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**PLANNING & ZONING COMMISSION  
MEETING AGENDA**

**January 11, 2022  
5:30 PM**

**Location: City Council Chambers, 408 N. Spokane Street, Post Falls, ID 83854**

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**MEETING ATTENDEES ARE ENCOURAGED TO MAINTAIN A 6 FOOT SEPARATION FROM OTHER ATTENDEES AT THE MEETING AND MASKS ARE ENCOURAGED FOR THOSE WHO HAVE NOT BEEN FULLY VACCINATED FOR COVID-19.**

**THE MEETING MAY BE VIEWED ON CABLE CHANNEL 1300 OR LIVESTREAMED ON THE CITY'S YOUTUBE CHANNEL (<https://www.youtube.com/c/CityofPostFallsIdaho>).**

**WRITTEN TESTIMONY AT PUBLIC HEARINGS IN LIEU OF ATTENDING IN PERSON IS ENCOURAGED. WRITTEN TESTIMONY WILL BE CONSIDERED TO THE SAME EXTENT AS LIVE TESTIMONY.**

**REGULAR MEETING – 5:30 PM**

**CALL TO ORDER**

**\* PLEASE TURN OFF YOUR CELL PHONES \***

**PLEDGE OF ALLEGIANCE**

**ROLL CALL OF PLANNING & ZONING COMMISSION MEMBERS**

Carey, Hampe, Steffensen, Davis, Ward, Schlotthauer, Kimball

**CEREMONIES, ANNOUNCEMENTS, APPOINTMENTS, PRESENTATION:**

**AMENDMENTS TO THE AGENDA**

*Final action cannot be taken on an item added to the agenda after the start of the meeting unless an emergency is declared that requires action at the meeting. The declaration and justification must be approved by motion of the Council.*

**DECLARATION OF CONFLICT, EX-PARTE CONTACTS AND SITE VISITS**

*Commission members are requested to declare if there is a conflict of interest, real or potential, pertaining to items on the agenda.*

**1. CONSENT CALENDAR**

*The consent calendar includes items which require formal Commission action, but which are typically routine or not of great controversy. Individual Commission members may ask that any specific item be removed from the consent calendar in order that it be discussed in greater detail. Explanatory information is included in the Commission agenda packet regarding these items and any contingencies are part of the approval.*

**ACTION ITEMS:**

- a. Minutes – December 14, 2021, Planning and Zoning Commission Meeting
- b. Reasoned Decision – Blue Spruce Meadows Subdivision File No. SUBD-0011-2021
- c. Zoning Recommendation – Angell Clark Zone Change File No. RZNE-0010-2021

**2. CITIZEN ISSUES**

*This section of the agenda is reserved for citizens wishing to address the Commission on an issue that is not on the agenda. Comments on issues that are planned for future meeting agendas should be held for that meeting*

**3. UNFINISHED / OLD BUSINESS**

*This section of the agenda is to continue consideration of items that have been previously discussed by the Planning and Zoning Commission.*

**4. PUBLIC HEARINGS**

*There are generally two types of public hearings. In a legislative hearing, such as adopting an ordinance amending the zoning code or Comprehensive Plan amendments, the Mayor and City Council may consider any input provided by the public. In quasi-judicial hearings, such as subdivisions, special use permits and zone change requests, the Mayor and City Council must follow procedures similar to those used in court to ensure the fairness of the hearing. Additionally, the Mayor and City Council can only consider testimony that relates to the adopted approval criteria for each matter. Residents or visitors wishing to testify upon an item before the Council must sign up in advance and provide enough information to allow the Clerk to properly record their testimony in the official record of the City Council. Hearing procedures call for submission of information from City staff, then presentation by the applicant (15 min.), followed by public testimony (4 min. each) and finally the applicant's rebuttal testimony (8 min.). Testimony should be addressed to the City Council, only address the relevant approval criteria (in quasi-judicial matters) and not be unduly repetitious.*

**ACTION ITEMS:**

- A. Comp Plan Amendment, KCFR/KCEMSS File No. CPA-0002-2021 – Anne Wescott, Galena Consulting, to present
- B. Dual Brand Hotel Special Use Permit File No. USE-0006-2021 – Laura Jones, Associate Planner, to present
- C. Pointe at Post Falls 4<sup>th</sup> Addition Subdivision File No. SUBD-0018-2021 - Laura Jones, Associate Planner, to present

**5. ADMINISTRATIVE / STAFF REPORTS**

**6. COMMISSION COMMENT**

**7. ADJOURNMENT**

Questions concerning items appearing on this Agenda should be addressed to the Community Development Department – Planning Division at 408 Spokane Street or call 208-773-8708.

The City Hall building is handicapped accessible. If any person needs special equipment to accommodate their disability, please notify the City Media Center at least 24 hours in advance of the meeting date. The Media Center telephone number is 208-457-3341.

Chair: Ryan Davis      Vice Chair: Ray Kimball  
Members: Vicky Jo Cary, Nancy Hampe, Ross Schlotthauer, James Steffensen, Kevin Ward



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**IMPACT FEE COMMITTEE  
MARKED AGENDA**

**December 14, 2021  
5:30 PM**

**PLANNING & ZONING COMMISSION  
MARKED AGENDA**

**December 14, 2021  
6:00 PM**

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**Location: City Council Chambers, 408 N. Spokane Street, Post Falls, ID 83854**

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**REGULAR MEETING – 5:30 PM**

**CALL TO ORDER**

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**PLEDGE OF ALLEGIANCE**

**ROLL CALL OF PLANNING & ZONING COMMISSION MEMBERS**

Carey, Steffensen, Davis, Ward, Schlotthauer, Kimball - Present

Hampe – Arrived at 5:51pm

**CEREMONIES, ANNOUNCEMENTS, APPOINTMENTS, PRESENTATION:**

None

**AMENDMENTS TO THE AGENDA**

*Final action cannot be taken on an item added to the agenda after the start of the meeting unless an emergency is declared that requires action at the meeting. The declaration and justification must be approved by motion of the Council.*

**Manley** – We might want to consider flipping the order of the Impact Fee Committee with the regular meeting. Nancy Hampe is a member who is required to establish that committee.

**Herrington** – In the effort of saving time, we should proceed with the Planning & Zoning Commission regular meeting. When Ms. Hampe arrives, we can reorder the hearings in such a way that we can possibly get through them.

**Davis** – We are going to start as we go into the Planning & Zoning meeting and when we see her arrive, we can switch it up.

N/A

## 1. IMPACT FEE COMMITTEE

### ACTION ITEMS:

- a. REVIEW OF KOOTENAI COUNTY FIRE & RESCUE CAPITAL IMPROVEMENT PLAN – Chief Chris Way – Last year the legislature changed a little bit of the impact fee law to allow fire districts to levy impact fees. I know that the topic of growth has been significant and people feel very strongly that growth should pay for growth. This is the mechanism for growth to pay for growth. All the fire districts within Kootenai County as well as the EMS system have contracted with Galena Consulting to work through the impact fee study. We've done a comprehensive Capital Improvement Plan over a 10 year period. I'm going to introduce at this point, Anne Wescott, who has been our project manager for them through this process.

Anne Wescott – The two reports which have been submitted to the City should be in your packets. One is for the Fire and Rescue District and one is for EMS Services. My reporting format may be different from what you are used to. I'll go through the main points. As the chief said, we are capital improvement programs for the fire district and for the EMS district that would serve the needs of growth over the next 10 years, would ensure new growth that comes to this district and by that included in the City of Post Falls would be paying its proportional share of any capital items that would be needed to ensure that your level of service does not decrease as growth occurs in your community. I'm going to encourage you to go to Page 8 of my report. The first section is mostly just background and a lot of legal compliance. Page 8 our basic growth projection for Kootenai County Fire and Rescue District Report. We have taken information from the census, building permits and the assessor's office with the county and a variety of other sources to make conclusions about not only what your existing residential units and non-residential units square feet are, but what we project to be happening 10 years from now. Obviously, we will not be exactly on the mark, which is why we come back to the defects annually to update the numbers if they need to be. We are looking at 90 to 100 new residential units in the Kootenai County Fire and Rescue District. About 75 percent of that is in the City of Post Falls. You are growing at more rapid rates than many other parts of the county and so it creates a little bit more urgency in this area. If we skip ahead to Page 9, we first want to know what the service level is for the fire district. The fire district that serves Post Falls provides a response time of seven minutes and thirty seconds. Sometimes it is a little bit faster within the City of Post Falls and a little bit longer out in the unincorporated areas. That's the level of service that we're trying to protect with impact fees paying for the Capital Improvement Program. One extra step I like to take is on Page 10 showing what current assets the district has that allows them to provide a seven minute response. We know that where the stations are and what apparatus they have in them makes a lot of difference in how fast they can get to a call within their district. The district

currently has \$40 million worth of capital assets – stations, apparatus and equipment with which to provide this seven plus minute response. If I take the number of households and divide it into this number, each household basically has paid in its proportional share of about \$1,584. I ran this amount to be sure that you are not asking growth to pay more than what existing households have already paid unless I can explain the difference. Page 11 is the Capital Improvement Program. The Kootenai County Fire and Rescue District floated a bond to replace existing stations. We build capital to replace things that are old, deficient or in the wrong place. Then we build things to manage growth. When they did the public outreach, they were asking the existing taxpayers to pay to the existing fire stations and that they would be seeking impact fees to pay for the growth related fire. There is a mix here of which stations are bond funded and they are zero percent growth. Then you'll see new growth for Station 6 and Station 7. Those stations are 100 percent growth so \$3.8 million for each of those stations would be coming from impact fees where the three stations above would be coming from the general fund property tax dollars through that bond. A need for a fire boat house is somewhat there at this point, but growth is really pushing the need. That is 50 percent impact fee eligible. Update Station 1 and the outdoor classroom in storage. One is bond funded. The other one is an update, which is not eligible for impact fee. You will see that the district has \$32.2 million Capital Improvement Plan and \$12.2 million of that is impact fee eligible. When we go to Page 12, take the \$12.2 million and break it out based on how much of your community is residential versus non-residential and divide it by the 9,216 new homes and 1.8 million non-residential square feet. That then concludes that every new residential household within the district would pay \$1,207 and non-residential would be \$0.60. We are bringing this to you essentially saying we would like a recommendation from this committee to the city as to whether or not to accept this report and the proposed CIP and fees. First, let me do the same on the EMS side. The two will go together but they are separate because they are separate taxing districts.

b. REVIEW OF KOOTENAI COUNTY EMERGENCY MEDICAL SERVICES SYSTEM  
CAPITAL IMPROVEMENT PLAN

Wescott - If you look at Page 8 of the EMS report, you will see that because the EMS district covers the whole county, there are far more new residential units. We're looking at about 30,000 new residential units in the county overall. If we look at Page 10, we know that the EMS district has about \$13.5 million in eligible assets. These are the administration building and shop that they have as well as all of the ambulances that they have loaded with all the expensive medical equipment. When you look at Page 11, you will see that the EMS district chief has decided that a smaller dispensary for the ambulances could be created to save them from having to go to the hospitals to refill ambulance drug supplies. If you were not growing, this new practice would not be needed so \$500,000 is impact fee eligible. They are also going to build an additional shop for vehicle storage and maintenance. About 75% of the reason for that project is that they are out of space now and it does not meet their needs. What we did then was determine how many additional ambulances would need to be rotating through that new facility and that's where the 25 percent comes from. Then you will see that they are planning to buy 5 additional ambulances to serve the medical calls throughout the county. Out of a \$14.2 million CIP, \$4.3 of it would be impact fee eligible and that would make every new residential building permit responsible for \$132. And \$0.07 for non-residential. So if both these CIPs were to be approved by Post Falls, on a new house you be paying about \$1,500 per household.

**Herrington** – Procedurally, I would do a motion to move forward a recommendation if you want to do that at this time. Staff would bring back a recommendation at the next meeting for approval. The reason we did it this was was to bring it to you early because we will be bringing forth a comprehensive plan amendment because in order to implement the Capital Improvement Plan, we have to amend our comprehensive plan to incorporate their Capital Improvement Plan in order to collect the impact fees subject to an interdepartmental agreement, we turn the impact fees over to them. We will be bringing back a comp plan amendment which would be a notice of public hearing.

**Wescott** – To clarify, it would be helpful if this committee would make some motion about whether or not they accept these reports because then I can get it back to you as P&Z, once we have that paper trail established.

