Executive Summary

Highway 41 Corridor Master Plan

A Guide for Land Use and Transportation Improvements

Prepared for the City of Post Falls

August 2002

TCSP

Transportation and Community and System Preservation Pilot Program

Funded by the Federal Highway Administration

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Introduction

Population growth within Kootenai County has occurred during the past ten years at an approximate 54-percent rate and is projected to continue with approximately a 50 percent increase by the year 2020 with resulting increases in single (79 percent) and multi-family (81 percent) housing. The impacts of growth within the Rathdrum Prairie, and within the Highway 41 Corridor in particular, will impact land use and the resulting traffic generation and distribution. Traffic volumes are projected to nearly double within that time frame. Access management is a key component of the preservation of the highway function. The needs of the area to preserve and manage highway function and access, while enhancing current and future development potential have been addressed through a concerted effort with the agencies within the corridor and a public outreach program with affected stakeholders. Agencies of local and regional jurisdiction and property owners have a vested interest in the continued management of the corridor to sustain its functional integrity and maintain the community's quality of life. To further this interest, community values and visions, engineering alternatives, community acceptance, and fundable solutions were used to determine the blueprint for the Prairie corridor development.

Land use and transportation policies guide both private investment and public expenditures within the Highway 41 corridor. Comprehensive land use plans and zoning ordinances set a framework for how and where development will occur, and how development will be coordinated and interact with the transportation system. The plan will guide corridor development and provide a framework for policy direction for the jurisdictions along the corridor for future implementation and controls.

The Corridor Plan study area is the area bounded by Interstate 90 (I-90) on the south, Lancaster Road to the north, Greensferry Road to the west, and Meyer Road to the east. The area is generally one mile on either side of Highway 41. The corridor is approximately a 6-mile-long section connecting the Cities of Post Falls and Rathdrum, with agricultural uses still being practiced within the corridor. Both community's Areas of City Impact are within the study area, with unincorporated Kootenai County in the middle. Control of local roads is under Post Falls Highway District, the Cities of Post Falls and Rathdrum, and the Idaho Transportation Department.

The purpose of the Highway 41 Corridor Plan is to integrate land use and transportation plans which sustain community development; build an environmentally sound plan for preserving highway integrity and functions, while enhancing safe local access options; provide off corridor access alternatives which compliment local development; maintain commercial viability; coordinate jurisdictional and public interests; and provide direction for the adjoining jurisdictions in future management of the corridor. Goals of the study were developed at the onset and reviewed throughout the process. The goals included:

- Maximize coordination of jurisdictional interests;
- Provide safe corridor circulation alternatives that maximize highway preservation;
- Direct and coordinate development opportunities through access management and policy directions;
- Protect agricultural /open space areas along the corridor;
- Provide multi-modal facilities along the corridor;
- Provide land use and transportation alternatives that address community values;
- Reduce congestion on Highway 41 and intersecting roadways;
- Minimize impacts to farmland/operations and residential properties;
- Encourage mixed-use development along the corridor;
- Minimize costs to acquire future right-of-way (ROW) and build new road improvements;

- Maximize use of Transportation System Management strategies along the corridor to improve safety and capacity (traffic signal system coordination and access management improvements); and
- Protect and preserve natural resources.

Evolution of the plan was a cooperative effort in determining possible land use scenarios and supportive transportation infrastructure. Several efforts occurred over the years that resulted in agreements between the agencies and the Idaho Transportation Department (ITD) regarding Highway 41, which has lead to development occurring primarily at the north and south end of the corridor adjoining both Post Falls and Rathdrum. Limitation on large-scale development, due to limited wastewater treatment alternatives has slowed Prairie development. Farming activities on the Prairie have gradually declined in part due to limitation on field burning and land sales of prior agricultural lands. The evolution of the scope of the project was developed as jurisdictions, the Project Advisory Committee (corridor stakeholders consisting of property and business owners) and the public came to agreement on a preferred alternative.

The Plan provides a framework for regional goals, policies, regulations, and development concepts regarding transportation and highway improvements and sets in place optimal land use patterns used to achieve adopted goals and policies. The Plan expands upon and enhances the existing Memorandum of Understanding as either an overlay zone or aesthetic corridor to be unilaterally adopted and implemented by Post Falls, Kootenai County, Rathdrum, and ITD. Key components of the Plan are highway widening; access limitations; secondary access routes; optimal land use patterns along the corridor including mixed use development; pedestrian and bikeway systems; and, an aesthetic overlay zone with specific requirements for signage, landscaping, the retention and provision of open space, and setback standards. The major issues in creating a cohesive corridor plan that were used in Plan refinement include:

- Limiting access along the corridor
- Widening the highway to principal arterial design standards
- Enhancing east-west and north-south street connectivity
- Creating off corridor circulation roadways for local circulation
- Adopting comprehensive land use concepts
- Encouraging the preservation and creation of open space
- Buffering incompatible land uses
- Allowing for mixed land use development through performance zoning
- Providing for a pedestrian/bikeway system
- Establishing standards for aesthetics

Both the Project Team and the Project Advisory Committee identified land use alternatives. Several alternatives were discussed, with three alternatives selected based upon desired levels of development within the community. The alternatives were refined based on how they impact current development and properties with the preferred alternative being the ***Compact Mixed Use Plan***, along with a supporting Transportation and Implementation Plan. Further actions by the respective jurisdictions are necessary to fully implement the Plan and provide guidance for development.

Land Use Alternatives

Existing Comprehensive Plans and Zoning

Each of the jurisdictions within the corridor operates under their own adopted Comprehensive Plans and Zoning Ordinances. While development regulations within respective zoning codes are not consistent from one jurisdiction to another, Comprehensive Plans generally indicate similar development plans for residential, commercial, and agricultural lands. The Kootenai County Future Land Use Plan (March 1999) designates small pockets of land for commercial development at the intersections of Highway 41 with Hayden and Prairie Avenues. All agencies support and emphasize the need to protect the Rathdrum Prairie Aquifer as a sole source aquifer. Equally important on the Rathdrum Prairie is the concern for retention of open space. Open space designation can be used for passive (natural vegetation areas), active (golf courses), or agricultural uses. Open space can also be viewed as building setback areas and landscaping within a project. Quality of life issues have become central within planning efforts and will continue to drive future planning within the Rathdrum Prairie.

Development Trends

During recent years, pressure for commercial development along Highway 41 has increased, primarily between Mullan and Poleline Avenues. Very little commercial activity has occurred or will occur north of Prairie Avenue due to lack of public utilities, primarily public wastewater service to the unincorporated areas of the County. Recent residential development has occurred in both Post Falls and Rathdrum and within their respective Areas of City Impact, primarily to the west of Highway 41. Existing land use is generally concentrated along roadways with large tracts of undeveloped or farmed land within the center of the sections.

Highway 41 looking north to Mullan Avenue

Street Connectivity

Street connectivity is key to accommodating local traffic circulation, without relying primarily on Highway 41 as the primary access to properties within the study area. East-west arterial roads between Coeur d'Alene and Highway 41 are limited to Interstate 90, Prairie, Hayden, and Lancaster Avenues. Few secondary north-south connector roads exist in the area. Additional east-west and north-south routes are needed to alleviate congestion on Highway 41 and provide route options to other areas of the Prairie. Current street naming conventions have roadways along the same general alignment with differing road names. Efforts are underway to provide consistency in names.

Access Management/Development Review

Access management is a critical element of an efficient transportation system, and is supported by affected jurisdictions as a technique to promote continual traffic flow with minimal turning movements. Three separate transportation controls have been established, limiting access along the highway, including a "Memorandum of Understanding" and an Overlay Zone. The "Memorandum of Understanding" (MOU) between the City of Post Falls and ITD is the most concise and in-depth regulatory tool of the two controls. The MOU is a joint and collaborative agreement for access management of that portion of the Highway located between I-90 and Poleline Avenue. The MOU establishes a set of uniform standards for obtaining right of way, limiting access, and road design that is endorsed and adopted by the City of Post Falls and ITD. Recently, Rathdrum and ITD have also executed an MOU regarding Highway 41.

The second tool is Kootenai County's Highway 41 Overlay Zone (Article 18 of the Kootenai County Zoning Code). The Article significantly restricts access and provides setbacks for development along the Highway from Prairie to Lancaster Avenue.

The third control is ITD's State Highway Access Control Policy, adopted in August 2001. The Policy sets forth ITD's effort and intent to provide access control on State highways. The Policy sets limits on access and provides for access decisions to be determined by the State Traffic Engineer.

Infrastructure

Public wastewater treatment systems cannot be extended to unincorporated areas of the County as per local policy. This factor prohibits areas located within the corridor study area and outside the corporate boundaries of Post Falls and Rathdrum from being developed for commercial, industrial, and high-density residential purposes. Current public water supply is generally limited to the urban areas of Post Falls and Rathdrum. Areas within the County and portions of Post Falls are served by Ross Point Water District and Greenacres Irrigation District. Power and natural gas services are provided within the corridor. Stormwater management of impervious surfaces is currently through natural vegetative areas and is not controlled. Future use of stormwater management techniques, such as grass percolation (biofiltration) swales, should be included in all new developments.

Intergovernmental Coordination

Intergovernmental coordination occurs though various means including Kootenai County Area Transportation Team, Area of City Impact agreements, the Highway 41 Overlay Zone, the State Highway Access Control, and the Highway 41 Memorandum of Understanding. However, improvements in jurisdictional coordination are needed to address regional land use and transportation issues related to Highway 41. Providing the option of a pre-development meeting between a developer and all of the affected agencies would be beneficial for furthering intergovernmental coordination. These meetings would be scheduled at the time a proposal is submitted to an agency for review and provide a developer with access to police, fire, water, wastewater treatment, and public works staff, as well as ITD and the Department of Environmental Quality, or County staff, when appropriate. The meetings allow for information dissemination and participation by all attendees setting the stage for a clear understanding of development concerns and criteria. Further, continued maintenance of the regional Travel Demand model is needed to accurately reflect ongoing changes in development and traffic.

