

Coeur Terre  
Annexation and Zoning Application  
Public Focus Group / Listening Session Notes with KCLC Response

Overview

On Wednesday, February 15<sup>th</sup>, 2023 Kootenai County Land Company hosted a public focus group and listening session to receive community feedback regarding their annexation and zoning application with the City of Coeur d'Alene for the Coeur Terre property. The meeting was held at the Coeur d'Alene Library in the Community Room from 11am-1pm. Members of the community that participated in the application process and prior public involvement efforts were invited to attend, acting as community liaisons to represent their larger neighborhoods or interest groups. Approximately 17 people in total were identified as liaisons and invited to attend. Several additional members of the community arrived day of and were welcomed to join. Approximately 30 members of the community participated in the focus group. The project team was also in attendance.

The meeting was facilitated by The Langdon Group (TLG), a subsidiary of JUB Engineers, which specializes in public involvement, facilitation, and conflict resolution. Acting as a neutral third party, the TLG facilitator provided a general overview of meeting goals, explained how the feedback would be used, and provided several prompts to guide participants in the types of feedback sought. Participants were then asked to provide responses to the prompts, and/or general feedback as the facilitator recorded the discussion.

Meeting Goals:

- To provide opportunity for public feedback in response to the proposal.
- To make sure we have heard and understand all public perspectives and interests.
- We cannot promise all of your ideas will get incorporated, but we can promise to listen to all of them and seek to understand so that we can consider possible solutions.
- Provide clarification where able.

Outcome:

- Will work to review, consider, and incorporate your focus group feedback where able and reasonable.

Feedback Prompts:

- What did you think about the proposal?
- Do you have any new thoughts or interests since attending the hearing?
- What do you like about the proposal?
- Where do you see possible solutions, considering the property's limitations and direction from the City?

### Summary of Public Feedback

While perspectives varied within the group, three main themes emerged as common topics of interest: Zoning, Traffic and Circulation, and Adjacent Neighborhood Characteristics. Overall, participants were solution oriented and provided candid feedback. Ultimately, the participants agreed that the area had been planned for development for a long time and that they would like to see their perspectives and suggestions addressed in the proposed master plan where reasonable and able. The participants expressed an understanding that all parties share a mutual desire for the project to be well-done and to benefit the community.

**The following summarizes the comments heard from the participants in the meeting, including those which were recorded by the note taker and the facilitator. This list is not exhaustive to every comment made, but captures to the best of the note-takers ability, the main themes.**

### **Zoning / Density / Proximity**

1. Most participants agreed that their main concern is regarding density in proximity to their homes.
2. Several participants noted the correlation between traffic/circulation and density as a related issue.
3. Some participants would prefer to see the areas of the zoning requested changed to R5 (single family use) or R8 (mix of housing units), with a participant suggesting granting exceptions for higher density where needed.
4. It was suggested that a strip of single family homes on the east side of the project would be a reasonable buffer between existing homes and the proposed higher density units;\*
5. The majority of participants would like to see complementary zoning adjacent to their homes.
6. It was highlighted that phasing of the project should be flexible to take into consideration the ever-changing market, population, and environment.

### KCLC Response:

- *Bullets 1, 2, and 3: A&DA Section 1.4: The concerns regarding density as well as density related traffic were addressed through a maximum unit limit of 2800 units. This is approximately 56% the maximum number of units that could be allowed in the proposed zone districts.*
- *Bullets 1, 4, and 5: A&DA Section 1.5: The concern regarding adjacent density to existing neighborhoods was addressed by incorporating a two hundred foot wide buffer of R-3 zoning, limited to single family residential with a height limit of 32', adjacent to all existing residential neighborhoods on the east and south. This is reflected in the updated zoning exhibits. The R-3 zoning was proposed by Staff, some council members, and is supported by KCLC as a reasonable, yet fiscally responsible, solution for a transition area from existing neighborhoods. Bullet 3: An overall R-5 or R-8 zone district is not consistent with density and housing types required by the City's Comprehensive Plan.*
- *Bullet 6: A&DA Exhibit F: Exhibit F depicts a phasing plan with subphasing information. This provides a general idea of how the project may develop while reflecting realistic market and community needs. This need for flexibility was recognized by the group.*