**Hampe** – It would be a motion to recommend?

**Wescott** – Yes, because you are advisory in this capacity.

**Schlotthauer** – I would want to just point out one more thing as an item for discussion and that's that if we have \$8,000 impact fee on a new unit that's just a direct funding mechanism for our government whether you consider it a fee or a tax. When we have a levy, that's something that's voted on by the members of the community and they get to have direct input on how money is spent. It's not like there's a magic new guy moving in that's just going to pay this money. We have a housing shortage and any fees that we add onto a new building add to the rent and make it more difficult to add housing and make it more difficult for people to pay rent. That's my concern with all impact fees. With the direct funding mechanism without going to the ballot, we don't give people much of a voice in whether we do or do not allow these capital expenditures.

**Carey** – That's what we've been hearing in council meeting from the people – that we are not making the builders or people coming in pay for their services.

**Schlotthauer** – I understand the argument. I just don't think there is a way to make just the new people pay. It gets spread out. It goes to everybody. I think it's just semantics and presentation.

**Hampe** – I agree with some of that, but the part that concerns me is while the police get impact fees because they're a necessary service, but so is fire and rescue. If you've ever had a loved one have a heart attack or something like that, having these people come to your house is incredible. They are incredibly trained and I think they are necessary. I think sometimes we overlook all these services that they provide. It's important that they're funded. I've never been a big one for having a lot of impact fees, but this is a different environment that we are living in right now with our population explosion.

**Schlotthauer** – I don't want anyone to misunderstand what I'm saying. I'm not questioning the value of any entity that we have. This is just a discussion of what's the best way to let the people decide what capital expenditures that they want to have.

**Kimball** – I think this is one of those hard things where don't have a voting population that is very excited about paying taxes. I think impact fees are a great thing for fire or EMS service in a time of growth. Unfortunately, I've seen municipalities lean on impact fees or fees in general to not raise taxes. In times of slow growth, they have really fallen on hard times. This is to keep us healthy and then to allow them to levy tax rates.

**Kimball moved to recommend acceptance of both impact fee reports as presented to Council.**

**Second by: Hampe**

**Vote Steffensen – Yes; Carey – Yes; Kimball – Yes; Davis – Yes; Ward – Yes; Schlotthauer – Yes; Hampe – Yes**

**Moved**

## **PLANNING & ZONING COMMISSION REGULAR MEETING – 6:00 PM**

### **DECLARATION OF CONFLICT, EX-PARTE CONTACTS AND SITE VISITS**

*Commission members are requested to declare if there is a conflict of interest, real or potential, pertaining to items on the agenda.*

None

## **2. CONSENT CALENDAR**

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### **ACTION ITEMS:**

- a. Minutes – November 9, 2021 Planning and Zoning Commission Meeting
- b. Zoning Recommendation – Stockwell Annexation File No. ANNX-0011-2021

Motion to approve as presented by Steffensen

Second By: Carey

Vote: Steffensen – Yes; Carey – Yes; Kimball – Yes; Davis – Yes; Ward – Yes; Schlotthauer – Yes

Moved

## **3. CITIZEN ISSUES**

*This section of the agenda is reserved for citizens wishing to address the Commission regarding City-related issues that are not on the agenda. Persons wishing to speak will have 5 minutes. Comments related to pending public hearings, including decisions that may be appealed to the City Council, are out of order and should be held for that public hearing. Repeated comments regarding the same or similar topics previously addressed are out of order and will not be allowed. Comments regarding performance by city employees are inappropriate at this time and should be directed to the Mayor, by subsequent appointment. In order to ensure adequate public notice, Idaho Law provides that any item, other than emergencies, requiring action must be placed on the agenda of an upcoming meeting. As such, the Commission cannot*

*take action on items raised during citizens issues at the same meeting but may request additional information or that the item be placed on a future agenda.*

N/A

#### 4. UNFINISHED / OLD BUSINESS

*This section of the agenda is to continue consideration of items that have been previously discussed by the Planning and Zoning Commission.*

N/A

#### 5. PUBLIC HEARINGS

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#### ACTION ITEMS:

- a. Angell Clark Zone Change File No. RZNE-0010-2021 – Jon Manley, Planning Manager - **(ACTION ITEM)** – Rezone approximately 4.2 acres in the City of Post Falls from Single Family Residential (R-1) zoning to the Community Commercial Mixed (CCM) zoning district. It should be noted that the CCM zoning does require a Development Agreement which is one that adds additional control measures that other zoning districts may not have. The proposed location is east of the intersection of Spokane Street and West Grange Avenue. Currently there is the clubhouse maintenance building and a parking lot at that location. The history of the location - the agreement created at the time of annexation in the early 90's which proposed the fact that there may be a golf course and in order to permit that there would be a conditional use permit. In Section 9.1 of this agreement, it talks about the property will be assessed un a commercial annexation fee rather than residential ones. The special use permit that was established in 1994 shows that they planned to build a clubhouse, pro-shop, snack bar, and offices. In the development agreement that would go with this proposed CCM, the proposed uses are included by the applicant. Instead of the full bandwidth of the CCM, the applicant would be limited to the specific proposed uses to be conditioned accordingly. The commission has the right to expand or limit the list upon review. There is no significant topology or vegetation which would impact redevelopment of the site. The zone change criteria are outlined in the staff report. The current comprehensive plan designates this as low density residential. Commercial areas can be considered provided they are consistent with the Focus Area. The focus area analysis states that focus provisions for commercial uses along arterial/collector streets where traffic volume exceeds 4,000 vehicles per day. The staff report looked at Spokane Street which has a current daily traffic volume of under 3,000 trips per day with anticipated daily volumes in 2035 of under 5,000 trips per day. There are three other review criteria with the special use permit requests. Commercial and high-density



residential zoning is typically assigned along streets with higher road classifications. The proposed zone is located along higher classified roadways. Spokane Street is classified as a Major Collector. Limited or neighborhood commercial and lower density residential zoning is typically assigned for properties as they proceed farther away from the higher density urban activity. Ensure that adequate land is available for future housing needs. This location is not near a higher intensity urban activity. The final criteria deals with industrial zoning, which they are not asking for.

All agencies have been notified. Post Falls Police Department remains neutral.

**Schlotthauer** – Just to clarify, they are currently doing the things on the development agreement under a special use permit, but they want to rezone it commercial?

**Manley** – Some of those are a little more expanded. It allows them as the applicant to reduce the subjectivity of the proposed uses and have a more finite CCM and actually have it designated as zoning more applicable to their uses.

**Carey** – We can't change those?

**Manley** – Yes, you can. You can add or take away.

**Carey** – Okay.

**Manley** – Once again, this is a recommendation to City Council. The Council would then take whatever recommendation comes from Planning and Zoning Commission and go from there with the zone change.

**Ward** – Jon, that traffic count that was cited on Spokane Street at 3,000, do you know how current that is?

**Palus** – Those numbers come from our 2018 Master Plan. The traffic base numbers were from 2014. They were projected forward. We utilized what was projected to be the 2020 volumes. In the staff report, it was identified that less than 5,000 trips per day were anticipated for the year 2035. A major collector has the capacity for 4,000 to 12,000 trips per day, so it is still on the low end of a major collector roadway.

**Applicant – Rob Clark, Angell Clark Properties** – We embarked on this venture in August of this year. It's time to make the golf course more of a destination spot instead of just a lot of green grass. The special use permit talks about the uses that go hand-in-hand with a golf course. There needs to be a full-service restaurant, bar, virtual golf, different areas for banquets and tournaments. It's an opportunity to make Prairie Falls Golf Course what it should be – something that the residents of Post Falls can be proud of. It's not just a golf course. As far as the 17-room hotel, the extended stay, what we would like to do is provide a stay-and-play. In the short time I've had the golf course, I had about 30 different groups who came through to hit the different golf courses. They could come and stay at our place, golf at our course, and then go hit the other courses. I'm here to answer any questions.

**Davis** – Mr. Clark, maybe define a little more, I see the words “extended stay sleeping units with typical support and amenities spaces.” What are we looking at? Because it doesn’t say “hotel.”

**Clark** – It doesn’t say hotel because people are steering clear. Personally, I stay at more Airbnb’s than hotels. We can call it an “Airbnb” if you want, but it will just be a place where people can stay for a few days, maybe a week. It will be a short stay setup where we’ll be able to offer those type packages.

**Davis** – On your Exhibit A-3, a site plan, there really doesn’t show room for that unless you are going pretty vertical. Is that the plan?

**Clark** – Yes, it would be a second story. It is only going to be two stories. On the first floor, would be all of the commercial. So, you’d have the clubhouse, restaurant, bar, virtual golf and then the other retail spots. Then on the second floor you would have the 17 Airbnb’s...hotels.

**Davis** – Okay, I wanted to make sure because you started to say a word that we are avoiding – apartments.

**Clark** – Oh, no.

**Davis** – I want to make sure that this is defined because if we’re looking at Airbnb’s, that’s one thing.

**Ward** – For your packages, Mr. Clark, are those 17 rooms going to be solely for your golf packages? Or is it going to end up being just a hotel? Is there a plan for down the road? Because if it is space for whoever wants it, it is going to fill up fast.

**Clark** – Our first choice would be to have stay-and-play packages, but obviously we don’t want empty spaces sitting there and not creating revenue for us.

**Testimony:**

**In Favor – None**

**Neutral – None**

**Opposition – One**

**In Opposition Suzanne Woss, read by Davis** – The zoning request includes a 17-unit hotel. The current operator of the golf course has been non-responsive regarding security lighting that is intrusive to existing homes. New structures such as the hotel will drastically increase intrusive lighting. Also, the visual skyline will obscure the present view of homeowners reducing land value by limiting the present mountain views both day and night.

**Rebuttal** – In closing, I could pull the figures for the golf course for the last 25 years. It has not been a profitable venture. I know I can make it profitable. It will be very tasteful. As far as obscuring people’s views, it won’t happen.

**Comment:**

**Kimball** – This is definitely a unique one when it comes to our comprehensive plan. It’s almost like we missed a commercial node because it was already there. I have a lot of professional history with

Prairie Falls Golf Course with previous owners. I know they have struggled for a long time. It's good to see that the new owner wants to create more of a destination, and this looks like a good way to do that in a way that benefits the community as a whole. It creates some very neighborhood-friendly type businesses within walking distance. They are planning a two-story building which is the same as a two-story house, which is allowed in a residential zone. Their site plan looks fairly straight-forward. With regard to the comprehensive plan, I think the staff report pushes us toward that CCM zone. It's on a major collector. It's at the intersection. I think Grange is also a major collector. So, it's at the intersection of two collectors. It's already a commercial use, which is not changing significantly. It's expanding and adding facets that were specifically dreamt of in 1994 when it was originally approved.

**Carey** – I like most of the thought processes of what they want to do there, but I do have a problem with a hotel. I just think that's a residential area. I know the golf course is commercial-type use but that brings value to most neighborhoods. I just have an issue with a hotel. I have to think on that to be convinced that's not going to be big negative for people who live around there.

**Steffensen** – Yes. You say "hotel," and that's all residential right there. But if it's going to be on the second floor of a building that's already being used for commercial, I don't think it's going to look like a hotel. It's just going to look like an extension of that clubhouse. I had the same concerns about the lighting, but with all the regulations, I'm sure the lighting could be mitigated and be addressed during development. Other than that, I like the idea.

**Ward** – I like it. I think my main concern would be the grocery store, convenience sales and the hotel. I know with a CCM you can go 35 feet and that can be manipulated many ways. I think what I'd like to see is a drawing of how it's laid out and where the rooms are planning to go. I'd like to have a little more information on that before I voted on it.

**Schlotthauer** – I'm pretty much in line with everyone else here. The first is overall commercial uses – homerun. I'd love to see it. The hotel aspect – something about it feels kind of funny. The argument to make it viable for the town, it's an asset. We need it there. I think the area should be commercial.

**Hampe** – Since I came in late, I don't think it would be fair for me to comment on this hearing.

**Davis** – I would agree with what many folks are saying. The golf course needs an upgrade. I've been at a lot of golf courses, pro shops do well. The idea of a full-service restaurant/bar is a slam dunk. If you look at the ability to serve that particular area, no question. Virtual golf, obviously it's as hot as can be. Everything I say "yes, yes, yes," until I get to the last piece and that's the hotel, or the extended stay sleeping units. I agree with Ross. Something doesn't feel right. Do we have some kind of code enforcement? How do you manage that? To ensure that extended stay is no more than 5, 10, 14 days? You can't manage it. I look at this whole piece and I completely support it if we took out 3.1.11, the hotel piece.

