission will need to consider any applicable design guidelines for the proposed project (Please fill out and submit with your application)

- *Curb Cuts*

- *Sidewalks Along Street Frontages*

- *Street Trees*

- *Grand Scale Trees.*

- *Walkways*

- *Residential/Parking Lot Screening*

- *Parking Lot Landscaping*

- *Lighting*

- *Screening of Service and Trash Areas*

- *Screening of Rooftop Equipment*

- *Entrance Visible from Street*

- *Windows Facing Street*

- *Treatment of Blank Walls*

* SEE ATTACHED NARRATIVE

THE FACE OF THIS DOCUMENT HAS A COLORED BACKGROUND ON WHITE PAPER AND ORIGINAL DOCUMENT SECURITY SCREEN ON BACK WITH PADLOCK SECURITY ICON.



Lake City Engineering, Inc.
126 E. Poplar Avenue
Coeur d'Alene, ID 83814
(208) 676-0230

First Interstate Bank
707 N. Post Street
Post Falls, ID 83854
(208) 457-9610
93-168/929

10506

3/1/2024

PAY TO THE ORDER OF City of Coeur d'Alene

\$ **1,006.00

One Thousand Six and 00/100***** DOLLARS

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

Andrea Bittman
AUTHORIZED SIGNATURE

Security features included. Details on back.

MEMO Residence Inn NW Blvd - Design Review fee

⑈0 10506⑈ ⑈092901683⑈ 107885519⑈

City Engineering, Inc. 10506

City of Coeur d'Alene
6255 Fees - Records/Permits LCE 23-054.1 Design Review Fee 3/1/2024 1,006.00

Checking - First Inters Residence Inn NW Blvd - Design Review fee 1,006.00

Residence Inn Marriott Hotel Coeur d'Alene Design Review: Narrative

April 8, 2024

City of Coeur d'Alene
Planning Department
710 E. Mullane Ave
Coeur d'Alene, ID 83814

RE: Design Review Application Narrative
Residence Inn Coeur d'Alene
1808 & 1820 NW Blvd
Coeur d'Alene, Idaho 83814

Ladies and Gentlemen:

On behalf of CDA Hotel II, LLC and Providence Development (Applicant, or "Providence"), we are submitting this written narrative as part of the Design Review application for the development of a new hotel on a vacant 2.23-acre parcel of land located at 1808 & 1820 NW Blvd.

The Richardson Design Partnership, LLC. (TRDP) has coordinated and substantially prepared this Design Review Application package to demonstrate compliance with the City of Coeur d'Alene (City) design guidelines and standards. TRDP also designed the hotel.

Project Description:

Providence has extensive experience developing best-in-class real estate projects that support and improve the communities in which they operate. The proposed project is a classic designed upscale hotel and bar with approximately 105 rooms that cater predominantly to extended-stay guests seeking a unique experience that the City of Coeur d'Alene offers.

The building is designed with neutral gray and warm wood tones that pull design inspiration from the local developments and its adjacency to Riverstone and the Spokane Rivier recreation areas. Lighting is provided to light sidewalks around the site, while also preserving the dark skies of the region. The western corner of the building hosts the hotel bar, which includes an outdoor patio to take advantage of the elevated views toward the Spokane River, available for guests only. The hotel also provides a meeting room, a large pool and spa, as well as a fitness center.

The proposed hotel location at the corner of Davidson Avenue and Northwest Boulevard is an ideal location for a hotel of this size and function of *Extended Stay*. Not only is the location well connected to the greater community of Coeur d'Alene by its proximity to US 95 and Northwest Boulevard which lead to Interstate 90 but the property is also within a short distance of the Blackwell Island Recreation area, Kootenai Health Medical Campus, and the many amenities and services offered in the Riverstone development.

CDA Hotel II, LLC and Providence, in conjunction with The Richardson Design Partnership, look forward to welcoming guests into a unique hotel that helps activate this small-scale commercial corridor.

Residence Inn Marriott Hotel Coeur d'Alene Design Review: Narrative

Project Overview of Proposed Development:

Parcel #'s:	C2565015013C	
	C2565015012B	
	C2565015011A	
Zoning Designation:	C-17	
Site Area:	97,138 S.F.	2.23 Acres
Total Building Area:	93,492 S.F.	
Building Footprint:	24,087 S.F.	25.8% Site Coverage
Building Height:	4 Stories	
Parking:	107 Stalls	
Guestrooms:	105 Guestrooms	

We have organized this narrative to generally coincide with the (C-17) Commercial Design Guidelines.

Thank you in advance for your time and careful consideration of this application.

C-17 Commercial Zone Guidelines:

1. Curb Cuts (Approaches)

One curb cut exists on Davidson Avenue which is proposed to be removed altogether, and one curb cut on Northwest Boulevard is to be relocated southerly to provide access to the parking lot and front door of the hotel. Another existing curb cut on Emma Avenue is to be retained and used in its current location. This new curb cut on Northwest Boulevard will require the removal of one street tree, which will be replaced upon removal of the existing approach. The sidewalk pattern and material will carry across the driveway to ensure a smoother, more organized traffic movement that ultimately causes less disruption with pedestrian movement. This project will not be sharing a driveway as it is not feasible.