## Traffic / Circulation/Maintenance

1. A common topic was the need to identify a collector road that would not impact, or would minimize impact to, the residents who live in the Big Sky, Indian Meadows, or North Shire neighborhoods.
2. Several participants identified that they would like to see new traffic studies done that:
  - a. Would include the trips per day that currently go east bound.
  - b. Would address the following roads, because they believe that those streets already see high volume traffic, and would be further impacted if the development were to occur:
    - i. Seltice
    - ii. Huetter
    - iii. Hanley
    - iv. Atlas
  - c. It was suggested that the city planning department should have a third-party complete a study at the earliest convenience.
3. Several participants identified that pedestrian safety needs to be addressed. Many of the streets in the Indian Meadows neighborhood do not have sidewalks and the residents are utilizing city streets for pedestrian and animal activity. This concerns the residents when they consider their neighborhood being connected to the new development and anticipated high traffic volume.
4. Some participants requested that the impact of construction traffic should also be taken into consideration.
5. Some participants expressed an understanding that a solution that individually suited them might not be conducive to other neighbors who live along different roads.
6. The following are ideas that were introduced by individual participants:
  - a. The Huetter Road expansion could be done on the east side of the road rather than on the west side.
  - b. I-90 and the rest stop area could be used a point of entry for a collector road.
  - c. Working with a third-party organization such as SSMTI (State Smart Transit Initiative) to identify transportation solutions.
  - d. Purchasing a section of the industrial loop and developing the area as an alternative traffic route.
7. Some participants noted frustrations with the current lack of road maintenance in their neighborhoods. They worried that winter plowing and pothole filling resources would be stretched even thinner if more streets were added.
8. Some participants desired that the location of the collector roads should be done in coordination with determining the location of the school sites to help avoid high traffic volumes during peak times. The school sites would potentially cause more traffic and create more difficulties when navigating the area during high peak times.

### KCLC Response:

- *Bullets 1, 3, and 5: A&DA Section 4.3: The concerns regarding collectors seem to be focused on avoiding east-west connections. The project has been designed with a centrally located*

north/south collector to funnel traffic from both the east and west sides of Coeur Terre north to Hanley Ave or west to Huetter Rd, with eastward travel being less likely given the nearer proximity of Hanley and Huetter, versus Atlas Rd (and any traffic calming measures implemented hereto). The project can be designed with or without access to the east. KCLC will defer to the City on required connectivity, traffic calming designs, and safety improvements; recognizing that connections to the east provide for public safety and emergency response and also will better meet future regional connectivity needs as identified by Kootenai Metropolitan Planning Organization (KMPO).

- *Bullet 2a: A&DA Section 4.2.3 The concerns regarding traffic studies are addressed by the requirement for new traffic studies to be completed with each major project phase. Additionally, traffic concurrency analysis will be completed with each subdivision application or every two years, whichever comes first until the buildout of the project.*
- *Bullets 2b and 2c: This information has been provided. KMPO presented a regional traffic study which incorporated the planned buildout of all developed and undeveloped rural areas, City limits, and Areas of City Impact in Kootenai County. These areas were modeled based on the projected densities out to 2045 as planned for in each city's and the County Comprehensive Plans. The KMPO study specifically addressed Seltice, Huetter, Hanley, Atlas, and regional traffic patterns (as requested by the neighborhoods). KMPO is the regional transportation planning organization as mandated by federal law. Bullet 4: A&DA Section 6.3 The concerns regarding construction traffic impacts are addressed by limiting construction vehicle access to W Hanley Ave and N Huetter Rd.*
- *Bullet 6a: Huetter Road is an Idaho Department of Transportation Project. The future alignment and timing of this project is yet to be determined and is outside of the control of KCLC. There are significantly more existing homes on the east side of Huetter Road that would have to be removed if the project were re-aligned.*
- *Bullet 6b: The existing rest area is planned to be relocated to facilitate the Huetter bypass. This rest area will be eliminated with that project and an interchange will be constructed in a location determined desirable by ITD.*
- *Bullet 7: As provided in testimony by the Streets Department, the tax revenue generated by the development will cover the cost of snow removal services. The streets within the development will be new and will not require maintenance for an extended period of time, possibly exceeding twenty years.*
- *Bullet 8: The current plan locates collectors relative to the planned school sites in those locations as determined desirable by the Coeur d'Alene School District. The CDA School District is keenly aware of drop off traffic and peak hour concerns and is committed to address this in the school design process.*