**Kimball** – I kind of see a hotel as a residential use. Even though it's commercial, it's kind of a mix.

**Schlotthauer** – What's the residential height restriction?

Kimball – 35 feet. A two-story house in an R-1 can be 35 feet. That's two floors plus a pitched roof. Most houses are typically in that 32 to 33-foot range.

**Manley** – Being a zoning agreement, you can add that condition of it being two-stories.

**Kimball** – We already have it in our code about downward directed lighting, correct?

**Manley** – For multi-family we do. Typically, they have downward lighting. When I think hotel, and if they're going to do wedding parties, how awesome would that be. It's 17 rooms above the clubhouse. Those could just as easily be offices. I see it more as an amenity that I don't see being abused.

**Schlotthauer** – Well, if we're going to err in any way, we should err in the direction of the owner being able to make their property viable.

**Kimball moved to recommend approval of zone change RZNE-0010-2021 with the uses described in the staff report with limiting the hotel to a two story and limiting the stay length to less than one month.**

**Second by: Schlotthauer**

**Hampe** – I recuse myself.

**Vote: Schlotthauer – Yes; Ward – Yes; Davis – No; Kimball – Yes; Carey – No; Steffensen – Yes**  
**Moved**

**(Note: Impact Fee Committee was convened after consulting counsel)**

- b. BLUE SPRUCE MEADOWS SUBDIVISION File No. SUBD-0011-2021 – Ethan Porter, Associate Planner – This subdivision is being re-approve it as there were state noticing requirements that weren't met through Coeur d'Alene Press. Mondays they do a digital copy of the noticing and state law requires paper copy. We are here tonight to redo the public hearing and officially meet all those requirements. **(Action Item)** – Review and approve the proposed subdivision modifying the previous approved plans from 18 duplex and 2 twin home lots into 38 twin home lots determining that it meets the requirements of the Post Falls Municipal Code (PFMC). Owners are Wildflower Properties, LLC and the applicant is ACE Solutions, LLC. The property is south of Midway and west of McGuire. Property history – it came through and it was annexed, it went forward as the subdivision as well and then it was amended and this is the second amendment that I am presenting. It was renamed as Blue Spruce Meadows because the eastern portion of Wildflower Meadows was not being amended, just the western portion, so with the new subdivision name it makes it a little cleaner. They are asking to amend the duplex lots of the Blue Spruce Meadows into twin home lots. Currently in use as single-family home there's no identified topographical or vegetation issues on the site that would impede any development. The water provider is East Greenacres Irrigation District, and the sewer is provided by the City of Post Falls. Zoning is R-2. They are not requesting any density change, only lot count. They are requesting 38 lots; maximum lot size is 6,024 square feet. minimum lot size is 3,532 square feet. Density is 8.1 units per acre.

Review Criteria:

- Definite provision has been made for a water supply system that is adequate. East Greenacres Irrigation District is the water provider.
- Adequate provisions have been made for a public sewage system. The City of Post Falls is the sewer provider.
- Proposed streets are consistent with the transportation element of the comprehensive plan.
- There are no soil or topographical conditions on site that would prevent or hinder any development.
- The area proposed for subdivision is zoned as R-2 which is applicable for this type of request.
- Community is not going to bear more than their fair share of costs of services.

All agencies have been notified. Post Falls Police Department remains neutral.

**Manley** – If I could just make one clarification for the record, when this was originally applied for, we didn't have our current city code which requires that lots in the R-2 that are 45 feet or less be rear loaded. Being that this is a continuance from a previous decision it would be considered vested from the previous application. I just wanted to make the clarification that if this application were to come in today, they would be required to be rear loaded.

**Applicant - Roger Glessner, ACE Solutions, 609 Calgary Court, Post Falls - As** Ethan said in the staff report, this has come before you before. We are not changing the density on this project, but we're changing the product from duplex to twin homes. We believe this is a better steppingstone for first time homeowners. The density, the traffic, the impact to sewer/water doesn't really change.

**Testimony:**

**In Favor – None**

**Neutral – None**

**Opposition – None**

**Comment:**

**None**

**Kimball moved to approve Subdivision File No. SUBD-0011-2021 Blue Spruce Meadows Subdivision finding that it meets the requirements of the Subdivision Code of the City of Post Falls and adopt conditions 1-10 found in the staff report.**

**Second By: Steffensen**

**Vote: Hampe – Yes; Schlotthauer – Yes; Ward – Yes; Davis – Yes; Kimball – Yes; Carey – Yes; Steffensen – Yes**

**Moved**

- c. Title 17 Amendment File No. TA-0003-2021 – Jon Manley, Planning Manager – Post Falls Planning Division is the applicant on this. (Action Item) – The Planning Division is seeking to amend Post Falls Municipal Code Section 17.04.030 pertaining to lot line adjustments. The reason for this request is the Lot Line Amendment is that we have conditions for improvement that often are tied to development agreements and/or subdivisions that get tied to platting or other means and the use of lot line adjustments can sometimes get out of doing those otherwise required improvements. The changes would clarify 17.04.030 the exemptions of the subdivision ordinance. If you meet all these sections, you wouldn't have to do all the improvements tied to a subdivision. Clarifying subsection d, "Only one common lot line between two (2) lots or parcels is being adjusted." So, really constraining it to two lots, one common line that you can shift between those two lots. Any other configuration would not be exempted from the subdivision ordinance. Looking at adding some language to subsection e, "A lot line adjustment has not been completed on any of the lots or parcels within the previous three hundred and sixty-five (365) calendar days." Added language on subsection f, "The lot line adjustment must be consistent with all conditions of approval and agreements regulating development and use of the property, including but not limited to, annexation agreements, development agreements, and regulating plans." Item g, some additional language here as well, "Lot line adjustments are applied for, and approved, using the process for minor subdivision review and approval contained in Section 17.12.050."

**Schlotthauer** – What if the two parcels share two lines, L-shaped nested in each other? Would that be considered one line or two lines?

**Manley** – To me, the way that I would interpret it, is one line that bends in an "L" without further clarification on what defines "one common lot line."

**Kimball** – As someone who gets to do boundary line adjustments in jurisdictions throughout the northwest, it's a tool that we use a lot of times just to clean up things. For example, a fence builder puts a fence in a wrong spot. The neighbors decide that instead of tearing out the fence, they'll do a boundary adjustment and move the property line to the fence. One thing that came to mind which could be problematic is that it could involve multiple property owners. So, that could restrict a tool that is really handy, and I haven't heard a good reason why it's only two lots. I think the reason why this is coming up now is that the way the code is written now, someone used it to jump a right-of-way line. That's not the purpose of a boundary line adjustment. Someone jumped through a loophole. I think if we amend subsection d to say that parcels being adjusted must be adjoining parcels and may not be separated by a right-of-way, it will leave that important tool in place, not for developers, but for regular people who might have a boundary dispute. Things come up all the time between neighbors and it's important for the community that we don't restrict the ability to shift things around a little bit.

**Schlotthauer** – What was the situation that created this?

**Manley** – There has been BLA's at the Landing down here. We have conditions in that development agreement pertaining to the esplanade and other improvements based off time of platting. There was an instance where they moved lots from one side in a separate plat and they did a BLA and got it recorded on the other side of the right-of-way as part of a different plat. If you look at "f", I think that would capture some of those interests for development agreements and annexation. There is another site where it's a single-family home and their rear yard is a separate lot. They did a BLA so

they could go around the house, so they could do a subdivision where it doesn't trigger the frontage improvements because it's not adjacent to where they're doing the subdivision. The way this is written, doesn't address that.

**Kimball** – I think we could probably address that by adding something to “f” that would state that, “If boundary line adjustment could not be used in conjunction with subdivision to get out of frontage improvements.” If there's an overt act to try to get around doing frontage improvements, that's not right.

**Schlotthauer** – Classically, this is something that people have done without having to go through the subdivision process to do something simple. We don't want developers ducking frontage improvements.

**Davis** – Ultimately, we're all on the same page. We want to provide opportunity for and not stymie the occasional day-to-day issue, but we definitely want to deal with abuse and eliminate that. Is this something we can send back to legal for fine tuning?

**Herrington** – This is a legislative item. We can talk about it. We can put it forward with comments to Council and propose changes. We can include additional language. We can strike language.

**Kimball** – There's one more thing. Item “g” is kind of a weird thing where we have an exemption from a subdivision ordinance that then sends you to subdivision ordinance to deal with it. What it does is it makes you go to the matter subdivision where you have to look at water, sewer, fire hydrants, and send it out to agencies. I've got a solution that I think will probably work. It's in a different part of the code, but we could copy it to this part. It's under the administrative exceptions 18.21.50d. So, you could say, “A permit for a boundary line adjustment could be approved. Approval of modifications were designed by the zoning administrator and you have to consider that the boundary line adjustment permit for the proposed boundary line adjustment would be consistent with the general intent of the zoning ordinance and the related provisions of this code and granting that the boundary line adjustment has not demonstrated to be detrimental to the neighboring development and that written notice of the decision must be provided by the applicator and be mailed to abutting or adjoining owners.” It gives you guys the discretion to use it.

**Davis** – So D 1, and specifically with 2, the change we have there everyone is comfortable with that. They were comfortable with A, B and C. It's when we get to D. There was some additional verbiage, Ray, that you wanted to put in.

**Kimball** – Right. I think that “parcels being adjusted must be adjoining parcels and may not be separated by a right-of-way.”

**Davis** – And then “e” is everyone okay with that?

**Schlotthauer** – So if that's in there and it is a situation where somebody's going to do a subdivision, but they need to move a lot line to give their neighbor room to do the fence. Does that mean they need to wait a year to do the subdivision?

**Manley** – No. Once it plats you could. You just can't move it more than once in a year.

**Davis** – Is everyone comfortable with “f”? So “f” is good. Does anyone have recommendations for “g”?

**Kimball** – That was the one where I think we need to take it out of the subdivision section and make it 18.20.150d.

**Herrington** – I think that’s enough direction to let staff draft something to move that forward. I think the language is clear enough that it would be able to be adapted and moved forward to City Council.

**Kimball moved to recommend approval to City Council adopting an amendment to item “d” striking out previous stated text and replacing with “parcels being adjusted must be adjoining parcels and may not be separated by a right-of-way.” Changing, instead of directing to the Subdivision Ordinance it will direct them to the Administrative Exception model found under 18.20.150 d.**

**Second By: Schlotthauer**

**Vote Steffensen – Yes; Carey – Yes; Kimball – Yes; Davis – Yes; Ward – Yes; Schlotthauer – Yes; Hampe – Yes**

**Moved**

**6. ADMINISTRATIVE / STAFF REPORTS**

None

**7. COMMISSION COMMENT**

None

**8. ADJOURMENT 5:32PM**

Questions concerning items appearing on this Agenda should be addressed to the Community Development Department – Planning Division at 408 Spokane Street or call 208-773-8708.

The City Hall building is handicapped accessible. If any person needs special equipment to accommodate their disability, please notify the City Media Center at least 24 hours in advance of the meeting date. The Media Center telephone number is 208-457-3341.

Chair: Ryan Davis      Vice Chair: Ray Kimball  
Members: Vicky Jo Cary, Nancy Hampe, Ross Schlotthauer, James Steffensen, Kevin Ward

Date: \_\_\_\_\_

Chair: \_\_\_\_\_

Attest: \_\_\_\_\_



**Blue Spruce Meadows Subdivision**  
**File No. SUBD-0011-2021**  
**Planning and Zoning Commission**  
**Reasoned Decision**

**A. INTRODUCTION:**

APPLICANT: Ace Solutions

LOCATION: Approximately one 5-acre lot west of the southwest corner of Midway Ave and McGuire Rd.

REQUEST: To modify the approved 18 duplex and 2 twinhome lot subdivision as part of the western portion of the Wildflower Subdivision on approximately 4.7053 acres into 38 Twinhome (R-2) lots; lot sizes, on average, are proposed to be about 4,053 square feet for each twinhome lots (1 unit for each lot). Exhibit A-3.