Selected Land Use Plans

Of the initial draft plans with varying levels of development and spatial arrangements, three land use plans were selected for further consideration within the corridor area. Land use categories were shown to be consistent throughout the corridor and were similar to existing land use category designations for the Cities of Post Falls, Rathdrum, and Kootenai County. The three land use plans are:

1. The ***Prairie Preservation Plan*** was generated as a continuation of existing development patterns. This Plan assumes almost a "Do Nothing" alternative, since little is changed from current development patterns. Most notably, an Aesthetic Corridor overlay is proposed that would apply standards within ¼ mile of Highway 41 for signage, landscaping, site design, and the provision of open space. Mid-corridor uses were shown as agricultural; however, given the future of grass burning on the Rathdrum Prairie and the interest of some property owners to sell their land, it may be unlikely that intensive agricultural uses will continue on the Prairie. A further restriction to more intensive development would be the lack of public water and wastewater treatment within the unincorporated areas of the County. The Plan does provide for a separation of land uses with a 50-foot open space buffer on either side of the railroad tracks and around designated mining or gravel pit uses.

2. The ***Compact Mixed Use Plan*** (Figure 1) allows for a mixed-use overlay of the entire corridor for the provision of mixed uses within all zones. Performance zoning, whereby uses could be mixed within a zone, such as commercial with residential uses, would be allowed for developments that provide clustered developed areas and open space. Increased densities would be allowed in those areas that were offset by these provisions. The Aesthetic Corridor overlay also applies within ¼ mile of Highway 41 and includes requirements for signage, landscaping, the retention and provision of open space, and setback requirements. Overall, the Mixed Use Plan provides for open space areas for the separation of land uses and for land application of wastewater treatment. Specific open space areas are designated adjacent to railroad crossings and concentrated commercial areas. The open space areas adjacent to the railroads are also set aside as clear view areas for the crossings. The buffer areas serve to separate land uses and could serve as future transportation corridors should the railroads abandon the tracks or realign. In this event, track ROW may be available for potential pedestrian and bicycle uses, with the open space areas at the railroad crossing/ Highway 41 intersections as trailhead locations. The Mixed Use Plan also allows for the continuation of agricultural uses.
3. The ***Commercial Corridor Plan*** allows for a more intense development of the corridor with notably more areas designated for commercial and Urban Residential development. Within the unincorporated areas of the plan, commercial areas are designated as Commercial Reserve until appropriate wastewater treatment is available. The Aesthetic Corridor overlay also applies within ¼ mile of Highway 41. The railroad buffer areas serve to separate land uses and could potentially be reserved for future transportation corridors, should the railroads abandon the tracks or realign services.

Land use categories and densities (Table 1) within the corridor were set to reflect general current development densities similar to each jurisdiction's zoning ordinances and reflect higher densities within urban residential development. The land use alternatives are composed of eight broad land use categories. These categories are not intended to represent specific land uses; rather, they represent a range of uses that will allow for flexibility in future development while maintaining the dominant land use characteristic.

Table 1

Average Land Use Densities

Land Use	Size
Suburban Residential	0.5 - 1.5 units/acre
Urban Residential (Low)	2 - 6 units/acre
Urban Residential (High)	7 -20 units/acre
Commercial / Retail	95 - employees/acre
Commercial / Office	132 - employees/acre
Commercial / Light Manufacturing	86 - employees/acre
Industrial / Mining	86 - employees/acre
Agricultural / Open Space	Varies- Seasonal use

The Compact Mixed Use Plan also encourages a mixture of uses within land use categories with appropriate separations and controls to provide a community of integrated uses (see Figure 2).

Highway 41 Corridor Plan

Figure 1

Land Use Scenarios
Compact Mixed Use Plan

Aesthetic Corridor Overlay- Standards apply within one-quarter mile on each side of Highway 41 for signage, landscaping, site design, and the provision of open space.

Open Space Areas -Designated adjacent to railroad crossings and commercial development to provide separation of land uses and areas for land application of wastewater treatment. Preservation of open space may also be used for agricultural or recreational purposes.

Mixed Use Overlay- Applies to the entire corridor for the provision of mixed uses within all zones. Performance Zoning allows for development bonuses (increased density) for clustered development and use of open space within uses and separation of land uses.

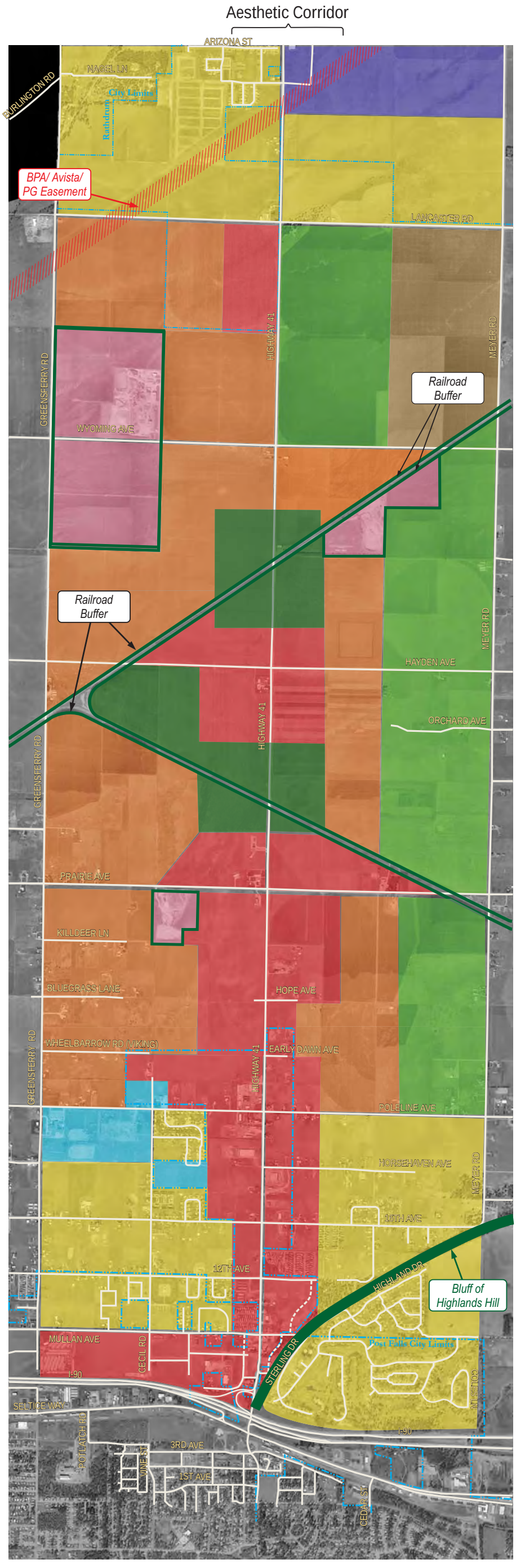
Overall densities of the Commercial Corridor and Compact Mixed Use Plans can be equivalent under Performance based Zoning; thereby, netting the same densities; however, the Mixed Use Plan provides for more open space.

Railroad Buffer- Provides separation of land uses and future reservation of right of way for transportation purposes.

Land Use Buffer- 50 feet of open space provided around Mining uses.

Land Use Summary

CLASSIFICATION	LAND USE (IN ACRES)	DENSITIES
SUBURBAN RESIDENTIAL	440	.5 - 1.5 - unit/acre
URBAN RESIDENTIAL (LOW)	1,560	2 - 6 - units/acre
URBAN RESIDENTIAL (HIGH)	265	7 -20 - units/acre
COMMERCIAL / RETAIL	765	95 - employees/acre
COMMERCIAL / OFFICE	425	132 - employees/acre
COMMERCIAL / LT MFG	335	86 - employees/acre
INDUSTRIAL / MINING	415	86 - employees/acre
AGRICULTURAL / OPEN SPACE	2,880	Varies- Seasonal use
TOTAL CORRIDOR	7,085	



LEGEND

LAND USE CLASSIFICATION

- SUBURBAN RESIDENTIAL
- URBAN RESIDENTIAL (LOW)
- URBAN RESIDENTIAL (HIGH)
- PUBLIC RESERVE
- INDUSTRIAL
- COMMERCIAL / LIGHT MANUFACTURING
- AGRICULTURAL / LAND APPLICATION
- OPEN / GREEN SPACE / LAND APPLICATION OF WASTE WATER
- MINING