## **Environment**

1. A few participants expressed concern for water usage and aquifer protection. There was discussion about environmental assessments, water usage, and water impact studies.
2. A participant expressed concern about the lack of fencing surrounding their own property stating that the majority of properties along the proposed trail were already fenced, and worried how those who would use the trails would interact with their property. One solution

offered by the participants was to include more vegetation along the trail as a buffer; another solution was to fence the property.

3. One participant noted that another of the applicant's developments (The Trails) values scenery and natural environment in its marketing plan, and this new development should do the same.

#### KCLC Response:

- *Bullet 1: Water usage for this area and other areas within the City has been accounted for by the city water department in their long-range plans. The city water department specifically evaluated the Coeur Terre water demand using over 7,000 ERUs and has asked KCLC to donate property for a new municipal well site within the project. This new city well is projected to substantially exceed the demand of the Coeur Terre development with excess water increasing the capacity of the city's existing water system.*
- *Bullet 2: Aquifer protection*
  - *Quality: Stormwater run-off will be treated in stormwater facilities utilizing BMPs that have been approved by local and state regulatory agencies and adopted by the City.*
  - *Recharge: All of the stormwater run-off will be disposed of by means of subsurface infiltration. Stormwater run-off will not be collected and surface discharged into natural drainage ways or other bodies of water.*
  - *Drawdown: Drawdown of the aquifer is regulated by IDWR.*
- *Bullet 2: Fencing/privacy on north-south trail: This concern was brought up by one property owner, with others indicating that existing fencing is prevalent in the area. At the prior public meeting held by KCLC, some property owners indicated a desire for free access to the trail system. Phased development including trail installation is not likely to occur in these areas for some time, allowing for residents to address this as individually preferred. Private property owners maintain the right to fence their property.*
- *Bullet 3: KCLC's master plan calls for even more extensive parks and greenspaces than in existing developments. This is one of the benefits of a master planned development such as Coeur Terre. These plans are memorialized in the Annexation and Development Agreement.*

#### **Miscellaneous Topics**

1. Participants would like to see the City Planners involved in conversations.
  - a. Participants would like to understand the City's decision-making progress.
  - b. Participants would like to see the City Planning group have more conversations with the public and seek to understand public needs better.
  - c. Participants want to know how the City plans to have long term funding to provide maintenance for the roads of high concern.
2. One participant noted that wildlife currently passes through the North Shire neighborhood, and would like to make sure they are not impacted by fencing.
3. The participants would like to see more updates on the process, perhaps on the project's website.
4. The participants would like to see a Master Plan that is up to date with the finalized annexation and development agreement.
5. Some participants identified the following solutions to miscellaneous topics:

- a. Converting the parks or green spaces into ponding basins during the winter months to help mitigate water and aquifer usage.
- b. Allocating homes to be rented or owned to locals of the area (perhaps as part of the 5% allocated for affordable units, or as an additional 5%).
- c. Participants were able to understand that there is a middle ground to be found where all parties involved can feel as if they were protected, considered, and respected. They are hopeful that they can find a solution that all can accept.
- d. Participants would like to see written/official note of the modifications that are agreed upon by the developers, suggesting they should be noted in the development agreement.
- e. Participants noted they would like to see more opportunities for public involvement. They appreciated and liked the format of this listening session.