**B. RECORD CREATED:**

1. A-1 Application
2. A-2 Narrative
3. A-3 Preliminary Plan
4. A-4 Will Serve Letter
5. S-1 Staff Vicinity Map
6. S-2 Staff Zoning Map
7. S-3 Staff Future Land Use Map
8. S-4 Approved Wildflower Meadows Subdivision
9. PA-1 PFPD Comments
10. PA-2 PFHD Comments
11. PA-3 DEQ Comments
12. PZ Staff Report
13. Testimony at the December 14, 2021 Planning and Zoning Hearing:

The request was heard before the Planning and Zoning Commission (hereinafter "Commission") at the December 14, 2021 public hearing, the meeting was in-person and live-streamed on the City of Post Falls YouTube channel. The request was for the Commission to review the request to is to modify the approved 18 duplex and 2 twin home lot subdivision as part of the western portion of the Wildflower Subdivision on approximately 4.7053 acres into 38 Twin home (R-2) lots (SUBD-0011-2021). The request is evaluated under the standards of Post Falls Municipal Code ("PFMC") § 17.12.060.

**Procedural Note:** This matter was previously considered and approved at the August 10, 2021 public hearing before the Commission. However, due to a publishing issue with the notice, the matter was reheard in order to ensure the noticing requirements were met.

**Ethan Porter, Associate Planner**

Mr. Porter presented the staff report to the Commission. He testified that the applicant is seeking to modify the approved 18 duplex and 2 twin home lot subdivision as part of the western portion of the Wildflower Subdivision on approximately 4.7053 acres into 38 Twin home (R-2) lots. The project is

generally located approximately one 5-acre lot west of the southwest corner of Midway Avenue and McGuire Road. He explained that the applicant would like the duplex and twin home lots to be changed to just twin home lots. He elucidated that duplex lots allow for two units on one parcel, twin home is a single home with a common wall separated by a lot line. He clarified that there would be the same number of units, but there would be more lot lines and there would be no change in density.

**PARCEL INFORMATION:**

Property Size: 4.71 acres

Current Land Use: Single-Family home within Kootenai County

Current Zoning: Residential R-2 zoning

Proposed Land Use: Residential twin home lots

Surrounding Land Use: The land uses to the east include a single-family home on a large lot that was approved to be developed into twin-home uses within the Wildflower Meadows Subdivision. To the south are incorporated single family-homes from Gabrio Estates Subdivision. North and west include large lot residential homes within Kootenai County.

Surrounding Zoning Districts: Zoning west and north are Kootenai County Agricultural zoning. There is R-2 medium density zoning to the east and to the south it is Residential R-1 Single-Family zoning.

Proposed Density: 8.1 dwelling units/acre

Water Provider: East Greenacres Irrigation District

Sewer: City of Post Falls

Mr. Porter testified about the history of the property, explaining that annexation was approved in 2018, the subdivision was approved in 2019 for 38 single-family homes. Further, the eastern half of the subdivision was amended in 2020 for 27 duplexes and 17 twin home lots. This proposal, he explained, is the western half wanting to change their lots.

Mr. Porter Testified that there is no density change from the approved amendment, it is basically just an increased lot count. The deference is a twin home with a lot line running down the common wall instead of a duplex on one lot. He explained that you are more likely to own a twin home on a lot and you typically see more rentals with duplexes.

Mr. Porter testified that the water provider is East Greenacres Irrigation District, and the sewer provider is the City of Post Falls, both can accommodate the proposed modification. He attested that the proposed streets are consistent with the transportation element of the comprehensive plan. He asserted that there are no issues that involve soil or topographical conditions presenting hazards have been identified.

Mr. Porter testified that the area is zoned R2 which allows the request for these types of twin homes and the proposed use conforms to other requirements found in the code. Further, the developer has made adequate plans to ensure that the community will bear no more than its fair share of costs to provide services by paying fees, furnishing land, or providing other mitigation measures for off-site impacts to streets, parks, and other public facilities within the community. It is the expectation that, in most cases, off-site mitigation will be dealt with through the obligation to pay development impact fees.

**Jon Manley, Planning Manager**

Mr. Manley made a clarification for the record, when this was originally applied for, we didn't have our current city code which requires that lots in the R-2 that are 45 feet or less be rear loaded. He explained that that this is a continuance from a previous decision it would be considered vested from the time of the previous application. He wanted to make the clarification that if this application were to come in today, they would be required to be rear loaded.

**Roger Glessner, ACE Solutions, Applicant**

Mr. Glessner testified that this change doesn't really change the unit density it doesn't add any more services to the property. He asserted that it really doesn't add any more traffic, so none of those impacts are changing. He showed that these twin homes, as they're laid out, they're between 30 and 34 feet wide and they vary a little. He submitted that everything else remains the same and the big change is twin homes rather than duplexes. He testified that this creates a lot line down the center of the structure and they're still the same dwelling units with relatively the same frontage and driveway width. He testified that it provides a better steppingstone for first time homeowners to be able to afford these. He testified that it also provides a good opportunity for the elderly to have smaller units.

**The hearing was opened for public testimony; however, none was provided.**

**Deliberations:** After the public hearing was complete the hearing was closed, and the Commission moved to deliberations to discuss their interpretation of the information presented both orally and in the written record and to apply that information to the approval criteria contained in Post Falls Municipal Code ("PFMC") § 17.12.060.

**C. SUBDIVISION REVIEW CRITERIA:** (Post Falls Municipal Code Title 17.12.060, Subsection H): No subdivision shall receive approval unless findings and conclusions are made that:

**C1. Definite provision has been made for a water supply system that is adequate in terms of quantity, and quality for the type of subdivision proposed.**

The Commission determines that water service to the project would be provided by East Greenacres Irrigation District and provided a will serve letter

**C2. Adequate provisions have been made for a public sewage system and that the existing municipal system can accommodate the proposed sewer flows.**

The Commission determines that the City of Post Falls has adequate capacity to provide service to the subdivision as proposed. The sanitary sewer system for service to the site was previously reviewed and approved prior to the requested amendment. The request, as previously noted in the staff report does not materially alter the density at full development. The proposed layout consists of minor changes from the previously approval plans and are not viewed to have any negative impacts on the adequacy of the system. If development of the proceeds ahead of the proposed Wildflower Meadows Subdivision (immediately east of the site), the project would need to connect to sanitary sewer at the intersection of Midway Ave. / McGuire Rd.

**C3. Proposed streets are consistent with the transportation element of the comprehensive plan.**

The Commission determines that the subdivision and proposed layout accommodate connectivity and will not have a negative impact on the local transportation system. Rights of way and easements shall be dedicated to the City of Post falls and streets constructed to the roadway standard as outlined within the City Transportation Master Plan.

**C4. All areas of the proposed subdivision which may involve soil or topographical conditions presenting hazards have been identified and that the proposed uses of these areas are compatible with such conditions.**

The Commission determines that: There are no soil or topographical conditions which have been identified as presenting hazards.

**C5. The area proposed for subdivision is zoned for the proposed use and the use conforms to other requirements found in this code.**

The Commission determines that this subdivision request is within the City of Post Falls and is

zoned for the proposed use. Twinhomes are allowed within the R-2 zoning and this proposal conforms to the adjacent subdivision to the east (Wildflower Meadows) and the south (Gabrio Estates) as the lots are single-family in nature.

- C6. The developer has made adequate plans to ensure that the community will bear no more than its fair share of costs to provide services by paying fees, furnishing land, or providing other mitigation measures for off-site impacts to streets, parks, and other public facilities within the community. It is the expectation that, in most cases, off site mitigation will be dealt with through the obligation to pay development impact fees.**

The Commission determines that impact fees will be assessed on individual building permits to assist in mitigating the off-site impacts to parks, public safety, and streets.

- C7. Additional Recommended Conditions necessary to ensure compliance with the adopted standards:**

It is the decision of the Commission that the requested subdivision can meet the City's standards, however, to meet the criteria certain conditions will need to be met. Those conditions, 1-10 listed below, when imposed will ensure that the six criteria found in PFMC 17.12.060.H are met. Based upon the Presentations made to the Commission on August 10, 2021, at a properly noticed public hearing, the record compiled in this matter, and the applicant must meet the following conditions:

1. Corrections and additions, if any, to the Subdivision requested by staff and/or the Planning & Zoning Commission should be completed by the applicant and reviewed by staff prior to approval by the City Council.
2. The proposed subdivision must be completed in a single phase.
3. Drive approaches within the rights-of-way shall be no wider than 40% Lot width to reserve space for storm water management, on-street parking, garbage collection and mail delivery.
4. A Master Development Agreement shall be prepared by staff, reviewed, and approved by the City Council, and signed by the parties prior to commencement of any construction.
5. A Construction Improvement Agreement shall be completed for the project prior to construction.
6. Construction Plans were previously reviewed and conditionally approved. Prior to Final approval for construction of the streets and utilities plans shall be modified as necessary and reviewed for approval by the Engineering Division. Such plans shall also include driveway approaches and location of proposed mailboxes.
7. Except where an exception is granted, all streetlights and roadways shall be designed and constructed in accordance with City standards. No exceptions from City Standards were requested.
8. Final landscaping plans for the street trees will be submitted for review and approval as part of the construction plans. Street trees shall be planted by the developer in the spring and fall following construction of homes. The Urban Forester shall be notified prior to planting.
9. Residential access to Midway Ave. shall be restricted on the plat.
10. Swales and right-of way landscaping areas along Midway Ave., including snow removal from sidewalks and trails, will be maintained by the homeowner's association.

- D. STEPS THE APPLICANT CAN TAKE TO OBTAIN APPROVAL:**

Not Applicable, approval has been granted, subject to the conditions noted above.

- E. CONCLUSIONS AND RECOMMENDATIONS OF THE COMMISSION:**

**SUBD-0011-2021:** Based upon the record placed before the Commission, the testimony received at the properly noticed public hearing, and with the imposition of the above conditions, it is the conclusion of the Post Falls Planning and Zoning Commission that the request, Blue Spruce Meadows Subdivision, SUBD-00010-2021, meets the standards of City Code, and the Idaho Local Land Use Planning Act, and is hereby approved with conditions contained herein.

Approved by the Planning and Zoning Commission on \_\_\_\_\_

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Attest

**NOTICE OF RIGHTS:**

**Any affected person aggrieved by a final decision of the Planning and Zoning Commission may submit a written notice of appeal along with the required fees in accordance with the City's adopted fee schedule, to the City Clerk for appeal to the Post Falls City Council within fourteen (14) days of the date of the written decision, pursuant to Post Falls City Code 18.20.60.E**

**The final decision of the Planning and Zoning Commission is not a final decision for purposes of judicial review until the City Council has issued a final decision on appeal and the party seeking judicial review has requested reconsideration of that final decision as provided by Idaho Code 67-6535(2)(b), pursuant to Post Falls City Code 18.20.60.E.**

**Any applicant or affected person seeking judicial review of compliance with the provisions of Idaho Code Section 67-6535 must first seek reconsideration of the final decision within fourteen (14) days of such decision. Such written request must identify specific deficiencies in the decision for which reconsideration is sought.**

**The applicant has the right to request a regulatory taking analysis pursuant to Idaho Code Section 67-8003. Any affected person aggrieved by a final decision concerning matters identified in Idaho Code Section 67-6521(1)(a) may, within twenty-eight (28) days after all remedies have been exhausted under local ordinances, seek judicial review under the procedures provided by Chapter 52, Title 67, Idaho Code.**

**Angell Clark Zone Change  
File No. RZNE-0010-2021**

**Planning and Zoning Commission  
Zoning Recommendation**

**A. INTRODUCTION:**

APPLICANT: Rob Clark

LOCATION: East of the intersection of W. Grange Avenue and N. Spokane Street.

REQUEST: Rezone approximately 4.2 acres from Single-Family Residential (R1) to Community Commercial Mixed (CCM).

**B. RECORD CREATED:**

1. A-1 Application
2. A-2 Narrative
3. A-3 Preliminary Site Plan
4. A-4 Legal
5. A-5 Map
6. A-6 Title Report
7. A-12 Annexation Agreement
8. S-1 Vicinity Map
9. S-2 Zoning Map
10. S-3 Future Land Use Map
11. S-4 Special Use Permit on Record
12. S-5 Proposed Draft Development Agreement
13. PA-1 PFPD Comments
14. P&Z Staff Report
15. Testimony at the public hearing on December 14, 2021 including:

The public hearing was properly noticed and conducted in accordance with the requirements of Idaho Code §§ 67-6511 and 67-6509, and Post Falls Municipal Code (PFMC) § 18.20.060. The purpose of the hearing was to afford the applicant and the public the opportunity to provide testimony and documentation to be taken by the Planning and Zoning Commission (“Commission”) in their application of PFMC §§ 18.16.010 and 18.20.100 when making the Commission’s recommendation to the City Council.