2. Sidewalks Along Street Frontages and Walkways

2.1 Sidewalks and Walkways: The existing 8' concrete sidewalk on Northwest will be removed to incorporate a 10' sidewalk (Profile #1). Existing street trees are currently installed in wells per City standards at the back of the walk and will need to be removed and new trees replanted.

Currently there are no sidewalks on Emma nor Davidson, therefore a 10' concrete sidewalk will be constructed along the property frontages. We are proposing a 5' wide direct connection to amenity spaces and an ADA-accessible route to the lobby of the hotel accessing the Emma sidewalk. This pathway will have landscaping along on both sides and provide for the safe and effective movement of pedestrians to and from the public right-of-way

Residence Inn Marriott Hotel Coeur d'Alene Design Review: Narrative

2.2 Storefront Area: The storefront area is used to maximize the view along the intersection of Emma Avenue and Northwest Boulevard. This corner activates the street corner. The building façade along this corner incorporates numerous windows as well as an entrance canopy and signage adjacent.

3. Street Trees and Grand Scale Trees

Currently, there are seven trees planted along the property line facing Northwest Boulevard these tree will have to be removed to accommodate the new 10 foot wide sidewalk. None of these existing street trees along Northwest Boulevard are considered to be grand-scale trees. Any trees that are removed within the public right-of-way are planned to be replaced as required and will help aid in screening the parking lot from the pedestrian walkways and street. There are 2 large ponderosa pine trees in the Emma Avenue right-of-way that are located 5' behind the curb, and will need to be removed for the installation of the new sidewalk as required by the Commercial Guidelines. These 2 trees are approximately 30" diameter and would be considered Grand Scale trees. New street trees will be planted along both Emma Avenue and Davidson Avenue per the standards in the Guidelines.

4. Walkways

A five foot wide sidewalk of stamped concrete connects the west side of the building to the new sidewalk that will run along Emma Avenue. This walkway will run through a landscaped area and have vegetation on both sides.

5. Residential/Parking Lot Screening

Parking for the project is fully exposed surface parking within the property. The parking lot has two access points: one from Emma Avenue and another from Northwest Boulevard. We have discussed the approach locations with city staff during the project review process to ensure compliance with the city standards. A six foot landscape buffer from the side walk of Northwest Blvd. and Emma street allow for the planting of trees, shrubs, and landscape wall. The existing street trees with the required minimum caliper along Northwest Blvd. offer the required screening from adjacent streets, residential areas, and sidewalks. Per the parking stall requirements, the meeting room of the hotel will be about nine hundred and eighty square feet, keeping it below the thousand square feet that would require additional parking. The lobby bar and restaurant are reserved for guests of the hotel and with determination from early planning with the city, will not need additional parking. Along the east side of the property a residential zone is abutted where a ten foot landscape buffer has been created. The residential buffer is landscaped with pine trees spaced no more than twenty-five apart to buffer views and discourage trespassing.

Required Parking Ratio (Residential & Hotels):

- Min 1 stall per unit, plus as required for accessory uses.

Provided Parking Stalls:

- 105 Guestrooms
- 107 Stalls

Residence Inn Marriott Hotel Coeur d'Alene Design Review: Narrative

- Ratio = 1.02 stall per Unit

6. Parking Lot Landscaping

All parking spaces are within a 60' maximum distance from landscaping with the majority of these stalls being directly adjacent to developed site landscaping. The landscaping materials chosen are a mix of deciduous and evergreen trees, shrubs, and ground cover later defined in detail in the attached landscaping plans and diagrams. We've met the parking lot landscaping guidelines by providing a quantity of trees per parking stall by distributing trees throughout the parking lot. Along Northwest Boulevard an eight-foot landscape buffer is provided. This buffer will be well landscaped with trees and plant life. Shown in the landscape plans are also shrubs and perennials that will be planted around the bases of the trees and throughout the parking area of the building.

Required landscape Percentage:

- Provided Parking Spaces: 107 Spaces
- Required Landscape percentage: 12% Gross Area

Provided Landscape Percentage:

- 11,656 sq. ft. + 12%
- 13,582 sq. ft. = 13.9%

7. Lighting

6.1 Site Lighting: As described as the preferable approach, the site lighting has been reduced to 18' light poles and distributed more frequently. There are two existing single-arm cobra-style streetlights along Northwest Boulevard, one on Emma and Northwest Boulevard, and the other at Davidson and Northwest Boulevard. These two decorative lights are consistent with the street lighting along the entirety of Northwest Boulevard. There is one existing single-arm cobra-style streetlight along Emma Avenue. This light will remain in place. There are no existing streetlights along Davidson that front the property. The project proponent will work with city staff and the utility provided to ensure adequate streetlight spacing is maintained, and the appropriate streetlights are installed.