KCLC response:

- *Bullet 1: This information will be shared with the City staff and Council; KCLC is unable to respond on the behalf of the City and defers to their response.*
- *Bullet 2: There are conflicting thoughts on fencing. KCLC will defer to the City on fencing requirements.*
- *Bullet 3: KCLC actively maintains their website with project information and updates. The website also allows for the public to contact KCLC to ask questions or provide comments. KCLC intends to continue these practices throughout buildout of the project.*
- *Bullet 4: The master plan is conceptual to aid in developing zoning as well as for water and sewer studies. The details of each phase will be developed at the time of subdivision applications consistent with the conditions of the Annexation and Development Agreement.*
- *Bullet 5a: Converting parks and open spaces to infiltration basins on a seasonal basis is not practical or necessary based on the proposed stormwater facilities. As described above, stormwater swales and ponds will be constructed throughout the project, allowing for dispersed infiltration patterns.*
- *Bullet 5b: A&DA Section 6.5 describes KCLC's commitment to worker housing. The targeted AMI addresses a variety of local workers. The deed restrictions (or equally effective method) provide for this housing to be available for the long term. The deed restrictions will be evaluated with the update to the Housing Availability and Affordability Study being completed by PAHA, CDAEDC and U of I.*
- *Bullet 5d: The updated Annexation and Development Agreement was provided prior to the February 21, 2023 City Council meeting. During that meeting, the Council voted to re-open public hearing testimony related to these modifications.*
- *Bullet 5e: The City of Couer d'Alene has an established process for public input. KCLC has followed this process and has voluntarily provided additional opportunities for public information and discussion. KCLC has also engaged in one on one coordination with all residents and members of the public who have reached out. There will also be additional opportunities for public input at the time of each preliminary plat application.*

**What Participants liked about the Proposal**

- Participants agreed that they liked that land is being dedicated to the school district.

- Promotion of the greenspaces was a great concept to many participants of the focus group.
- The trail surrounding the property is a good idea and would allow for residents of all neighborhoods to take walks, ride bikes, walk animals, etc.
- The participants expressed that they had no objections to the land being annexed or developed but would like to have more discussion on the zoning.
- *Note: KCLC appreciates the recognition of the extensive thought and planning that have gone into the project development to date.*

#### **Questions that the Focus Group Had: (With KCLC response)**

- What is the City's traffic mitigation plan? *KCLC defers to the City's to address this question.*
- Could the development agreement have more clear language on the zoning request? *The application includes a request for zoning, which is approved independent of the Annexation and Development Agreement. The Annexation and Development agreement provides for specific conditions for the duration of the development and does not change the zoning code.*
- Where will the first phase of the project build out start? *A phasing plan was provided as Exhibit F to the Annexation and Development Agreement.*
- What is the plan for the Atlas to Nez Perce intersections and transition? *This is an existing City intersection that KCLC will defer to the City as to how to address (if the City requires this connection).*
- What is the plan for potential emergencies on Huetter Road? *KCLC will defer to police and fire to address.*
- Will the water line be moved, as it is now it is in the middle of the planned site? *Yes, most likely; KCLC anticipates that portions will move east under the perimeter path.*
- At what point will impact studies like Environmental Assessment be triggered or required? *KCLC will follow all required City codes and processes throughout the development.*
- What will happen to the properties west of Huetter Road? *These properties will continue to be farmed until such time as a development proposal in either the City of Post Falls or the County is applied for.*
- When will improvements be done to Atlas Road, and who will be responsible? Will it fall on the developer? *It is KCLC's understanding that the City has applied for public funds for improvements to Atlas Road. More specific information can be obtained from the City. Coeur Terre does not currently contribute to any deficiencies on Atlas Road, but will pay impact fees for a variety of transportation projects, of which this could be one.*
- What will the estimated total population of the development be? *This is not yet known. The Annexation and Development Agreement limits the development to a maximum residential unit count of 2,800.*
- What is the total width of the area (trail and grass, etc.) between Coeur Terre and the abutting properties? *A&DA Section 4.7.3 requires two north side 12 foot wide trails and DA Section 47.4 requires two east/west 10 wide trails. The total width of the common areas will vary (estimated minimum of 20 feet) and be determined at the time of subdivision application based on the design of the associated phase.*
- How are these comments and concerns going to be used? Will they be submitted to the City or released to the public? *See all of the above responses for how these have been incorporated. These will also be submitted to the City Council and at that time will be released to the public.*