## **Jon Manley, Planning Manager**

Mr. Manley presented the staff report and testified that the requested action is for the Commission to review the request to rezone approximately 4.2 acres in the City of Post Falls from Single Family Residential (R1) zoning to the Community Commercial Mixed (CCM) zoning district. He noted that the zone will require a Development Agreement for the Property that will add additional control measures. He explained that the location is on the east side of the intersection of Spokane Street and West Grange Avenue. Currently there is a clubhouse, maintenance building, and parking lot at the location.

Mr. Manley explained the history of the property, testifying that the property was annexed some time ago in the early ninety's and there was an annexation agreement entered. He explained that the agreement indicated that there was a golf course contemplated with the requirement that the owners seek a conditional use permit for that property. Additionally, the clubhouse and parking area would be assessed at commercial annexation fees rather than residential annexation fees. He testified that the special use permit was established in 1994 and allowed for building the clubhouse, pro shop, snack bar, food service, restrooms, office, and beer and wine sales.

Mr. Manley testified that the development agreement, if approved, allows for the following uses: Golf Pro Shop (with related retail sales), Full-Service Restaurant (excluding drive through restaurants), Bars (only in conjunction with a full-service restaurant), Virtual Golf (with related indoor recreational uses), Small Grocery Stores and Convenience Sales (excluding gas sales), Small Fitness Centers, Coffee Shops, Salon/Day Spa, Bakery/Delicatessen/Ice Cream Shop/Snack Bar/Wine Shop, Clothing Boutique, Hotel (up to 17 rooms when located above the ground floor of a mixed-use building).

Mr. Manley testified that there is no significant topology of vegetation that would inhibit redevelopment of the site, it is already an established golf course community. He stated that water and sewer are provided by the City of Post Falls.

Mr. Manley testified that in reviewing zone changes, staff looks at relevant review criteria. He stated that staff report reviewed the the goals and policies of the comprehensive plan. He illustrated that the area is currently zoned R1 and is surrounded by other R1 zoning. He testified that the area is designated low density residential on the future land use map. He noted that the district entertains commercial uses if they are consistent with the focus area, featuring higher traffic volumes or designed to function as a pedestrian friendly focal point. He explained that the proposal does not outright fit into one of the implementing zoning districts but the Commission can look to the focus area for guidance.

Mr. Manley testified that the applicable focus area is the Central Prairie focus area. He explained that the focus area provides that commercial uses can be provided along arterial or collector streets where traffic volume exceeds 4,000 vehicles per day. He testified that Spokane Street is currently under 3,000 trips per day but is anticipated to have 5,000 trips per day in 2035.



Mr. Manley testified that the proposed zone is located along a higher classified roadway, as Spokane Street is classified as a Major Collector. He testified that the location is not near a higher intense urban area. Finally, he testified that the application is not for industrial zoning so it is inapplicable to the request.

Mr. Manley testified they are currently doing some commercial uses under the special use permit but the zone change would allow some of those uses to be expanded. He noted that having it in the more finite CCM zone reduces the subjectivity of the proposed uses. He testified that the Commission could change the recommended uses for the development agreement that will go to City Council for a final decision.

### **Rob Palus, Assistant City Engineer**

Mr. Palus testified in response to a question from the Commission regarding the traffic count, testified that the numbers come from the 2018 Master Plan. He explained the base numbers were from 2014 and then projected forward. He indicated that they utilized projected 2020 volumes and identified less than 5,000 trips per day in 2035. He testified that a major collector has the capacity for 4,000 to 12,000 trips per day, so Spokane Street is still on the low end of a major collector roadway.

### **Rob Clark, Angell Clark Properties, Applicant**

Mr. Clark testified that they embarked on this venture in August of this year. He explained that it is time to make the golf course more of a destination spot instead of just a lot of green grass. He noted that the special use permit talks about the uses that go hand-in-hand with a golf course. He requested that there needs to be a full-service restaurant, bar, virtual golf, different areas for banquets and tournaments. He explained that this is an opportunity to make Prairie Falls Golf Course what it should be – something that the city and residents of Post Falls can be proud of, not just a golf course. He testified that it would ease some of the traffic coming from Prairie Ave. because they will no longer have to go all the way down Spokane street to get to amenities.

Mr. Clark testified that as far as the 17-room hotel, the extended stay, what we would like to do is provide a stay-and-play. He testified that in the short time he has had the golf course, he has had about thirty different groups who came through to hit the different golf courses. He indicated that they could come and stay at our place, golf at our course, and then go hit the other courses.

Mr. Clark explained that the proposal is not for a hotel and the extended stay sleeping units are more akin to an “Airbnb”. He explained that it will be for short stays, a few days, maybe a week. He explained that it would be on a second story, the first floor would be all commercial. He explained you would have the clubhouse, restaurant, bar, virtual golf, and other retail, the second floor would have the seventeen extended stay units. He testified that they would not be apartments.

Mr. Clark testified on rebuttal that the golf course has not been profitable and this will make it profitable. He asserted that it will be tasteful and will not obscure people's views.

**Public Testimony:**

The Commission opened the hearing for public testimony.

**Suzanne Woss (Written Comment Read into Record)**

Ms. Woss testified in opposition stating that the zoning request includes a 17-unit hotel. The current operator of the golf course has been non-responsive regarding security lighting that is intrusive to existing homes. New structures such as the hotel will drastically increase intrusive lighting. Also, the visual skyline will obscure the present view of homeowners reducing land value by limiting the present mountain views both day and night.

**Deliberations:** After the public hearing was complete the hearing was closed, and the Commission moved to deliberations to discuss their interpretation of the information presented both orally and in the written record and to apply that information to the approval criteria in City Code sections 18.16.010 and 18.20.100.

**C. EVALUATION OF ZONE CHANGE APPROVAL/REVIEW CRITERIA:**

**C1. Amendments to the zoning map should be in accordance with the Future Land Use Map.**

Based on the testimony provided and the staff report, The Future Land Use Map in the Comprehensive Plan designates this area as Residential. The Commission notes that the area is unique as the designation seems to miss the commercial node that was already there. The Commission finds that while not called out as an implementing zone outright, the proposal is on a major collector and is already a commercial use. The Commission finds that the proposal fits within the applicable Central Prairie focus area and the CCM zone is justified.

**C2. Amendments to the zoning map should be in accordance with the goals and policies found in the Post Falls Comprehensive Plan.**

Based on the testimony provided and the staff report, the Commission finds the requested zone change being consistent with the goals and policies contained in the comprehensive plan and that the proposal is consistent with the following relevant goals and policies:

**Goal:**

Grow and sustain a balanced, resilient economy for Post Falls, providing community prosperity and fiscal health (G.1).

Creating a diverse community with housing near neighborhood commercial activities assists creating live, work, play neighborhoods. Additionally, it may reduce the reliance of services being rendered on more highly trafficked corridors.

Maintain and improve Post Falls' small-town scale, charm and aesthetic beauty. (G.3).

Placing Community Commercial Services at this location is an appropriate area for urban growth supporting an accessible work, live, and shop environment in an area serviced by a street suitable for higher levels of traffic. It creates a neighborhood-friendly business within walking distance of residential uses. The plans call for a two-story building, which is the same height as a two-story house.

Keep Post Falls' neighborhoods safe, vital, and attractive. (G.5)

The proposal ensures their neighborhoods are kept safe, active and aesthetically pleasing. The proposal is an attractive, pedestrian-friendly development, with neighborhood-scale commercial services.

Maintain the City of Post Falls' long-term fiscal health. (G.12)

Services that cities provide cannot be sustained without fiscal balance and accountability. This proposal serves the City of Post Falls' obligation to sustain its fiscal health – achieved through the gathering of income in responsible, equitable ways, and through decisions, investments and actions that provide rate-payers with efficient, effective services now and in the future.

**Policy:**

**[P.01] Support land use patterns that:**

- Maintain or enhance community levels of service;  
Impact Fees are paid at the time of permit issuance to assist maintaining the community levels of service for parks, public safety, streets, and multi-modal pathways.
- Foster the long-term fiscal health of the community;  
Providing the opportunities for creating the variety of service, retail, office, and mixed housing such as this proposal furthers the establishment of having residential housing within walking distance of neighborhood commercial and civic uses to create sustainable and independent living communities. The interaction between these uses increases their value and assists in contributing to the long-term fiscal health of the community.
- Maintain and enhance resident quality of life;  
The proposed location is comprised of the Prairie Falls Golf Club and the proposed development in the area provides amenities currently unavailable to residents in the area.
- Promote compatible, well-designed development;  
This is embedded and addressed in the comments above.
- Implement goals and policies of the comprehensive plan, related master plan and/or facility plans.

The Central Prairie area historically has been focused on addressing single-family housing needs. New projects are more likely to integrate higher density housing with community amenities to broaden their appeal to buyers. Future growth should embrace a variety of housing types and land uses, maintain quality standards, and provide even greater emphasis on pedestrian friendliness and connecting neighborhoods to community trails and nearby amenities.

This proposal is for commercial uses along a collector street. While the commercial development is not along Prairie Avenue or near identified commercial nodes, for the reasons stated above the proposed rezone is consistent with goals and policies within the comprehensive plan and related master plans.

**[P.02] Apply or revise zoning designations with careful consideration of factors including:**

- Future land use mapping;  
The Future Land Use Map in the Comprehensive Plan designates this area as Residential. The Commission notes that the area is unique as the designation seems to miss the commercial node that was already there. The Commission finds that while not called out as an implementing zone outright, the proposal is on a major collector and is already a commercial use. The Commission finds that the proposal fits within the applicable Central Prairie focus area and the CCM zone is justified
- Infrastructure and service plans;  
Water and sanitary sewer are available to the site. Sanitary Sewer would be provided by the City of Post Falls. The City of Post Falls has the capacity and is willing to serve the property at the requested zoning.
- Existing and future traffic patterns;  
The requested zoning is in conformance with the anticipated land uses and trip generations within the City's Transportation Master Plan.
- Goals and policies of the comprehensive plan, related master plan and/or facility plans.  
The response to this is embedded within the analysis within this recommendation.

**[P.3] Encourage development patterns that provide suitably scaled, daily needs services within walking distance of residential areas, allowing a measure of independence for those who cannot or choose not to drive.**

Rezoning the property to Community Commercial Mixed (CCM) zone will accommodate the commercial development. The proposal is located near arterials and collector streets that may support commercial, residential, professional office, and civic uses that support an accessible work, live, and shop environment. The proposal is situated within walking distance of residential areas and may provide suitably scaled daily needs services.

**[P.7] Encourage the development of off-corridor access and circulation for commercial and mixed-use areas abutting limited-access arterials.**

The CCM zone in this area will provide this opportunity.

**[P.08] Encourage compatible infill development and redevelopment of vacant and under-utilized properties within City Limits.**

Redevelopment of this area would be considered compatible infill of under-utilized property within the city limits.

**C3. Zoning is assigned following consideration of such items as street classification, traffic patterns, existing development, future land uses, community plans, and geographic or natural features.**

**Streets/Traffic:**

The proposed Zone Change area is adjacent to Spokane Street (Major Collector). The requested zoning is in conformance with the anticipated land uses and trip generations within the City's Transportation Master Plan. Spokane Street has a current daily traffic volume of under 3,000 trips per day with anticipated daily volumes in 2035 of under 5,000 trips per day. Major Collector Roadways have identified capacities in the Transportation Master Plan of 4,000 to 12,000 trips per day. The Zone change is not anticipated to have any negative impacts to the City's transportation network that are not previously identified as being mitigated thru collection of Transportation Impact Fees. The City is scheduled to make improvements to Spokane Street from Poleline Avenue to Prairie Avenue in 2022.

**Water and Sanitary Sewer:**

Water and sanitary sewer are available to the site. Sanitary Sewer would be provided by the City of Post Falls. The requested zoning is in conformance with the land use assumptions in the City's Sanitary Sewer Master Plan. The City of Post Falls has the capacity and is willing to provide sanitary sewer service the property at the requested zoning.

Water Service is provided by The City of Post Falls.

**Compatibility with Existing Development and Future Uses:**

To the west are single family homes. To the north are developing single family homes in the Golf Course. To the east is the existing golf course. To the south is the City of Post Falls Cemetery. It is unknown of any other future uses surrounding this request other than that are not currently existing. The current site is being used as a quasi-commercial use per approved Conditional Use Permit (Exhibit S-4). Per Exhibit A-12: Annexation Agreement, cites 5 acres of the golf course paying commercial annexation fees.

**Future Land Use Designation:**

Exhibit S-3: Future Land Use Map, depicts the land use designation for this area as Low Density Residential. The proposed CCM Zone is allowable per the direction of the Central Prairie Focus Area and the road classification of Spokane Street.