NOT TO SCALE

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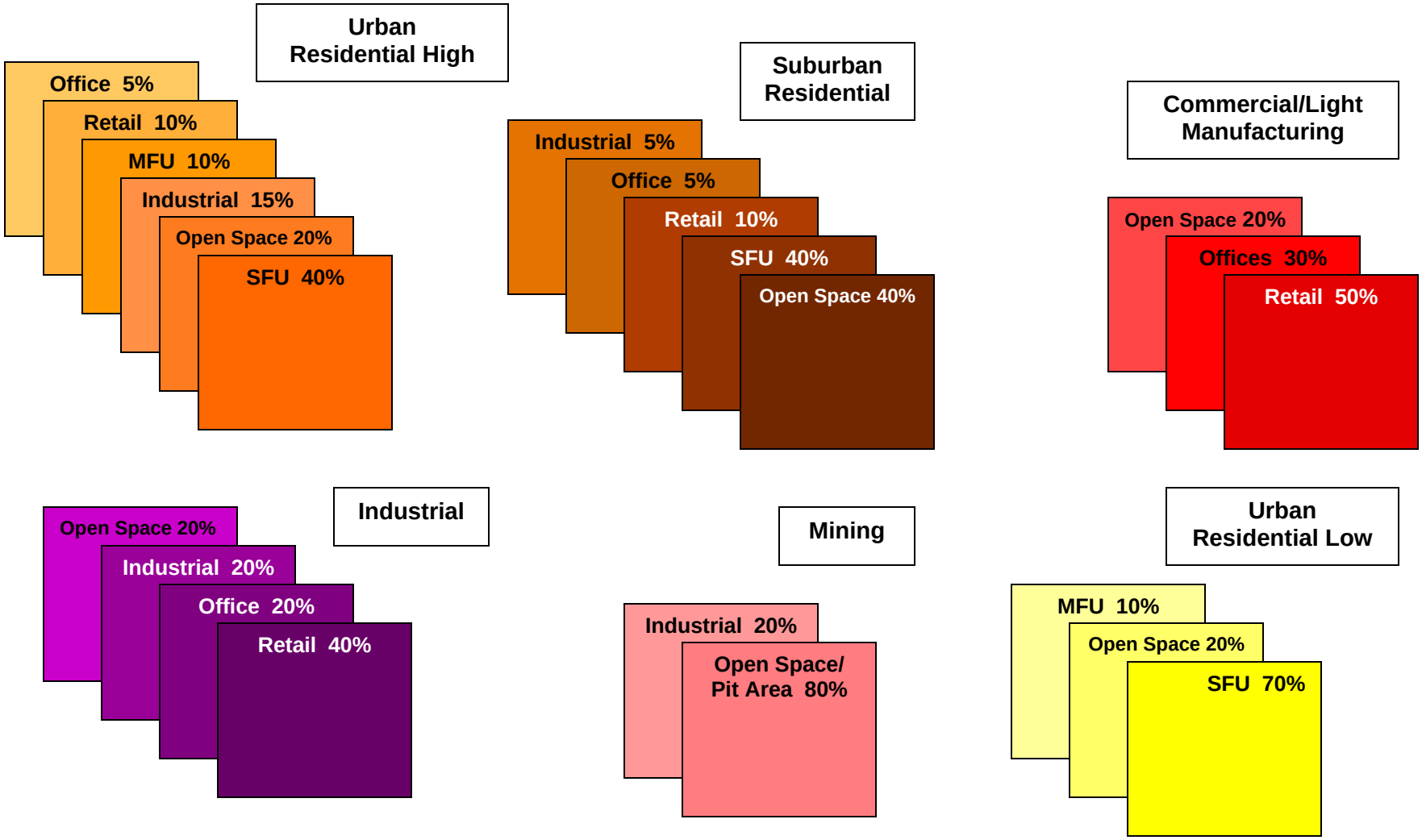
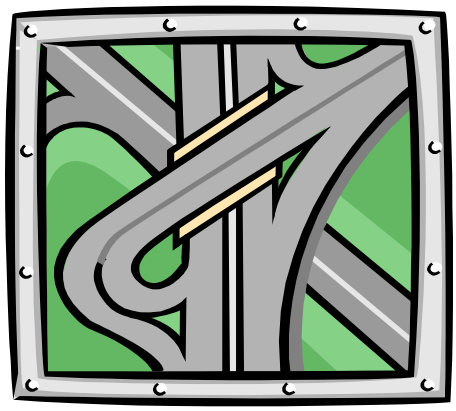
HIGHWAY 41 CORRIDOR PLAN

LAND USE CATEGORIES AND SUBCATEGORIES Figure 2



Transportation

Several transportation improvements and capacity strategies are proposed as a function of this plan for Highway 41 and primary study roadways and intersections. The improvements and strategies were developed in coordination with ITD, the Cities of Post Falls and Rathdrum, Kootenai County, and the Post Falls Highway District based upon forecast year 2020 traffic volumes associated with the implementation of the **Compact Mixed-Use Plan**, with resulting PM Peak Hour traffic volumes on Highway 41 of 1,550 existing trips, with 6,250 trips in 2020, and 22,050 for projected Plan build-out. U.S. Census data indicate that population for the City of Post Falls has increased by approximately 9 percent per year during the last ten years. Staff from the City, County, and State anticipates that land use growth within the Highway 41 corridor could progress at a similar rate, if utilities and the transportation infrastructure can be constructed to support development. The improvements and strategies recommended by the Plan are considered to be financially feasible with construction being implemented based upon a variety of public and private funding sources.



Capacity Improvements

State Highway 41 is currently a two- to four-lane roadway with generally 100-foot Right of Way (ROW) between Seltice Way and Poleline Avenue. North of Poleline Avenue, the highway reduces to two lanes with varying ROW to the City of Rathdrum. Left turn lanes are provided at both Prairie and Hayden Avenues. Proposed improvements include four lanes from Seltice Way to Rathdrum with a 130 to 200-foot ROW with 12-foot-wide lanes and a 16-foot median restriction that will only allow left turns at principal roadways and selected ½-mile access locations (at Hope and 16th Avenues). Left turns from Highway 41 would also be allowed at 12th and Horsehaven/20th Avenues, but not from the local cross streets. Right turns will be allowed at east/west access roads along the highway. Improvements would also include 10-foot swales for stormwater runoff and a 10-foot paved bicycle/pedestrian pathway on both sides of the roadway. Traffic signals are proposed at 16th, Hope, Wyoming, and Lancaster Avenues. The signals would allow for protected/exclusive left turns, which mean that designated left turn lanes would be provided or constructed on all intersection approaches. Designated right turn lanes would be provided at arterial intersections on both Highway 41 and the intersecting collector/arterial streets.

A network of secondary access roads is proposed with the plan to provide access to future development projects. "Backage" roads would be located approximately ¼ mile from the east and west of Highway 41 and run parallel to the highway. The quarter-mile roads would be designated as a Minor Collector road and would extend from 12th Avenue on both sides of the highway north to Rathdrum. The quarter-mile roads will serve as local access to properties fronting on Highway 41 and will provide access to intersecting arterials for access to Highway 41 for left turn movements. The half-mile road would serve as a Major Collector and run from Horsehaven/20th Avenue on the east side of the highway and from Mullan Avenue on the west side to Rathdrum. The east/west access roads will connect the "Backage" roads with Highway 41 and will be located approximately every ¼ mile between Poleline and Lancaster Avenues. Connectivity of the proposed roadways will be limited in the vicinity of the railroad tracks to limit uncontrolled crossings of the rail lines. Future realignment or abandonment of the rail would allow for the completion of the roadways for cross-Prairie access.

The "Backage" and access roads will be constructed with a minimum of two 12-foot travel lanes and a 12-16 feet center median, with an 80 to 100-foot ROW. The ROW will also support drainage swales, utilities, and a 10-foot pedestrian/bikeway path on both sides of the roadway. The pedestrian path should be located at a sufficient distance from the roadway so that future widening of the road will not effect perpendicular alignments.

Road Widening Projects

Widening improvements are also proposed for roadways (Table 2) that intersect with Highway 41 within the study area. Both approaches to Highway 41 on Lancaster (possible future 5-lane), Wyoming, Hope, Poleline (east-leg only), and 16th Avenues would be widened to three lanes from the Highway 41 intersection to the proposed north/ south ½-mile access road. Both approaches to Highway 41 on Hayden Avenue (from the intersection for ¼ mile), Prairie Avenue, Poleline Avenue (west leg only), and Mullan Avenue would be widened to five lanes. These roadways would allow for designated left turns at Highway 41 and the secondary access road intersections. All other east/west roadways are proposed to have only two lanes without designated left turn movements. Both Greensferry and Meyer Roads would be improved to three lanes. All road improvements would include ten feet swales for stormwater runoff and a ten foot paved bicycle/pedestrian pathway on both sides of the roadways. A 16-foot landscaped median strip would be provided on all north/south and east/west roadways for 300 feet from the intersecting major arterials.

It should be noted that construction of these roads will be primarily motivated and funded by development. Development will be responsible for frontage improvements that require the construction of adjacent "Backage"/access roads. If a "Backage"/access road or access connection to a major roadway is not provided at a desired site, then the development will have to be responsible for these improvements or select a location with adequate infrastructure, at which point they may be required to contribute to preexisting development agreements.

Table 2

Proposed Road Improvements

Roadway:	Designation:	Width in Feet:	Proposed Improvements:
Prairie Avenue	Arterial	68	5 Lanes
Poleline Avenue	Arterial	68 - 40	5 lanes at the intersection (5 lanes west, 3 lanes east)
Mullan Avenue	Arterial	68	5 lanes at the intersection
Lancaster Avenue	Minor Arterial	40	3 Lanes
Wyoming Avenue	Minor Arterial	40	3 Lanes
Hayden Avenue	Minor Arterial	68 - 40	5 lanes at the intersection, then 3 lanes west, 3 lanes east
Hope Avenue	Collector	40	3 Lanes
Greensferry Road	Arterial to Prairie, Collector- North of Prairie	40	3 Lanes
Meyer Road	Collector	40	3 Lanes
12th Avenue	Collector	40	2 Lanes
16th Avenue	Collector	40	3 Lanes
20th/Horsehaven	Local	40	2 Lanes
Early Dawn	Local	40	2 Lanes
Cecil Road	Collector/ Minor Arterial	40	2 Lanes

Private Drives

Private drives are proposed in those areas that do not have access to "Backage" roads. Some areas have been specifically identified for private drives, while other areas may emerge as development occurs.

Private drives are proposed on the east side of the highway to access 12th and Mullan Avenues. South of Mullan, a private drive, as a continuation of Neufeld Lane, will provide access to the highway and left turn capabilities via Mullan Avenue. A private drive is proposed as a continuation of Central Avenue to provide access to Mullan Avenue.

Pedestrian and Bicycle Improvements

Within the proposed transportation improvements, shared pedestrian/bicycle facilities are recommended for development with each new or reconstructed roadway. Currently, designated facilities are not provided on most roadways; however, are casually used as a portion of the shoulder or within an undeveloped area of the right of way.