6.2 Building Lighting: Most of the exterior building lighting will be recessed lights in the roof canopies at the ground floor level to provide light to pedestrians, at the guestroom balcony roofs to provide light to the guests, and at the upper roof deck to highlight the building exterior. Wall sconces shielded by roof overhangs will be added on either side of the main entry doors to highlight the entry.

6.3 Lighting Design: All lighting has been designed to favor a downward direction, minimizing glare on adjacent buildings, and focusing light toward the site.

8. Screening of Service and Trash Areas

Residence Inn Marriott Hotel Coeur d'Alene Design Review: Narrative

The trash area is located within the surface parking lot and will be accessed off Northwest Boulevard by a local garbage service. The trash area will be screened from view on all sides with a 6' tall sight obscuring block wall. The two sides and rear of the enclosure will match the exterior material. At the front of the enclosure will be an opaque decorative architectural gate. Adjacent to the trash is an outdoor storage area. This is to be fully enclosed and match exterior materials. This will be accessed by a manual door off the side. For a hotel of this size service deliveries will be made with vans that will park near the entry and deliveries will be brought through the main entrance.

9. Screening of Rooftop Equipment

The proposed building is designed with extended parapets to screen a majority of the rooftop equipment. The only rooftop mechanical equipment that extends above the main parapet is the Elevator Penthouse, which will be surrounded by a framed wall and finished in the same dark metal panels as part of the main building façade.

10. Entrance Visible from Street

The main building entrance is centered under the building signage and entrance canopy. This sits adjacent to the patio corner. This entrance provides an overhanging canopy as well as a recess in the main building wall. Both the canopy and the recess provide added weather protection for pedestrians and drop-off vehicles. These features, along with clear signage, help identify this visually prominent entrance.

11. Windows Facing Street

The public spaces that involve the most activity have been organized along the street-facing façade of Northwest Blvd and Emma Avenue to ensure the commercial activities inside are visible from the streets. Due to the site constraints with grading, this activity has been favored towards Northwest Blvd. Not only does this organization provide views of the Spokane River but allows public spaces to have access to daylight.

West Façade Facing Northwest Blvd:

- Require Vision Glass: 20%
- Provided Vision Glass: 40%

North Façade Facing Emma Ave:

- Require Vision Glass: 20%
- Provided Vision Glass: 21%

12. Treatment of Blank Walls

The street-facing walls of the building are mostly broken up by windows and doors, but there are additional architectural features that break up the impact of the walls, including:

Residence Inn Marriott Hotel Coeur d'Alene Design Review: Narrative

1. A stone base along the building of a greater height than 36" that is required is provided. A Material change from the stone occurs to create interest and pull away from a dull wall façade.
2. Recesses in the façade at least 2'-0" in depth. The typical recess in the face is about 3'-0" deep and 16'-0" wide. The smaller recesses are just as deep but are only about 8'-0" wide.
3. Roof overhangs/canopies at the ground floor level and upper roof level that vary from 3'-0" to 5'-0" in depth.
4. The roof overhangs will be equipped with recessed cans to act as accent lighting on the wall.
5. A feature not on the list is, the use of differing windows sizes and corrugated steel siding to create interest along the west side where the stairwell is located.

Additional features at the pedestrian level include contrasting wall material and vegetated planter boxes.

We are happy to answer any questions you may have during your review. Thank you in advance for your time and careful consideration.

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PUBLIC COMMENTS



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From: Polak, Chad M
To: [CLARK, TRACI](#)
Subject: FW: NOTICE OF PUBLIC HEARING REGARDING DR-3-24 RESIDENCE INN HOTEL BY MARRIOTT DESIGN REVIEW COMMISSION
Date: Monday, April 8, 2024 10:31:25 AM
Attachments: [image001.png](#)
[public notice 4-25-24.pdf](#)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good Afternoon Traci,

Based on the location, there is no impact to the YPL pipeline or ROW and we do not have any questions/comments.

Sincerely,

Chad M. Polak
Agent, Real Estate Services
O: (+1) 303.376.4363 | M: (+1) 720.245.4683
3960 East 56th Avenue | Commerce City, CO 80022
Phillips 66

From: CLARK, TRACI <TCLARK@cdaid.org>
Sent: Monday, April 8, 2024 11:03 AM
To: CLARK, TRACI <TCLARK@cdaid.org>
Subject: [EXTERNAL]NOTICE OF PUBLIC HEARING REGARDING DR-3-24 RESIDENCE INN HOTEL BY MARRIOTT DESIGN REVIEW COMMISSION

This Message Is From an External Sender

[Report Suspicious](#)

This message came from outside your organization.

Greetings,

Attached is a copy of the public hearing notice for the next Design Review Commission Meeting on **Thursday April 25, 2024.**

If you have any comments, please let me know.

Traci Clark
Planning Department, City of Coeur d'Alene
Administrative Assistant

208.769-2240
tclark@cdaid.org

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