**Community Plans:**

The area is within the Central Prairie Focus Area in the Post Falls Comprehensive Plan.

**Geographic/Natural Features:**

The Commission finds the site contains no geographic or other natural features that would affect development of the site.

**C4. Commercial and high-density residential zoning is typically assigned along streets with a higher road classification.**

The proposed zone is located along higher classified roadways. Spokane Street is classified as a Major Collector (4,000-12,000 trips per day). The Commission finds that Commercial would be assigned along a street with a higher road classification.

**C5. Limited or neighborhood commercial and lower density residential zoning is typically assigned for properties as they proceed farther away from the higher intensity urban activity.**

The Commission finds that this location is not near a higher intensity urban activity.

**C6. Industrial zoning is typically assigned for properties with sufficient access to major transportation routes and may be situated away from residential zoning.**

The Commission finds this criterion inapplicable to the request, as Industrial zoning is not being requested as part of this consideration nor is Industrial zoning situated near the requested area.

**D. RECOMMENDATION OF THE COMMISSION:**

**Angell Clark Zone Change, File No. RZNE-0010-2021:** Following the public hearing, the Planning and Zoning Commission considered all relevant evidence, testimony, and comments. A motion to recommend approval of the recommended zoning was made, the motion carried a majority of the Commission. The Planning and Zoning Commission hereby recommends that City Council approve the proposal, finding that it conforms to the general purpose of the comprehensive plan and meets all the applicable approval criteria for applicant's request for Community Commercial Mixed (CCM) zoning. Further, the Commission recommends that in addition to the uses proposed in the Development Agreement that the height be restricted to two-stories and the occupancy of the extended stay units be limited to less than one month.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Attest

## **NOTICE OF RIGHTS:**

**Any affected person aggrieved by a final decision of the Planning and Zoning Commission may submit a written notice of appeal along with the required fees in accordance with the City's adopted fee schedule, to the City Clerk for appeal to the Post Falls City Council within fourteen (14) days of the date of the written decision, pursuant to Post Falls City Code 18.20.60.E**

**The final decision of the Planning and Zoning Commission is not a final decision for purposes of judicial review until the City Council has issued a final decision on appeal and the party seeking judicial review has requested reconsideration of that final decision as provided by Idaho Code 67-6535(2)(b), pursuant to Post Falls City Code 18.20.60.E.**

**Any applicant or affected person seeking judicial review of compliance with the provisions of Idaho Code Section 67-6535 must first seek reconsideration of the final decision within fourteen (14) days of such decision. Such written request must identify specific deficiencies in the decision for which reconsideration is sought.**

**The applicant has the right to request a regulatory taking analysis pursuant to Idaho Code Section 67-8003. Any affected person aggrieved by a final decision concerning matters identified in Idaho Code Section 67-6521(1)(a) may, within twenty-eight (28) days after all remedies have been exhausted under local ordinances, seek judicial review under the procedures provided by Chapter 52, Title 67, Idaho Code.**

**CITY OF POST FALLS  
AGENDA REPORT**

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**REPORT DATE:** January 7, 2022  
**TO:** POST FALLS PLANNING AND ZONING COMMISSION  
**FROM:** JON MANLEY, PLANNING MANAGER  
(208) 457 - 3344, [jmanley@postfallsidaho.org](mailto:jmanley@postfallsidaho.org)  
**SUBJECT:** FINAL STAFF REPORT FOR THE JANUARY 11, 2022 P&Z  
COMMISSION MEETING - COMPREHENSIVE PLAN AMENDMENT

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**FILE NO(s):** CPA-0002-2021: COMPREHENSIVE PLAN AMENDMENT

**APPLICANT:** KOOTENAI COUNTY FIRE AND RESCUE DISTRICT

**COMPREHENSIVE PLAN AMENDMENT REQUEST:**

On December 14, 2021 the Post Falls Impact Review Committee reviewed and accepted the following Capital Improvement Plans proposed to be incorporated by reference into the Post Falls Comprehensive Plan:

- Kootenai County Fire & Rescue Impact Fee Study and Capital Improvements Plan; and
- Kootenai County Emergency Medical Services System (KCEMSS) Impact Fee Study and Capital Improvement Plan.

The Planning and Zoning Commission is being asked to amend the Post Falls Comprehensive Plan, to provide for development impact fees for Kootenai County Fire & Rescue (KCFR) and Kootenai County Emergency Medical Services System (KCEMSS) per the cited impact fees studies cited above. KCFR and KCEMSS, cannot collect impact fees without an intergovernmental agreement with a municipality or county and in order for the City to collect development related impact fees to turn over to KCFR and KCEMSS they must have the Capital Improvement Plans (CIP) adopted in the City of Post Falls Comprehensive Plan. Exhibit S-1 and Exhibit S-2: (New Language Underlined).

**OTHER AGENCY RESPONSE & RECEIVED WRITTEN COMMENTS:**

Agencies Notified:

Post Falls Post Office	PF Park & Rec	East Greenacres Irr. District
Kootenai County Fire	Kootenai Electric	Time Warner Cable
PF Highway District	Ross Point Water	PF Police Department
PF School District	Verizon	Utilities (W/WW)
Avista Corp. (WWP-3)	Idaho Department of Lands	Urban Renewal Agency
Department of Environmental Quality	Panhandle Health District	Kootenai County Planning



Conoco, Inc. (Pipeline Co.)	NW Pipeline Corp.	KMPO
Yellowstone Pipeline Co.	TransCanada GTN	TDS

➤ **Post Falls Highway District (Exhibit PA-1) – No Comment**

**PUBLIC PROCESS:** This application is processed as an amendment to the *2020 Comprehensive Plan*. A public hearing is held before the Planning & Zoning Commission; of which, will review the record, hear the staff report, and make a recommendation concerning the proposed amendment to City Council. Upon receipt of the recommendation, City Council will hold a public hearing at a later date and render a decision regarding the proposed amendment. If the amendment is approved, it will be made part of the Comprehensive Plan upon the preparation and passage of a resolution adopting the amendment.

Notice of the proposed amendment follows the Notice and Hearing provisions under [Idaho Code 67-6509](#). Notice of the time and place and a summary of the plan to be discussed has been published in the Post Falls Press on August 28, 2021. The commission also made available the notice to other papers, radio, and television stations serving the jurisdiction for use as a public service announcement. Notice of intent to amend the plan was sent to all political subdivisions providing services within the planning jurisdiction, including school districts and the manager or person in charge of the local public airport, at least fifteen (15) days prior to the public hearing scheduled by the commission.

**MOTION OPTIONS:** The Planning Commission must provide a recommendation to the City Council concerning the proposed amendment. Should the Commission need additional information or wish to hear additional testimony, it may wish to move to continue the public hearing to a date certain. If the Commission has heard sufficient testimony but needs additional time to deliberate and make a recommendation, it may close the public hearing and move the deliberations to a date certain. If the Planning Commission recommends a material change to the proposed amendment to the plan, such notice of the recommendation shall be included in the notice of public hearing provided by the City Council.

**ATTACHMENTS:**

**Exhibit A-1:** Kootenai County Fire & Rescue Impact Fee Study and Capital Improvements Plan

**Exhibit A-2:** Kootenai County Emergency Medical Services System (KCEMSS) Impact Fee Study and Capital Improvement Plans

**Exhibit S-1:** Proposed Comp Plan Amendment (New Language Underlined)

**Testimony:** Exhibit PA-1 PFHD Comments

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DRAFT REPORT – September 15, 2021

Kootenai County Fire & Rescue  
DistrictDistrict  
Impact Fee Study and  
Capital Improvement Plan

Prepared By

Galena Consulting  
Anne Wescott  
1214 South Johnson  
Boise, Idaho 83705



# Section I.

## Introduction

This report regarding impact fees for the Kootenai County Fire & Rescue District is organized into the following sections:

- An overview of the report's background and objectives;
- A definition of impact fees and a discussion of their appropriate use;
- An overview of land use and demographics;
- A step-by-step calculation of impact fees under the Capital Improvement Plan (CIP) approach;
- A list of implementation recommendations; and
- A brief summary of conclusions.

### Background and Objectives

The Kootenai County Fire & Rescue District hired Galena Consulting to calculate impact fees.

This document presents impact fees based on the District's demographic data and infrastructure costs before credit adjustment; calculates the District's monetary participation; examines the likely cash flow produced by the recommended fee amount; and outlines specific fee implementation recommendations. Credits can be granted on a case-by-case basis; these credits are assessed when each individual building permit is pulled.

### Definition of Impact Fees

Impact fees are one-time assessments established by local governments to assist with the provision of Capital Improvements necessitated by new growth and development. Impact fees are governed by principles established in Title 67, Chapter 82, Idaho Code, known as the Idaho Development Impact Fee Act (Impact Fee Act). The Idaho Code defines an impact fee as "... a payment of money imposed as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve development."<sup>1</sup>

Purpose of impact fees. The Impact Fee Act includes the legislative finding that "... an equitable program for planning and financing public facilities needed to serve new growth and development is necessary in order to promote and accommodate orderly growth and development and to protect the public health, safety and general welfare of the citizens of the state of Idaho."<sup>2</sup>

Idaho fee restrictions and requirements. The Impact Fee Act places numerous restrictions on the calculation and use of impact fees, all of which help ensure that local governments adopt impact fees that are consistent with federal law.<sup>3</sup> Some of those restrictions include:

- Impact fees shall not be used for any purpose other than to defray system improvement costs incurred to provide additional public facilities to serve new growth;<sup>4</sup>
- Impact fees must be expended within 8 years from the date they are collected. Fees may be held in certain circumstances beyond the 8-year time limit if the governmental entity can provide reasonable cause;<sup>5</sup>
- Impact fees must not exceed the proportionate share of the cost of capital improvements needed to serve new growth and development;<sup>6</sup>
- Impact fees must be maintained in one or more interest-bearing accounts within the capital projects fund.<sup>7</sup>

In addition, the Impact Fee Act requires the following:

- Establishment of and consultation with a development impact fee advisory committee (Advisory Committee);<sup>8</sup>
- Identification of all existing public facilities;
- Determination of a standardized measure (or service unit) of consumption of public facilities;
- Identification of the current level of service that existing public facilities provide;
- Identification of the deficiencies in the existing public facilities;
- Forecast of residential and nonresidential growth;<sup>9</sup>
- Identification of the growth-related portion of the District's Capital Improvement Plan;<sup>10</sup>
- Analysis of cash flow stemming from impact fees and other capital improvement funding sources;<sup>11</sup>
- Implementation of recommendations such as impact fee credits, how impact fee revenues should be accounted for, and how the impact fees should be updated over time;<sup>12</sup>
- Preparation and adoption of a Capital Improvement Plan pursuant to state law and public hearings regarding the same;<sup>13</sup> and
- Preparation and adoption of a resolution authorizing impact fees pursuant to state law and public hearings regarding the same.<sup>14</sup>

How should fees be calculated? State law requires the District to implement the Capital Improvement Plan methodology to calculate impact fees. The District can implement fees of any amount not to exceed the fees as calculated by the CIP approach. This methodology requires the District to describe its service areas, forecast the land uses, densities and population that are expected to occur in those service areas over the 10-year CIP time horizon, and identify the capital improvements that will be needed to serve the forecasted growth at the planned levels of service, assuming the planned levels of service do not exceed the current levels of service.<sup>15</sup> Only those items identified as growth-related on the CIP are eligible to be funded by impact fees.

The governmental entity intending to adopt an impact fee must first prepare a capital improvements plan.<sup>17</sup> Once the essential capital planning has taken place, impact fees can be calculated. The Impact Fee Act places many restrictions on the way impact fees are calculated and spent, particularly via the principal that local governments cannot charge new development more than a “proportionate share” of the cost of public facilities to serve that new growth. “Proportionate share” is defined as “. . . that portion of the cost of system improvements . . . which reasonably relates to the service demands and needs of the project.”<sup>19</sup> Practically, this concept requires the District to carefully project future growth and estimate capital improvement costs so that it prepares reasonable and defensible impact fee schedules.

The proportionate share concept is designed to ensure that impact fees are calculated by measuring the needs created for capital improvements by development being charged the impact fee; do not exceed the cost of such improvements; and are “earmarked” to fund growth-related capital improvements to benefit those that pay the impact fees.