Access Control Management

ITD has developed new access controls for the State highway system. The Highway 41 Corridor Master Plan is based upon these guidelines, but has been modified/revised to incorporate the recommendations of the Project Team, which includes representatives from ITD. Highway 41 will be a principal arterial with multiple travel lanes. This would allow a modified Type IV access conditions under ITD guidelines. Type IV-access control criteria dictates that intersections (with or without signals) will be allowed every ½ mile within urban areas and every 1-mile within rural areas. As such, signals are only allowed every ½ mile on Highway 41 from Mullan Avenue to Prairie Avenue (urban section), and every 1-mile from Prairie Avenue to Lancaster Avenue (rural section). The access modification includes the allowance of an unsignalized right in/right out only access intersections every ¼ mile on Highway 41 along the entire highway between Poleline Avenue and Lancaster Road.

Development Standards

No development of private property driveways will be allowed on Highway 41. Zoning Ordinances of the underlying jurisdiction govern the minimum setback for a development or private property driveway on an access or a "Backage" road. Setbacks for structures from Highway 41 are 150 feet from centerline, regardless of the underlying zone setback requirements. No property (which may consist of several contiguous lots or parcels) will have more than two driveway locations unless additional driveways are proven necessary on the basis of an engineering traffic study.

One developed access will be allowed from Highway 41 for agricultural use or as a secondary access for emergency services (not open for non-emergency uses). The access can be closed when the property is developed for residential or commercial use and can be closed at any time at the discretion of the agencies and ITD. All variance requests will be supported by an engineering traffic study. Projects generating more than 25 trips during the AM or PM peak hours will also be required to provide an analysis of traffic impacts for the "Backage"/access roads and the primary points of access to the development site from Highway 41 and/or the study roadways. The scope for all traffic studies will be coordinated with the lead agency (Cities, County, and/or Highway District) and ITD, and will be reviewed by the same agencies.

It should be noted that construction of these roads will be primarily motivated and funded by development. Development will be responsible for frontage improvements that require the construction of adjacent "Backage"/access roads. If a "Backage"/access road or access connection to a major roadway is not provided at a desired site, then the development will have to be responsible for these improvements or select a location with adequate infrastructure, at which point they may be required to contribute to preexisting development agreements. A summary of proposed intersection controls and access restrictions for the Highway 41 Corridor is summarized in Table 3 and can be reviewed in conjunction with Figure 3.

Table 3

Summary of Proposed Intersection Controls and Access Restrictions within the Highway 41Corridor

Intersection, Highway 41 @	Control	Restrictions
Seltice Way	Signal	Unrestricted movements
Westbound I-90 Ramp	Signal	Unrestricted movements
Mullan Avenue	Signal	Unrestricted movements
12th Avenue	East-west stop-control	Restricted east-west left turns
16th Avenue	Signal	Unrestricted movements
20th/Horsehaven Avenue	East-west stop-control	Restricted east-west left turns
Poleline Avenue	Signal	Unrestricted movements
Early Dawn	East-west stop-control	Allow right-in/right-out only
Hope Lane	East-west stop-control	Unrestricted movements
Killdeer Lane	East-west stop-control	Allow right-in/right-out only
Prairie Avenue	Signal	Unrestricted movements
East/West Access Road (¼ mile north of Prairie)	Eastbound stop control (WB limited by rail line proximity)	Allow right-in/right-out only
East/West Access Road (¼ mile south of Hayden)	East-west stop-control	Allow right-in/right-out only
Hayden Avenue	Signal	Unrestricted movements
East/West Access Road (¼ mile north of Hayden)	East-west stop-control	Allow right-in/right-out only
Wyoming Avenue	Signal	Unrestricted movements
East/West Access Road (¼ mile north of Wyoming)	East-west stop-control	Allow right-in/right-out only
East/West Access Road (½ mile north of Wyoming)	East-west stop-control	Allow right-in/right-out only
East/West Access Road (¼ mile south of Lancaster)	East-west stop-control	Allow right-in/right-out only
Lancaster Avenue	Signal	Unrestricted movements
East/West Access Road (¼ mile north of Lancaster)	East-west stop-control	Allow right-in/right-out only

Transportation and Implementation Plan

Aesthetic Corridor Overlay- Standards apply within one-quarter mile on each side of Highway 41 for signage, landscaping, site design, and the provision of open space.

East/West Access Roads (North of Poleline Avenue)- Minor Collector access to Highway 41 is provided at quarter mile increments. Access to the Highway is limited to right in/right out turning movements. Local road right of way is proposed at two 13' travel lanes, a 14' center turn lane, grass drainage swales, utility corridors, and pedestrian/bicycle path as a local access road with 40'-44' of developed roadway (minimum r/w width 80-100 feet).

North/South Access Roads (North of 12 th Avenue)- Access roads are provided at one quarter mile from the corridor as a Minor Collector and one half mile as a Major Collector roadway. Collector roadway is limited to left turning movements at intersecting roadways. Collector improvements include a landscaped median strip for 300' from intersecting arterials and pedestrian/bicycle pathway (total r/w width 80-100 feet).

Rail Crossing Zones- Access roads terminate at the rail crossings until rail use is abandoned. Rail right of way could be reserved for other transportation uses, such as Rails to Trails or future transportation options. Existing Rail Crossings on Greensferry and Meyer roads to remain until use is abandoned.

Secondary “Backage” Roads- Are intended to provide off corridor north/south circulation and access to properties fronting on Highway 41.

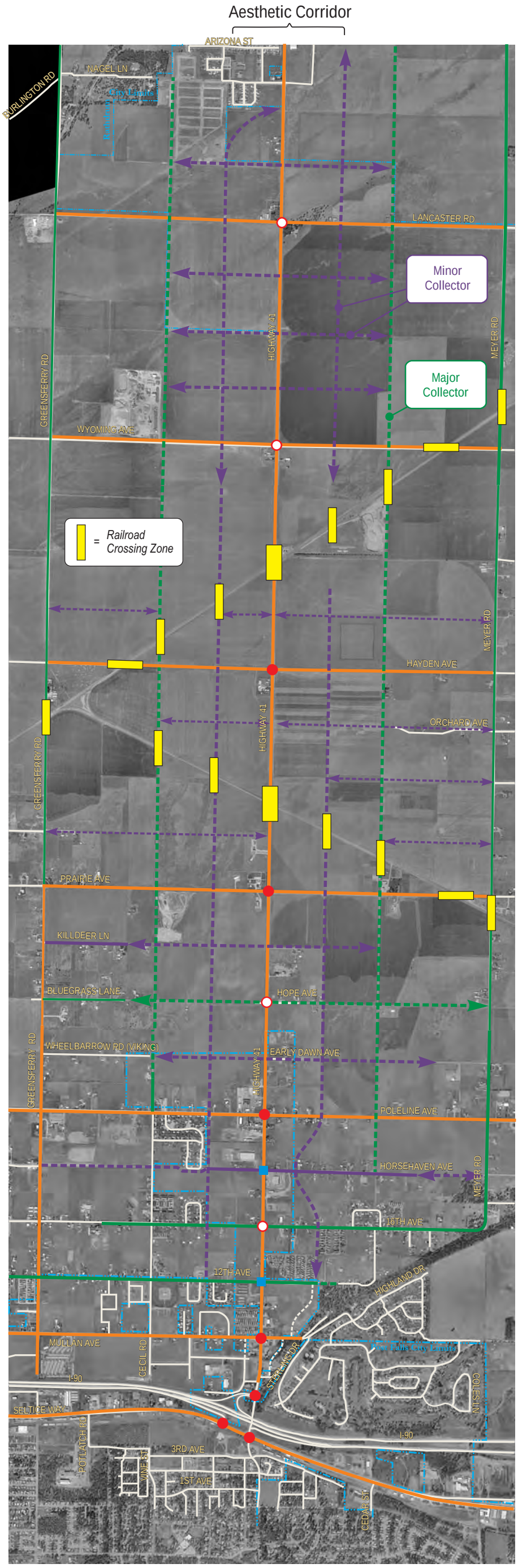
Private Drives- Are intended to provide access to properties in those areas not served by “Backage” roads.

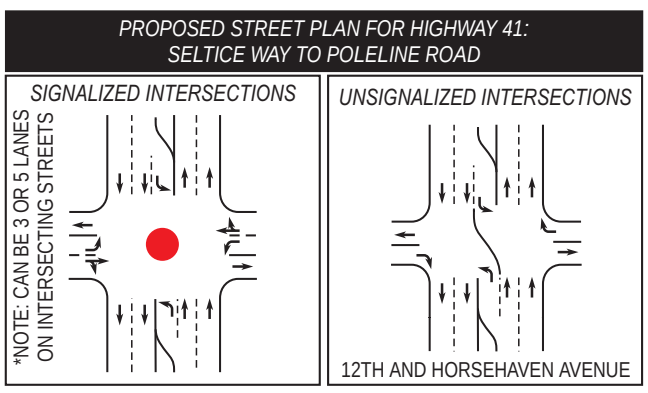
Future construction of roads should include continuous road naming for consistency in accordance with Kootenai County guidelines.

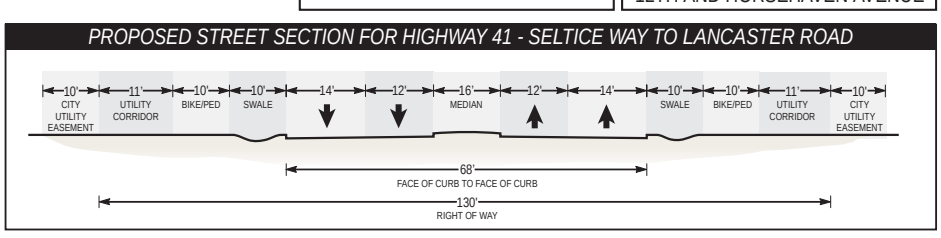
Highway Access and Control (South of Poleline Avenue)- in conformance with the adopted Memorandum of Understanding between the City of Post Falls and the Idaho Transportation Department (total right of way width 130 feet). North of Poleline Avenue is proposed as four travel lanes with left turning movements at major intersections only. Right of Way width north of Poleline is proposed at 150-200 feet with a possible future R/W reservation of 300'.

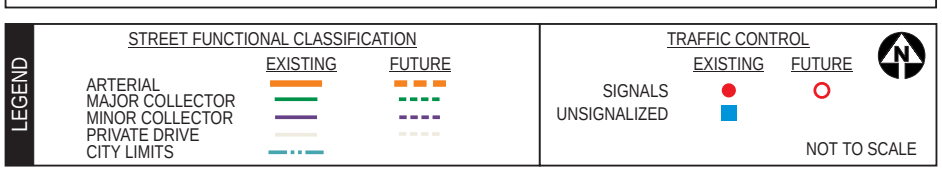
Major intersecting roadways- Are proposed as 3 lanes at the intersection with left turning movements (Lancaster- possible future 5-lanes, Wyoming, Hope, Poleline-east of Highway 41, and 16th Avenue) and 5 lane roadways at the intersection with left turning movements (Prairie, Hayden, Poleline-west of Highway 41 and Mullan Avenues). All other minor intersecting roadways are proposed as two lanes without left turning movements. Greensferry and Meyer Roads proposed at 3 lanes with left turning movements at intersecting roads.

Future Traffic Signals- Are intended to be placed as development and traffic warrants.









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Funding Plan for the Highway 41 Corridor Improvements

Cost Estimates

The Highway 41 Corridor Plan identifies *planning level* cost estimates for each of the improvements identified and examined. The planning level cost estimates were based on 2002 dollars and included preliminary costs of any necessary highway, connecting roadways, bicycle/pedestrian system improvements, and traffic control devices. The cost to improve Highway 41 in the study area is estimated at $23.5 million. Local roadway improvements in the study area are estimated to cost over $52 million, and the cost to extend and upgrade the planned arterial/collector street network in the study area is estimated at $69 million. Costs were defined separately for "local," (City/Highway District), "state" (ITD) and private (private development).

Recommended Funding Implementation

Table 4 summarizes the recommended funding implementation plan for the public transportation system within the Highway 41 corridor study area. In anticipation of continued growth in the study area, the plan estimates the timing of needed improvements along Highway 41 by splitting the cost of Highway 41 improvements into three separate projects: (1) I-90 to Poleline (within the next 10 years); (2) Poleline to Hayden (years 11-20; and (3) Hayden to Lancaster (beyond the 20-year planning horizon). It was further assumed that private development would need to participate in funding approximately ten percent of planned Highway 41 improvements, mainly in the form of intersection traffic control devices to accommodate local traffic demand.

The Highway 41 Plan includes a number of new or improved local roadways totaling over $52 million. These include a number of north-south and east-west roads at ¼- and ½-mile spacing, generally on a grid system. The recommended funding implementation plan assumes that private development will fund 100 percent of these local system transportation improvements as development occurs, not necessarily on a fixed schedule over the next 20 years and beyond.

The extension and/or widening of planned arterial and collector roads in the study area should be funded in a private/public partnership. This estimate assumes a 75/25 percent public/private partnership, respectively. The public share is assumed to be split between the Post Falls Highway District and the Cities of Post Falls and Rathdrum, generally in proportion by political boundary (Area of City Impact). As also shown in Table 4, ITD will need to provide almost $15 million for Highway 41 improvements over the next 20 years, $8 million in the first ten years of the plan and another $7 million over the later ten years of the plan. The Post Falls Highway District will need to provide about $9 million (about $450,000 annually) towards collector/arterial roadway improvements in the study area over the next twenty years. The Cities of Post Falls and Rathdrum will need to provide about $5 million (about $207,000 annually) and $1 million ($35,000 annually), respectively, over the next 20 years to help pay for needed improvements to the arterial/collector road network in the 75/25 scenario. Public funding may include grants or impact fees. The funding plan is heavily dependant on private development paying for new transportation system improvements, either paid by the developer or collected in impact fees.

Potential Sources of Local Funding

The study included a general examination of the current or recent budgets of the Post Falls Highway District and City of Post Falls. The major sources of consistent transportation revenue for the Post Falls Highway District are state/federal gas tax receipts (highway user fund) and the local roadway levy. The Highway District's annual expenditure for new capital roadway improvements is only about 17 percent of all expenses. The remaining budget is used for operations, maintenance, and personnel.

Table 4- Funding Implementation - Option

Project	Funding Responsibility		1-5	6-10	11-20	20+	Total Cost (millions)	Annual Revenue Requirement (20 yrs) (millions)
			Funding Implementation Years					
State Highway 41			**$4.5**	**$4.5**	**$7.5**	**$7.0**	**$23.5**	
			I-90 to Poleline		Poleline to Hayden	Hayden to Lancaster		
	State	90%	$4.1	$4.1	$6.8	$6.3	$21.2	$0.743
	Private	10%	$0.5	$0.5	$0.8	$0.7	$2.4	$0.083
Local Roadways							**$52.6**	
			N/S Access Roads - 1/4-mile spacing				$18.0	
			N/S Access Roads - 1/2-mile spacing				$15.2	
			E/W Access Roads - 1/4-mile spacing				$19.4	
	Private		*As development occurs.*				$52.6	
Arterial/Collector Streets			**$13.8**	**$13.8**	**$27.6**	**$13.8**	**$69.0**	
	Private	75.0%	$10.4	$10.4	$20.7	$10.4	$51.8	$2.070
	Post Falls Hwy Dist	16.3%	$2.2	$2.2	$4.5	$2.2	$11.2	$0.449
	City of Post Falls	7.5%	$1.0	$1.0	$2.1	$1.0	$5.2	$0.207
	City of Rathdrum	1.3%	$0.2	$0.2	$0.3	$0.2	$0.9	$0.035

Required Increase in Local Revenues:

	2002 Dollars (millions)		
	Total	Annual	20-Year Period
Post Falls Hwy Dist	$11.2	$0.449	$9.0
City of Post Falls	$5.2	$0.207	$4.1
City of Rathdrum	$0.9	$0.035	$0.7
Private	$106.7	As development occurs.	
State of Idaho	$21.2	$0.7	$14.9

The City of Post Falls levies a traffic development impact fee on new development. It is the only consistent transportation revenue program for the City. Much of the annual revenue raised by the City of Post Falls is spent on small transportation improvement projects within the City of Post Falls (i.e., new traffic signals and minor intersection improvements). Current development impact fees do not allocate funds to improvements on Highway 41.

In general, both the Post Falls Highway District and City of Post Falls have very limited capacity to pay for the new, needed capital roadway improvements within the Highway 41 corridor. There are a number of ways to pay for local transportation improvements. The most popular strategy is often to use "somebody else's money" in the form of grants from the Federal or State governments. In reality, it is "everyone's" money, because citizens pay the taxes that are used by Federal and State agencies, and each community has an expectation that some of that money will come "home" in the form of grants for public facilities. It is possible that Federal and/or State funding would pay part of the cost of local improvements. It is unlikely that such funding would pay for the whole cost, and there is a possibility that there would be no Federal or State funds for the local projects.
There are other local funding options that the Post Falls Highway District and City of Post Falls may consider to potentially fund the local share of Highway 41 corridor improvements, including local option

vehicle registration fees and new and/or increased traffic impact fees paid by new development. Further, inclusion of the transportation improvements in local Transportation Plans, and subsequent inclusion in long-range capital improvement programs will assist in seeking federal and state grant funds. A recent designation for a municipal planning organization for the area may provide other opportunities for funding and project coordination.

Local Option Vehicle Registration Fees

The State of Idaho authorizes local governments to enact local vehicle registration fees at the discretion of each county. Local option vehicle registration fees could be adopted at the Kootenai County level to pay for some or all of the local project costs that would be paid by local sources. There is a relationship between vehicle registration fees and the benefits of the arterial/collector roadway improvements. Many, but not all, of the Kootenai County vehicle operators that would pay a local option registration fee would use a portion of the Highway 41 study area arterial/collector roadway network, and thus benefit from that use of registration fees.

Traffic Development Impact Fees

Impact fees are one-time charges paid by new development to pay for part of the capital cost of providing public facilities that serve the new development and the people who occupy it. The Idaho State Legislature recently passed a new law requiring local jurisdictions to revise their current TDIF ordinances so that the funding methodology is based on a set list of capital improvements. Even without raising their fee structure, the City of Post Falls will need to revise their TDIF ordinance in accordance with the new state law. At such time the City may consider: (1) Including their portion of Highway 41 study area arterial/collector street capacity improvements to the TDIF methodology; and, (2) raising the TDIF fee commensurately to generate sufficient revenue to cover the cost of citywide, growth-related capital improvements, including the City's jurisdiction within the Highway 41 study area. That information would then be used to determine the portion of the cost of the citywide arterial/collector roadway improvements that would be recoverable from new development. The recoverable cost would be divided by the growth trips attributable to new development, and the result would be the impact fee cost per trip. Each new development's impact fee would be calculated by multiplying the cost per trip times the number of trips generated by the new development.

NOTE: Those capital improvements paid for by new development within the City of Post Fall's portion of the Highway 41 study area will be considered eligible for TDIF credits. The City's TDIF policies should be investigated and adjusted accordingly for fairness and equity.

Funding Conclusions

The Post Falls Highway District and the Cities of Post Falls and Rathdrum should coordinate the following strategy to raise revenues to pay for their share of the Highway 41 study area roadway improvements:

- **High Priority**: Coordinate with ITD to seek and obtain federal funds to pay for needed safety and capacity projects.
- **Low Priority**: (1) Consider revising the current Post Falls TDIF program for traffic to expand the project eligibility and fee amount to cover the local share of study area improvements; and (2) consider a Kootenai County-wide vehicle registration fee to fund study area improvements.
- Develop a Coordinated regional impact mitigation program.