There are various approaches to calculating impact fees and to crediting new development for past and future contributions made toward system improvements. The Impact Fee Act does not specify a single type of fee calculation, but it does specify that the formula be “reasonable and fair.” Impact fees should take into account the following:

- Any appropriate credit, offset or contribution of money, dedication of land, or construction of system improvements;
- Payments reasonably anticipated to be made by or as a result of a new development in the form of user fees and debt service payments;
- That portion of general tax and other revenues allocated by the District to growth-related system improvements; and
- All other available sources of funding such system improvements.<sup>20</sup>

Through data analysis and interviews with the District and Galena Consulting identified the share of each capital improvement needed to serve growth. The total projected capital improvements needed to serve growth are then allocated to residential and nonresidential development with the resulting amounts divided by the appropriate growth projections from 2021-2031. This is consistent with the Impact Fee Act.<sup>21</sup> Among the advantages of the CIP approach is its establishment of a spending plan to give developers and new residents more certainty about the use of the particular impact fee revenues.

Other fee calculation considerations. The basic CIP methodology used in the fee calculations is presented above. However, implementing this methodology requires a number of decisions. The considerations accounted for in the fee calculations include the following:

- Allocation of costs is made using a service unit which is “a standard measure of consumption, use, generation or discharge attributable to an individual unit<sup>22</sup> of development calculated in accordance with generally accepted engineering or planning standards for a particular category of capital improvement.”<sup>23</sup> The service units chosen by the study team for every fee calculation in this study are linked directly to residential dwelling units and nonresidential development square feet.<sup>24</sup>
- A second consideration involves refinement of cost allocations to different land uses. According to Idaho Code, the CIP must include a “conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural and industrial.”<sup>25</sup> In this analysis, the study team has chosen to use the highest level of detail supportable by available data and, as a result, in this study, the fee is allocated between aggregated residential (i.e., all forms of residential housing) and nonresidential development (all nonresidential uses including retail, office, agricultural and industrial).

#### Current Assets and Capital Improvement Plans

The CIP approach estimates future capital improvement investments required to serve growth over a fixed period of time. The Impact Fee Act calls for the CIP to “. . . project demand for system improvements required by new service units . . . over a reasonable period of time not to exceed 20 years.”<sup>26</sup> The impact fee study team recommends a 10-year time period based on the District’s best available capital planning data.

The types of costs eligible for inclusion in this calculation include any land purchases, construction of new facilities and expansion of existing facilities to serve growth over the next 10 years at planned and/or adopted service levels.<sup>27</sup> Equipment and vehicles with a useful life of 10 years or more are also impact fee eligible under the Impact Fee Act.<sup>28</sup> The total cost of improvements over the 10 years is referred to as the “CIP Value” throughout this report. The cost of this impact fee study is also impact fee eligible for all impact fee categories.

The forward-looking 10-year CIP for the District includes some facilities that are only partially necessitated by growth (e.g., facility expansion). The study team met with the District to determine a defensible metric for including a portion of these facilities in the impact fee calculations. A general methodology used to determine this metric is discussed below. In some cases, a more specific metric was used to identify the growth-related portion of such improvements. In these cases, notations were made in the applicable section.

## Fee Calculation

In accordance with the CIP approach described above, we calculated fees for each department by answering the following seven questions:

1. **Who is currently served by the District?** This includes the number of residents as well as residential and nonresidential land uses.
2. **What is the current level of service provided by the District?** Since an important purpose of impact fees is to help the District achieve its planned level of service<sup>29</sup>, it is necessary to know the levels of service it is currently providing to the community.
3. **What current assets allow the District to provide this level of service?** This provides a current inventory of assets used by the District, such as facilities, land and equipment. In addition, each asset's replacement value was calculated and summed to determine the total value of the District's current assets.
4. **What is the current investment per residential and nonresidential land use?** In other words, how much of the District's current assets' total value is needed to serve current residential households and nonresidential square feet?
5. **What future growth is expected in the District?** How many new residential households and nonresidential square footage will the District serve over the CIP period?
6. **What new infrastructure is required to serve future growth?** For example, how many stations will be needed by the Kootenai County Fire & Rescue District within the next ten years to achieve the planned level of service of the District?<sup>30</sup>
7. **What impact fee is required to pay for the new infrastructure?** We calculated an apportionment of new infrastructure costs to future residential and nonresidential land- uses for the District. Then, using this distribution, the impact fees were determined.

Addressing these seven questions, in order, provides the most effective and logical way to calculate impact fees for the District. In addition, these seven steps satisfy and follow the regulations set forth earlier in this section.

Exhibits found in Section III of this report detail all capital improvements planned for purchase over the next ten years by the District.

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<sup>1</sup> See Section 67-8203(9), Idaho Code. "System improvements" are capital improvements (i.e., improvements with a useful life of 10 years or more) that, in addition to a long life, increase the service capacity of a public facility. Public facilities include fire, emergency medical and rescue facilities. See Sections 67-8203(3), (24) and (28), Idaho Code.

<sup>2</sup> See Section 67-8202, Idaho Code.

<sup>3</sup> As explained further in this study, proportionality is the foundation of a defensible impact fee. To meet substantive due process requirements, an impact fee must provide a rational relationship (or nexus) between the impact fee assessed against new development and the actual need for additional capital improvements. An impact fee must substantially advance legitimate local government interests. This relationship must be of "rough proportionality." Adequate consideration of the factors outlined in Section 67-8207(2) ensure that rough proportionality is reached. See *Banbury Development Corp. v. South Jordan*, 631 P.2d 899 (1981); *Dollan v. District of Tigard*, 512 U.S. 374 (1994).

<sup>4</sup> See Sections 67-8202(4) and 67-8203(29), Idaho Code.

<sup>5</sup> See Section 67-8210(4), Idaho Code.

<sup>6</sup> See Sections 67-8204(1) and 67-8207, Idaho Code.

<sup>7</sup> See Section 67-8210(1), Idaho Code

<sup>8</sup> See Section 67-8205, Idaho Code.

<sup>9</sup> See Section 67-8206(2), Idaho Code.

<sup>10</sup> See Section 67-8208, Idaho Code.

<sup>11</sup> See Section 67-8207, Idaho Code.

<sup>12</sup> See Sections 67-8209 and 67-8210, Idaho Code.

<sup>13</sup> See Section 67-8208, Idaho Code.

<sup>14</sup> See Sections 67-8204 and 67-8206, Idaho Code.

<sup>15</sup> As a comparison and benchmark for the impact fees calculated under the Capital Improvement Plan approach, Galena Consulting also calculated the District's current level of service by quantifying the District's current investment in capital improvements, allocating a portion of these assets to residential and nonresidential development, and dividing the resulting amount by current housing units (residential fees) or current square footage (nonresidential fees). By using current assets to denote the current service standard, this methodology guards against using fees to correct existing deficiencies.

<sup>17</sup> See Section 67-8208, Idaho Code.

<sup>19</sup> See Section 67-8203(23), Idaho Code.

<sup>20</sup> See Section 67-8207, Idaho Code.

<sup>21</sup> The impact fee that can be charged to each service unit (in this study, residential dwelling units and nonresidential square feet) cannot exceed the amount determined by dividing the cost of capital improvements attributable to new development (in order to provide an adopted service level) by the total number of service units attributable to new development. See Sections 67-8204(16), 67-8208(1(f) and 67-8208(1)(g), Idaho Code.

<sup>22</sup> See Section 67-8203(27), Idaho Code.

<sup>23</sup> See Section 67-8203(27), Idaho Code.

<sup>24</sup> The construction of detached garages alongside residential units does not typically trigger the payment of additional impact fees unless that structure will be the site of a home-based business with significant outside employment.

<sup>25</sup> See Section 67-8208(1)(e), Idaho Code.

<sup>26</sup> See Section 67-8208(1)(h).

<sup>27</sup> This assumes the planned levels of service do not exceed the current levels of service.

<sup>28</sup> The Impact Fee Act allows a broad range of improvements to be considered as "capital" improvements, so long as the improvements have useful life of at least 10 years and also increase the service capacity of public facilities. See Sections 67- 8203(28) and 50-1703, Idaho Code.

<sup>29</sup> This assumes that the planned level of service does not exceed the current level of service.

<sup>30</sup> This assumes the planned level of service does not exceed the current level of service.



## Section II. Land Uses

As noted in Section I, it is necessary to allocate capital improvement plan (CIP) costs to both residential and nonresidential development when calculating impact fees. The study team performed this allocation based on the number of projected new households and nonresidential square footage projected to be added from 2021 through 2031 for the District. These projections were based on the most recent growth estimates from Kootenai County, the City of Post Falls and the City of Dalton Gardens; regional real estate market reports Census data; Idaho Department of Labor reports and recommendations from District Staff and the Impact Fee Advisory Committee.

Demographic and land-use projections are some of the most variable and potentially debatable components of an impact fee study, and in all likelihood the projections used in our study will not prove to be 100 percent correct. The purpose of the Advisory Committee's annual review is to account for these inconsistencies. As each CIP is tied to the District's land use growth, the CIP and resulting fees can be revised based on actual growth as it occurs.

The District serves the population of the City of Post Falls, the City of Dalton Gardens, and a portion of unincorporated Kootenai County. The following Exhibit II-1 presents the current and estimated future population for the District.

**Exhibit II-1.  
Current and Future Population within the boundaries of Kootenai County Fire & Rescue**

	2021	2031	Net Growth	10 year Growth Rate
Population				
Post Falls	36,241	50,737	14,496	40.0%
Dalton Garden	2,177	2,477	300	13.8%
Rural Fire	13,886	20,011	6,125	44.1%
	<u>52,303</u>	<u>73,224</u>	<u>20,921</u>	<u>40.0%</u>

The District currently has approximately 52,303 persons residing within its service boundary. Current and future population estimates were derived by comparing 2010-2020 Census data to current population estimates from Kootenai County, the City of Post Falls and the City of Dalton Gardens, as well as parcel data from the Kootenai County Assessor, recent permit activity and the number of permits recently approved for future residential and non-residential construction. More residential projects are being approved within the District than before, including multi-family developments, increasing the capacity for population growth in the future. Non-residential growth was calculated using a formula of number of square feet per residential unit based on regional trends.

Over the next ten years, it is estimated the District will grow by approximately 20,921 people, or at a 10-year growth rate of 40 percent. Based on this population, the following Exhibit II-2 presents the current and future number of residential units and nonresidential square feet for the District.

**Exhibit II-2.**  
**Current and Future Land Uses, Kootenai County Fire & Rescue**

	2021	2031	Net Growth	Net Growth in Square Feet <sup>(1)</sup>	Percent of Growth in SF
Population	52,303	73,224	20,921		
Residential (in units)	23,041	32,257	9,216	<b>18,432,775</b>	<b>91%</b>
Nonresidential (in square feet)	4,608,194	6,451,471	1,843,278	<b>1,843,278</b>	<b>9%</b>
		Total Square Footage Growth =		<b>20,276,053</b>	100%

As shown above, the Kootenai County Fire & Rescue District is expected to grow by approximately 9,216 residential units and 1.84 million nonresidential square feet over the next ten years. Ninety-one percent of this growth is attributable to residential land uses, while the remaining nine percent is attributable to nonresidential growth. These growth projections will be used in the following sections to calculate the appropriate impact fees for the District.

## Section III. Impact Fee Calculation

In this section, we calculate impact fees for the Kootenai County Fire & Rescue District according to the seven-question method outlined in Section I of this report.

### **1. Who is currently served by Kootenai County Fire & Rescue?**

As shown in Exhibit II-2, the District currently serves 23,041 residential units and approximately 4.6 million square feet of nonresidential land use.

### **2. What is the current level of service provided by the Kootenai County Fire & Rescue?**

The Kootenai County Fire & Rescue District provides a level of service of a 90 percent fractile response time of 7 minutes and 30 seconds. Response times are faster within the cities of Post Falls and Dalton Gardens, and can be longer for other parts of the unincorporated County. As the population of the District grows, additional infrastructure and equipment will be needed to sustain this level of service. Based on conversations with District staff, it is our understanding that the planned level of service is equal to the current level of service.

### **3. What current assets allow the Kootenai County Fire & Rescue District to provide this level of service?**

The following Exhibit III-1 displays the current assets of the Kootenai County Fire & Rescue District.