Implementation

Introduction

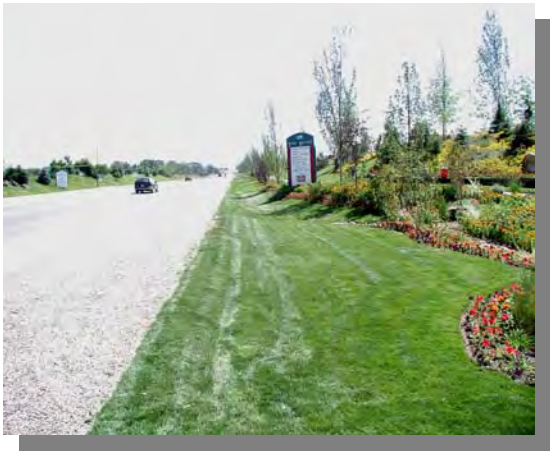
People and places are connected to one another by transportation systems. The safe movement of people, property, and products is closely related with the economy and established land use patterns of a region. Close coordination between land use and transportation planning must be maintained if an area is to develop in an orderly fashion. The Highway 41 Corridor Master Plan provides transportation and land use management goals and policies as tools for guiding and assuring continued growth and development within the corridor planning area, while maintaining minimal disruption and enhancement of traffic flow along the highway. If the goals and policies of the plan are to be realized during the 20-year planning period, the development of a meaningful implementation program is essential. Implementation of the Highway 41 Corridor Master Plan will require specific regulations and more detailed planning to shape the strategy of the plan into reality. Coordination and cooperation among the jurisdictions and agencies is critical for the successful implementation of the plan.

Selected Land Use Alternative

Three land use plan alternatives were analyzed with a preferred alternative selected to reflect community values and the desired future state of the corridor. These planning concepts range from a "do nothing" status quo approach to an optimal land use alternative. The recommended land use scenario was the ***Compact Mixed Use Plan,*** which represents a "medium" density of development for the corridor, while retaining agricultural and open space areas. Most notably the Plan encourages a mix of land uses within zones, while recognizing existing land uses when addressing transportation and land use issues within the corridor.

To address corridor circulation, a transportation plan was developed to serve land uses within the corridor, enhance traffic flow within and through the corridor, provide safety improvements, provide a uniform access management plan, and preserve the function of the highway. A key issue was the provision of an off-corridor circulation network for local trips that currently use and access Highway 41. Roadway improvements to meet these needs include controlled access, traffic signalization, road widening, and channelization.

The plan also designates the area within one-quarter mile of the highway as an aesthetic overlay for control of signage regulations, landscaping requirements, site design, setback standards, and the provision of open space. Adoption of the aesthetic corridor will assure uniformity within the corridor.



Aesthetic Corridor Application with Landscaping, Setbacks, and Signage Controls

Land Use/Economic Development

Proximity to major transportation corridors, such as Highway 41 enhances the Prairie's economic development potential. Employers are attracted to areas that are well served by highways. However, there is a heavy reliance of the state highway system to serve local needs and a need for transportation planning specific to the Rathdrum Prairie coordinated with local governments. This Plan is the cornerstone of that effort and adoption of the coordinated plan is the first step in regional coordination. Implementation of coordinated project review, prior to development, will serve to meet the interests of the Plan.

Zoning and Land Use Regulations

In general, the area Zoning Codes do not tie back to the respective Comprehensive Plans as much as they should. Standards for regulation of aesthetics and urban design are lacking but are very much needed. Adoption of the Plan and associated implementation controls will serve to guide Prairie development. The Plan encourages mixed uses within zones with appropriate buffering between land uses, clustering of development to maximize open space, and requires access management within the corridor.

Transportation Plan

Highway 41 is considered a major transportation corridor. The Plan recognizes access restrictions along Highway 41 as a tool to reduce congestion along the corridor. Unrestricted intersection movements are allowed only at major intersections at one-mile intervals or designated intersections. "Backage" roads or secondary access roads provide local circulation to properties fronting on Highway 41 and provide off corridor circulation. Direct access from parcels to the state highway is not anticipated.

Management of area development should include the use of shared parking areas with internal circulation for short trips within a shopping area. The use of Crossover easements is a managed access option that provides local circulation through joined or common parking lots. Existing businesses can adapt to this concept as development infills or congestion and traffic operations warrant. Further, placement of buildings along the corridor will be such that parking areas will not be "bordering" the roadways with large setbacks from pedestrian facilities. A *Human Scale* within the corridor that encourages alternative mode choices, provides excellent visibility from vehicular traffic, and is mixed with open space and landscaped areas will provide an alternative to current development patterns.

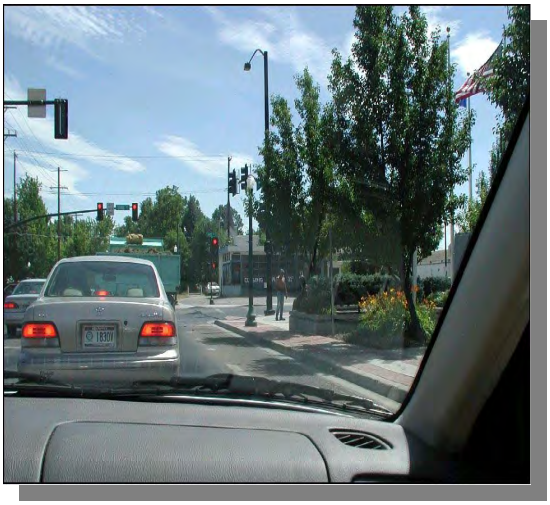
Capacity Improvements

Several capacity improvements and refinements are proposed as a function of this plan for Highway 41 and the primary intersecting roadways. The improvements/refinements were determined to be reasonable and may be implemented based upon a variety of public and private funding sources.

The improvements are the result of preliminary forecast analyses of future capacity restraints concerning local and regional needs. Not all of the proposed improvements would be the function of this plan, as there are projects that are likely to occur separately, or in conjunction with other planning/improvement efforts, such as those that will occur with US 95. A summary of improvements for the proposed Highway 41 corridor and adjacent roadways includes:

State Highway 41

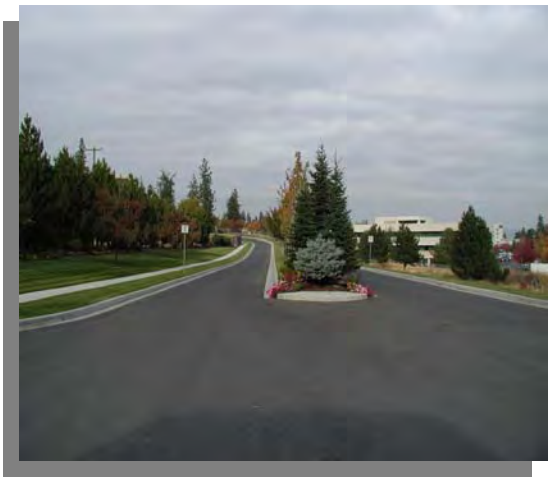
The Plan proposes to improve Highway 41 to four lanes from Seltice Way to Rathdrum with a 130 to 200-foot ROW. The newly constructed section would have 12-foot-wide lanes with a 16-foot median restriction that will only allow left turns at principal roadways and ½-mile access locations (at Hope and 16th Avenues). Left turns from Highway 41 would also be allowed at 12th and Horsehaven/20th Avenues. Right turns will be allowed at east/west access roads along the highway. Improvements would also include 10-foot swales for stormwater runoff and a 10-foot paved bicycle/pedestrian pathway on both sides of the roadway.



Corner Landscaping with Light Standards and Traffic Control

Traffic Signals

Traffic signals are currently located on Highway 41 at Seltice Way, the westbound I-90 ramp, Mullan, Poleline, Prairie, and Hayden Avenues. Traffic signals are proposed at 16th, Hope, Wyoming, and Lancaster Avenues. The signals would allow for protected or exclusive left turns, which mean that designated left turn lanes would be provided/constructed on all intersection approaches. Designated right turn lanes would be provided at arterial intersections. Provision of traffic signals will enhance left turn movements from intersecting streets.



Access Roads with Landscaped Median and Pedestrian Pathway

Road Widening Projects

Both approaches to Highway 41 on Lancaster, Wyoming, Hope, Poleline (east-leg only), and 16th Avenues would be widened to three lanes from the Highway 41 intersection to the proposed north/ south ½-mile access road. Both approaches to Highway 41 on Hayden Avenue (from the intersection for ¼ mile), Prairie Avenue, Poleline Avenue (west leg only), and Mullan Avenue would be widened to five lanes. These roadways would allow for designated left turns at Highway 41 and the secondary access road intersections. All other east/west roadways are proposed to have only two lanes without designated left turn movements. Both Greensferry and Meyer Roads would be improved to three lanes. All road improvements would include ten feet swales for stormwater runoff and a 10-foot paved bicycle/pedestrian pathway on both sides of the roadways. A 16-foot landscaped median strip would be provided on all north/south and east/west roadways for 300 feet from the intersecting major arterials.

Secondary "Backage"/Access Roads

A network of secondary access roads is proposed with the plan to provide access to future development projects. "Backage" roads would be located approximately ¼ mile from the east and west of Highway 41 and will run parallel to the highway. The quarter-mile roads would be designated as a Minor Collector road and would extend from 12th Avenue on the east side of the highway north to Rathdrum and on the west side of the highway from 12th Avenue within the City of Post Falls past Lancaster Avenue into the City of Rathdrum. The quarter-mile roads will serve as local access to properties fronting on Highway 41 and will provide access to intersecting arterials for access to Highway 41 for left turn movements. The half-mile road would serve as a Major Collector and run from Horsehaven/20th Avenue on the east side of the highway and from Mullan Avenue on the west side to Rathdrum. The east/west access roads will connect the "Backage" roads with Highway 41 and will be located approximately every ¼ mile between Poleline and Lancaster Avenues. Access to Highway 41 will be restricted. Connectivity of the proposed roadways will be limited in the vicinity of the railroad tracks to limit uncontrolled crossings of the rail lines. Future realignment or abandonment of the rail would allow for the completion of the roadways for cross-prairie access.

Private Drives

Private drives are proposed in those areas that do not have access to "Backage" roads. Some areas have been specifically identified for private drives, while other areas may emerge as development occurs. Private drives are proposed on the east side of the highway to access 12th and Mullan Avenues. South of Mullan, a private drive, as a continuation of Neufeld Lane, will provide access to the highway and left turn capabilities via Mullan Avenue. A private drive is proposed as a continuation of Central Avenue to provide access to Mullan Avenue.

Crossover Easements

Access control can also be accomplished through the shared use of common driveways and parking areas. Joined parking areas permit circulation between stores/uses without accessing public roadways. Shared rights are allowed through the use of reciprocal easements.

Community Design

Elements that threaten the aesthetic quality of the Prairie include scattered, large lot subdivisions, power line easements, sign clutter, loss of agricultural pursuits, and highway strip commercial development. There is a strong public desire to preserve the visual open space and slopes within the corridor study areas. Adoption and implementation of an Aesthetic Corridor Overlay can provide an overall umbrella for design standards, while still maintaining individual development style. The corridor also serves as an entryway to the Cities of Rathdrum, Post Falls, and to the Rathdrum Prairie. As such, use of controls within these areas serves to provide standards for other development.

Concept Definitions and Descriptions

Several planning concepts have been discussed within the Plan and are supportive of the noted transportation and land use goals and policies. A detailed description follows.

Neighborhood Centers

A Neighborhood Center is intended for concentrated mixed-use development in a suburban location. This sub-regional center will provide a mix of land uses that will bring jobs, shopping, and cultural activities closer to where people live. The type of uses includes retail sales, services, government and business offices, recreational facilities, higher-density residential development, and other uses to serve the needs of the surrounding population.

Commercial Land Use

The commercial category is intended to provide the opportunity for development of commercial uses directly related to major throughways, specifically community and regional shopping and retail uses. Residential use in commercial areas is not intended to be a high priority but may be considered compatible through the use of proper screening and performance standards. Consumer goods offered in strip development frequently differ from those found in shopping centers. Commercial areas feature high-intensity uses that produce high automobile traffic. Related congestion problems with this traffic may create air quality problems, especially along strip commercial development.

Commercial Corridor Setback with Landscaping, Lighting, and Low Level Signage

Most commercial development is on flat land with low building profiles. Paved parking, streets, and man-made structures will dominate the site with few natural features to be found. Well defined corridor setbacks, landscaping, screening, lighting, signage, and other architectural treatments will be necessary to provide aesthetically pleasing developments. Aesthetic architectural treatment of new development should be characterized by design, which eliminates or minimizes signage clutter, includes well maintained landscaping that screens exterior storage and parking areas, and includes sufficient setbacks. Such standards should foster improved land use compatibility with adjacent non-commercial uses, support existing uses, and attract new viable commercial development. Commercial areas require a full range of public services including sanitary

sewer, stormwater treatment, public water systems, and underground utilities such as telephone, electricity, and gas.

Urban Residential Land Use

Areas are intended to provide the opportunity for development of an environment, which includes a variety of land uses, residential densities, public services, and facilities. Urban residential areas are primarily a residential category of single-, two- (duplex), and multi-family development integrated with neighborhood commercial, public, and recreational uses. Agricultural uses will be considered secondary and will be very limited. Open spaces will most likely consist of parks and school grounds, but can include passive recreational open spaces and land application of wasterwater treatment. Low-to-moderate levels of noise will exist in urban areas due to the intensity of activities and the volume of traffic generated. Higher density residential uses (multi-family) will be located near arterial and collector streets. Multi-family structures may be a transitional use between commercial and single-family developments.

Residential Open Space

Suburban Residential Land Use

This category is intended to provide the opportunity for development of residential, agriculture, and open space in a "country-like" setting. The typical land use mix found in rural areas includes agriculture, grazing, large lot single-family residential development, and large unique or environmentally sensitive lands. The aesthetic setting of this land use category will be open space, large cultivated fields, pastures, and natural areas. Few public services will be provided in these areas and most homes will be served by private water systems (wells) and on-site sewage disposal systems (septic tanks and drain fields). Commercial, retail, and industrial development could be allowed with appropriate controls.

Suburban Mixed Use – Single Family Residential with Farming

Agricultural Land Uses

The agricultural land use category is intended to provide a means to protect land primarily for agricultural uses and to identify lands presently farmed or can potentially be farmed as a source of income. The predominant use of land within this category will be cultivation, grazing, animal husbandry, horticulture, and agriculturally related commercial activities. The aesthetic setting of agricultural areas is open space, large cultivated fields, pastures, and natural areas. Commercial and industrial uses may occur in agricultural areas when they are associated with agriculture. Homes will be served by private water systems (wells) and on-site sewage disposal systems (septic tanks and drain fields).

In-fill Development

In-fill development provides an economic tool for revitalizing underutilized areas of the community. In-fill development is the process of developing or redeveloping vacant or underutilized parcels of

land within existing developed areas that are already provided with public services and utilities. In-fill development helps to reduce the cost for extension of public service and utilities.

Aesthetic Corridor Setback with Landscaping, Lighting, and Low Level Signage

Aesthetic Corridor

An aesthetic corridor is intended to protect the visual appeal along Highway 41. The corridor would be an overlay zone with standards that would apply within one-quarter mile of Highway 41. Aesthetic corridors provide special design standards for visual appearance (including signage, landscaping, site design, and the provision of open space) along the major transportation route to help maintain and enhance a quality image of the Rathdrum Prairie and associated cities.

Open Space with Stormwater Management

Open Space

Open space area is intended to retain and provide for a system of natural areas, land application of wastewater treatment, and parks through pedestrian linkages. The open space may be used for outdoor recreation ranging from unobtrusive nature trails and bicycle paths to baseball fields, golf courses, or agricultural uses. Open space is designated adjacent to railroad crossings, around mining uses, and commercial development to provide separation of land uses and areas for land application of wastewater treatment. Open space should be included in residential and commercial developments and be incorporated into site design and maintenance.

Transportation/Traffic Development Impact Fees

Impact fees are charges imposed on new development by a local jurisdiction to assist in the funding of off-site public improvements/facilities and services made necessary by the development. There is flexibility to customize the fees, within limits, to meet local needs. The fees are generally levied based on LOS standards established by the Highway 41 Corridor Master Plan.

Implementation Strategies and Programs

The Highway 41 Corridor Plan cannot be achieved without establishing development regulations and construction guidelines. Zoning ordinances, overlay zones, increased density allowances, and development right/conservation incentives are just a few of the implementation strategies and programs for attaining the land use and transportation goals.

Special Overlay Zones

Special overlay zones or districts may be used to encourage pedestrian orientation, maintenance of the urban and rural character of Highway 41, and accommodate higher density in exchange for open space areas. The guidelines may be used as special conditions to permit approval in these districts, which can be reviewed by staff, a design review board, or the planning commission.

Bonus Programs

Higher density may be allowed as an incentive for developers to connect to sewer, provide open space tracts, etc. The guidelines can be applied to these bonus programs to ensure quality design and neighborhood vitality.

Urban Design Guidelines

Design guidelines can be established for the corridor, which regulate the design and quality of commercial development through implementation of specific signage, landscaping, building design and bulk, exterior site, and building lighting controls.

Transfer/Purchase of Development Rights

The transfer or purchase of development rights is a technique to preserve open space. These programs allow development rights to be either sold by one property owner to another or transfer from one property to another where development can be built at a higher density.

New Housing Concepts

New design ideas and housing solutions can be established for efficient utilization of land, the provision of utilities, and reduction of sprawl. Techniques may include clustered development, zero lot-line development, accessory units, infill housing, and small lot development. Applying design guidelines to these new housing types can help insure that they are compatible with their neighbors and maintain high design quality.

Clustered Housing Ordinances

Clustered housing opportunities are used as a way to provide greater flexibility and better site planning, primarily for residential development. These types of developments are particularly successful in rural areas.

Highway 41 Corridor Planning Goals and Policies

Thirteen goals have been identified to address development within the corridor. Each goal is followed by transportation policies and land use concepts that may be implemented to attain the goals.

Maximize Coordination of Jurisdictional Interests

- Coordinate planning and operational aspects of the various jurisdictions for Highway 41.
- Develop Intergovernmental Agreements with the Cities of Post Falls and Rathdrum, ITD, and Kootenai County to facilitate and accomplish regional coordination efforts to assure consistent and equitable implementation of the Highway 41 Corridor Master Plan.
- Encourage regional adoption of the Highway 41 Land Use and Transportation Maps, goals, policies, and development standards.
- Revise the applicable Cities of Post Falls and Rathdrum, and Kootenai County Comprehensive Land Use Plans, land use maps, zoning designations, and official zoning maps to assure consistency between jurisdictions.
- Develop new, or modify existing subdivision standards with adoption by all jurisdictions.

Provide Safe Corridor Circulation Alternatives That Maximize Highway Preservation

Separated Pedestrian/Bicycle Facility

- Preserve existing and designate new ROW that supports the function of Highway 41.
- Require local secondary transportation roads to minimize Highway 41 access and enhance traffic flow.
- Curb, sidewalk (pedestrian/bicycle paths), traffic controls, and street lighting should be constructed along the Highway and secondary access roads for security.
- Install traffic controls (full intersection control, stop signs, advance-caution lights) at major intersections.
- Establish design techniques and street improvement standards for Highway 41 to impede visual impairment during winter months caused by blowing snow that creates blizzard-like conditions. Design techniques should be employed that disrupt the path of blowing snow and emphasizes the location and travel lanes of the highway.

Direct and Coordinate Development Opportunities Through Access Management and Policy Directions

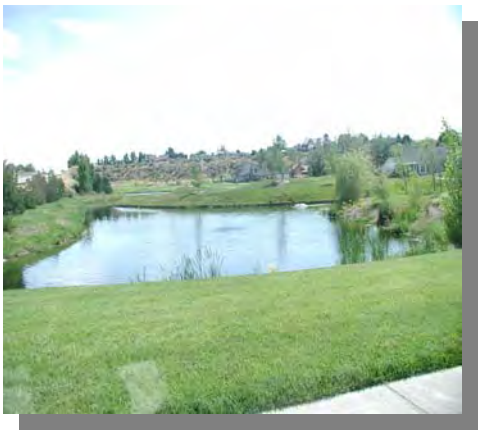
Secondary Access Road

- Coordinate land use with access control.
- Commercial development should be located at primary intersections along Highway 41.
- Preserve existing and prohibit new private access to Highway 41, until access control improvements are made.
- Provide unlimited, but controlled access to secondary access routes.
- Allow minimal setbacks for commercial development along Highway 41 and secondary access routes to allow for exposure of businesses.
- Require parking areas and access to be located/gained from the rear of the buildings along secondary access roads that are located parallel or intersect with Highway 41.
- Encourage planned commercial areas with well-defined access points and off-corridor circulation.
- Clustered commercial and industrial development should be encouraged.

Protect Agricultural/Open Space Areas Along the Corridor

- Develop design standards for properties located adjacent to Highway 41 to address compatibility of new development while preserving the rural character of the corridor.
- Provide incentives for open space conservation easements through Planned Unit Development (PUD) clustering/bonus density alternatives.

- Support PUD clustering/bonus density alternatives as tools for protecting and preserving rural areas and open space.
- Promote the establishment of interconnected open space and pedestrian walkways.
- Consider land evaluations by the Kootenai County/Shoshone Soil Conservation District in determining which lands should remain zoned for agricultural and non-development issues.
- Provide for useable open space.
- Protect prime agricultural soils from development.
- Provide passive (natural areas), recreational (parks, golf courses), and active (agri-business) open space areas.



Open Space with Land Application of Wastewater Treatment, Subdivision with Recreational Use- Golf Course

Provide Multi-Modal Facilities Along the Corridor

- Create pedestrian-oriented and transit-supportive development.
- Bicycle/pedestrian facilities should be included in roadway development projects.
- Streets, pedestrian ways, and bike paths should contribute to a system of connected and interesting routes to all destinations.
- Include access for mobility challenged individuals in roadway and development projects (ramps or audio-signals for the blind).
- Encourage adequate circulation patterns within commercial areas and provide planned accesses to future public transit interfaces.
- Provide safe areas for pedestrian/bike access across Highway 41.
- Support ongoing efforts for conversion of UPRR tracks to pedestrian trails and bicycle paths. In the future, an elevated footbridge could be constructed to assure pedestrian safety over Highway 41.
- Cooperate with railroads to develop traffic safety and noise reduction solutions.
- Encourage the consolidation of operating rail lines and corridors to facilitate safety, improve operating effectiveness, and reduce the impacts on adjacent land and development.
- Facilitate public transit to reduce dependence on automobiles.
- Support development of secure and conveniently located park-and-ride/park and pool lots.

Provide Land Use and Transportation Alternatives that Address Community Values

- Expand and enhance the Memorandum of Understanding for the provision of access management and development of the roadway within the corridor.
- Develop and adopt a Land Use Plan that is consistent with and compliments transportation planning policies.
- Discourage strip commercial development along the Highway.
- Create centrally located, clustered, and master-planned centers, where mixed-use development, including commercial, multi- and single-family residences, and open space is encouraged through Planned Unit Developments.

- Site and design commercial development to reduce adverse visual impacts.
- Support areas of commercial and industrial land uses along the corridor that are separated by open space and urban residential development.
- Special attention should be given to major entryways or gateways into the Cities of Post Falls and Rathdrum to clearly identify the community to residents and visitors and ensure a positive image for the communities.
- Promote highway beautification through an aesthetic corridor overlay zone that provides standards for site design, landscaping, signage, and the provision of open space.
- Promote a street tree program within the corridor identifying appropriate varieties, sizes, and spacing standards, as well as maintenance requirements.

Pedestrian Scale Used in New Developments with Landscaping, Lighting, and Low Level Signage

- Provide landscaped medians on intersecting roadways, 300 feet from Highway 41 and major east/west roadways.
- Commercial, industrial, and mining areas should be buffered to protect incompatible adjacent land uses and zones. Encourage compatibility between uses through the orientation of structures and/or facilities to maintain or improve the aesthetics and energy efficiency, as well as the provision of buffering through landscaping, screening, and increased setbacks.
- Provide open space areas within and between land uses.
- Preserve agricultural uses within the corridor and on the Prairie and provide access to farm acreage.

Reduce Congestion on Highway 41 and Intersecting Roads

- Improve east-west street connectivity.
- Establish and support secondary north-south transportation routes.
- Secondary minor collector access routes should not be located closer than one-quarter mile from Highway 41.
- Secondary north-south major collector access routes should be located at least one half mile from Highway 41.
- Enhance turning movements at primary intersections through traffic signals and protected turn bays.
- Synchronize traffic signals along Highway 41 to provide unimpeded traffic flow along the highway.
- Encourage interconnectivity of off-street parking lots and joint use parking easements.

Minimize Impacts to Farmland/Operations

- Encourage PUDs, cluster developments, and other regulations in exchange for perpetual preservation and protection of existing agricultural land and open spaces.
- Provide notice to owners of property located adjacent to farmland and agricultural activities of potential health, safety, and welfare risks.

- Preserve and promote the growth of existing farming activities.

Minimize Impacts to Residential Properties

- New urban density subdivisions that abut existing rural residential land uses should provide screening and transitional densities to buffer intensive urban development from rural residential uses.
- Residential land uses should be buffered from commercial and industrial development through landscaping, screening, and increased setbacks.
- Support "in-fill" development within existing neighborhoods and incorporated cities as a priority.
- Clustered housing in subdivisions provide open spaces that can be used as recreational areas and maintained through homeowner associations.

Encourage Mixed-Use Development Along the Corridor

- Support the development of new land use compatibility criteria that encourages innovative land use mixes and contributes to the quality of life in the community.
- Require all future commercial, industrial, and high-density residential development to have adequate infrastructure including public water and sewer systems.
- Encourage mixed-use development. Mixed-use clustering proposals complimentary to existing and/or proposed commercial development should be positively considered when such proposals accomplish the intent of established policies, standards, and criteria. Some examples include sharing physical facilities, such as ingress/egress, parking facilities, sidewalks, signs, buffering, and landscaping features; or providing cooperative amenities in landscaping and/or innovative design features.

Mixed Use – Residential and Commercial Uses

- Encourage the clustering of commercial uses that are oriented toward the community or regional markets.
- Appropriately located multi-family residential development compatible with existing and potential commercial activities may be permitted, as a transition between high-intensity commercial uses and low-intensity single-family uses.
- Promote mixed-use development that encourages alternative transportation modes and provides neighborhood centers.

Minimize Costs to Acquire Future ROW and Build New Road Improvements

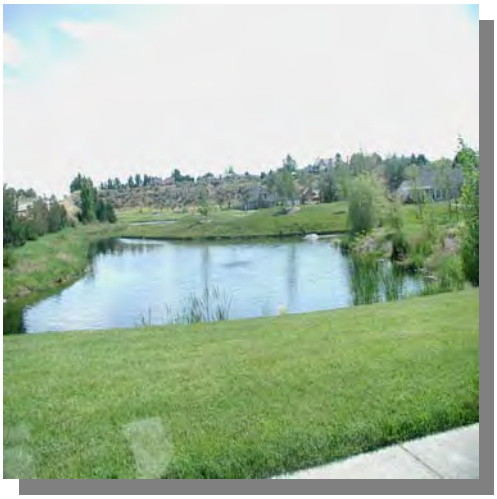
- Establish a corridor level Capital Facilities Plan for achieving proposed transportation improvements.
- Provide for corridor transportation/traffic development impact fees for the funding of local access roads and other required infrastructure improvements.
- Allow for conditions of approval to be placed on developments to mitigate on and off site adverse traffic and land use impacts.

Maximize Use of Transportation System Management Strategies Along the Corridor to Improve Safety and Capacity

- Include traffic signal system coordination and access management improvements within the corridor.
- New development proposals should analyze and mitigate traffic impacts.
- Require developers to provide sufficient land for off-street parking at multi-family, commercial, and industrial sites.
- Encourage joint use/shared parking arrangements to promote efficient use of land.
- Encourage patterns of connecting streets and blocks for ease in vehicular travel, emergency services, and pedestrian circulation.
- Street widths should be used to manage vehicular speeds and traffic flow.
- Designate specific roads as private drives or local access roads.

Protect and Preserve Natural Resources

- Enforce environmental quality standards to reduce environmental impacts created from development on natural systems.
- Allow for increased residential density when, developments are served by public sewer.
- Prohibit commercial/industrial development and residential development greater than one dwelling unit/five acres in areas where no public sewer is available (as a tool to protect the aquifer).
- Encourage alternative wastewater disposal and treatment systems as a measure to protect the aquifer.
- Enhance and preserve natural resources, such as prime agricultural soils and the Rathdrum Prairie/Spokane Valley Aquifer.
- Commercial and industrial activities should be sited and designed to be compatible with the natural environment.



Land Application of Wastewater Treatment

- Support the prevention of point and non-point contamination of the Rathdrum Prairie Aquifer.
- The discharge of non-domestic wastewater should be directed to municipal wastewater treatment plants, only after appropriate treatment.
- Alternative means of wastewater treatment should be encouraged and incorporated into open space areas.