Exhibit III-1.  
Current Assets – Kootenai County Fire & Rescue

Type of Capital Infrastructure	Square Feet	Acres	Replacement Value
<b>Facilities</b>			
Headquarters	7,000	1	\$ 2,850,000
Training Center/maintenance shop	27,000	8	\$ 11,175,000
Training Tower four story	3,000		\$ 1,200,000
Station 1	8,036	1	\$ 3,283,250
Station 2	7,800	1	\$ 3,173,500
Station 3	7,800	1	\$ 3,165,900
Station 4	7,600	1	\$ 3,085,900
Building 8 (leased by Eastside Fire Dist.)	3,400	1	\$ 1,405,900
Vacant lot Innovation Way		3	\$ 150,000
Prairie Ave future station site		2	\$ 100,000
<b>Apparatus/Vehicles</b>			
5 Engines			\$ 3,875,000
3 Brush Trucks			\$ 450,000
3 1800 gal. Tenders			\$ 135,000
2 Aerials			\$ 2,400,000
1 Heavy Rescue Truck			\$ 750,000
1 Air Trailer			\$ 150,000
16 Staff/Support vehicles			\$ 720,000
9 Flatbed/Cargo Trailers			\$ 33,750
1 18' Boat with pump			\$ 670,000
<b>Equipment</b>			
63 SCBA (Scott)			\$ 504,000
4 SCBA Compressors			\$ 240,000
5 Sets Extrication Equipment			\$ 150,000
190 Sets of Structure Turnout Gear			\$ 475,000
	11,000		\$ 40,142,200
Plus Impact Fee Study			\$ 8,000
<b>TOTAL CURRENT INVESTMENT</b>			<b>\$ 40,150,200</b>

As shown above, the District currently owns approximately \$40.2 million of eligible current assets. These assets are used to provide the District’s current level of service.

**4. What is the current investment per residential unit and nonresidential square foot?**

The Kootenai County Fire & Rescue District has already invested \$1,584 per existing residential unit and \$0.79 per existing nonresidential square foot in the capital necessary to provide the current level of service. This figure is derived by allocating the value of the District’s current assets among the current number of residential units and nonresidential square feet.

We will compare our final impact fee calculations with these figures to determine if the two results will be similar; this represents a “check” to see if future District residents will be paying for infrastructure at a level commensurate with what existing District residents have invested in infrastructure.

## 5. What future growth is expected in the Kootenai County Fire & Rescue?

As shown in Exhibit II-2, the Kootenai County Fire & Rescue District is expected to grow by approximately 9,216 residential units and 1.84 million square feet of nonresidential land use over the next ten years.

## 6. What new infrastructure is required to serve future growth?

The following Exhibit III-2 displays the capital improvements planned for purchase by the Kootenai County Fire & Rescue District over the next ten years.

Exhibit III-2.

Kootenai County Fire & Rescue District CIP 2021 to 2031

Type of Capital Infrastructure	Square Feet	CIP Value	Growth Portion	Amount to Include in Fees	Amount from Other Sources
<b>Facilities</b>					
New Station for existing deficiency - Station #5 bond funded	10,000	\$ 3,750,000	100%	\$ -	\$ 3,750,000
Relocate Station #3 for coverage - bond funded	10,000	\$ 3,800,000	0%	\$ -	\$ 3,800,000
Relocate Station #4 for coverage - bond funded	10,000	\$ 3,800,000	0%	\$ -	\$ 3,800,000
New Station for growth - Station #6	10,000	\$ 3,800,000	100%	\$ 3,800,000	\$ -
New Station for growth - Station #7	10,000	\$ 3,800,000	100%	\$ 3,800,000	\$ -
New Fire Boat House		\$ 250,000	50%	\$ 125,000	\$ 125,000
Outdoor Classroom and Storage - bond funded		\$ 900,000	0%	\$ -	\$ 900,000
Update Station #1		\$ 450,000	0%	\$ -	\$ 450,000
<b>Apparatus/Vehicles</b>					
New Fire Boat for Growth		\$ 475,000	50%	\$ 237,500	\$ 237,500
2 Fire Engines for Growth		\$ 1,550,000	100%	\$ 1,550,000	\$ -
2 Brush Trucks for Growth		\$ 300,000	100%	\$ 300,000	\$ -
2 Staff Vehicles for Growth		\$ 120,000	100%	\$ 120,000	\$ -
Platform Truck for Growth		\$ 1,500,000	100%	\$ 1,500,000	\$ -
Tender for Growth		\$ 475,000	100%	\$ 475,000	\$ -
Squad Response Vehicle for Growth		\$ 140,000	100%	\$ 140,000	\$ -
Refurbish Heavy Rescue Truck		\$ 325,000	0%	\$ -	\$ 325,000
Replace Tender		\$ 475,000	0%	\$ -	\$ 475,000
Replace Swift Water Boat		\$ 45,000	0%	\$ -	\$ 45,000
Replace BC Truck		\$ 80,000	0%	\$ -	\$ 80,000
Replace Quint Truck		\$ 1,100,000	0%	\$ -	\$ 1,100,000
Refurbish Platform Truck		\$ 550,000	0%	\$ -	\$ 550,000
Replace 4 Engines		\$ 2,400,000	0%	\$ -	\$ 2,400,000
Replace 2 Brush Trucks		\$ 550,000	0%	\$ -	\$ 550,000
Replace 13 Staff Vehicles		\$ 780,000	0%	\$ -	\$ 780,000
<b>Equipment</b>					
New Radios for Growth		\$ 180,000	100%	\$ 180,000	\$ -
Replace SCBAS		\$ 504,000	0%	\$ -	\$ 504,000
Replace Extrication Equipment		\$ 150,000	0%	\$ -	\$ 150,000
<b>SUBTOTAL</b>		<b>\$ 32,249,000</b>		<b>\$ 12,227,500</b>	<b>\$ 20,021,500</b>
<b>Plus Cost of Capital-Related Research</b>					
Impact Fee Study		\$ 8,000	100%	\$ 8,000	\$ -
<b>TOTAL</b>		<b>\$ 32,257,000</b>		<b>\$ 12,235,500</b>	<b>\$ 20,021,500</b>

As shown above, the District plans to purchase approximately \$32.3 million in capital improvements over the next ten years, \$12.2 million of which is impact fee eligible. These new assets will allow the District to continue its current level of service in the future.

The primary impact fee eligible expenditures are the construction of Station #6 and Station #7 to provide coverage for future growth. All apparatus and equipment associated with these two stations including 2 fire engines, 2 brush trucks, 2 staff vehicles, a platform truck, a squad response truck and mobile radios are also needed to serve growth and are therefore impact fee eligible. Since the new fire boat house is partly needed for growth and partly an existing deficiency, only 50% or \$237,500 of the full cost is impact fee eligible.

The remaining \$20 million (\$32 million minus \$12 million in partially growth-related improvements) is the price for the District to relocate and/or build 3 stations; build an outdoor classroom and storage; update Station #1; fund the non-growth portion of the fire boat and boathouse; and replace existing apparatus, vehicles and equipment. Replacement of existing capital is not eligible for inclusion in the impact fee calculations. The District will therefore have to use other sources of revenue including all of those listed in Idaho Code 67- 8207(iv)(2)(h). The District has identified property tax revenue or grants as the source for funding non growth-related capital improvements, and will replace its apparatus and equipment as they reach their industry life span throughout the 10-year period.

**7. What impact fee is required to pay for the new capital improvements?**

The following Exhibit III-3 takes the projected future growth from Exhibits II-2 and the growth-related CIP from Exhibit III-2 to calculate impact fees for the Kootenai County Fire & Rescue District.

Exhibit III-3.  
Impact Fee Calculation, Kootenai County Fire & Rescue District

Impact Fee Calculation	
Amount to Include in Fee Calculation	\$12,235,500
Distribution of Future Land Use Growth	
Residential	91%
Nonresidential	9%
Future Assets by Land Use	
Residential	\$ 11,123,182
Nonresidential	\$ 1,112,318
Future Land Use Growth	
Residential	9,216
Nonresidential	1,843,278
Impact Fee per Unit	
Residential	\$ 1,207
Nonresidential	\$ 0.60

As shown above, we have calculated impact fees for the Kootenai County Fire & Rescue District at \$1,207 per residential unit and \$0.60 per nonresidential square foot. In comparison, as indicated in question #4 above, property taxpayers within the District have already invested \$1,584 per residential unit and \$0.79 per nonresidential square foot in the capital inventory necessary to provide today’s level of service. The difference between the current investment and the impact fee per unit comparable and indicates current taxpayers have already paid in a similar amount to which growth would be required to pay for.

The District cannot assess fees greater than the amounts shown above. The District may assess fees lower than these amounts, but would then experience a decline in service levels unless the District used other revenues to make up the difference.

## Section IV.

# Fee Analysis and Administrative Recommendations

Some communities express concern that impact fees will stifle growth. Empirical data indicates impact fees are not a primary reason for a decision to build or not build in a particular area. Factors including the price of land and construction, market demand, the availability of skilled workers, access to major transportation modes, amenities for quality of life, etc. all weigh more heavily in decisions to construct new homes or businesses, as well for business relocation. Ultimately the impact fee, which is paid at the time of building permit, is passed along to the buyer in the purchase price or wrapped into a lease rate. Therefore, in a market with a high demand for development, an impact fee higher than other jurisdictions is unlikely to slow growth.

An impact fee program will enable the District to plan for growth without decreasing its service levels (response time), which can decrease buyer satisfaction and cause property insurance premiums to increase. It will also allow the District to collect a proportionate share of the cost of capital improvements from growth instead of funding all future capital through property taxes assessed to existing residents and businesses.

As the District Commission, City Council and County Commission evaluates whether or not to adopt the Capital Improvement Plan and impact fee presented in this report, we also offer the following information regarding District participation in funding, and implementation recommendations for your consideration.

### Implementation Recommendations

The following implementation recommendations should be considered:

**Intergovernmental Agreements.** The Kootenai County Fire & Rescue District is enabled under Idaho Code as a governmental entity to adopt impact fees. However, because impact fees are paid upon building permit, and the District does not participate in this process, it needs another governmental entity to collect these fees on its behalf. Idaho Code 67-8204(a) authorizes the District to enter into an intergovernmental agreement with a city or county which can collect fire fees on their behalf. In the case of this District, which includes two municipalities and one county, three intergovernmental agreements for the collection of Fire District impact fees would have to be developed and adopted by the corresponding bodies.

In the case that any one of these jurisdictions chooses not to collect the fees on the Fire District's behalf, inequities will result. Developers will have to pay an impact fee in one part of the District but not another, and the growth in the non-participating jurisdictions will essentially be subsidized by the growth in the participating region. Should this occur, it is recommended that the fee calculation be revised to more accurately reflect demand from the participating jurisdictions. Alternatively, jurisdictions not wishing to collect impact fees on behalf of the District may be encouraged to include the payment of the fee amount in their development agreements to be paid directly to the District.

**Capital Improvements Plan.** Should the Advisory Committee recommend this study to the District Commission and should the Commission adopt the study, the District should also formally adopt this Capital Improvement Plan. While not subject to the procedures of the Local Land Use Planning Act (LLUPA), the adoption of the Capital Improvement Plan would comply with the Act's requirements of other governmental entities to adopt capital improvement plans into a Comprehensive Plan as part of the adoption of impact fees.

Each participating jurisdiction will need to also adopt the Capital Improvement Plan into their Comprehensive Plan via amendment.

Impact Fee Ordinance. Following adoption of the Capital Improvement Plan, the Commission should review the proposed Impact Fee Ordinance for adoption via resolution as reviewed and recommended by the Advisory Committee and legal counsel. Each participating jurisdiction will also need to adopt the impact fee ordinance.

Advisory Committee. The Advisory Committee is in a unique position to work with and advise Commission and District staff to ensure that the capital improvement plans and impact fees are routinely reviewed and modified as appropriate.

Impact fee service area. Some municipalities have fee differentials for various zones under the assumption that some areas utilize more or less current and future capital improvements. The study team, however, does not recommend the District assess different fees by dividing the areas into zones. The capital improvements identified in this report inherently serve a system-wide function.

Specialized assessments. If permit applicants are concerned they would be paying more than their fair share of future infrastructure purchases, the applicant can request an individualized assessment to ensure they will only be paying their proportional share. The applicant would be required to prepare and pay for all costs related to such an assessment.

Donations. If the District receives donations for capital improvements listed on the CIP, they must account for the donation in one of two ways. If the donation is for a non- or partially growth-related improvement, the donation can contribute to the District's General Fund participation along with more traditional forms, such as revenue transfers from the General Fund. If, however, the donation is for a growth-related project in the CIP, the donor's impact fees should be reduced dollar for dollar. This means that the District will either credit the donor or reimburse the donor for that portion of the impact fee.

Credit/reimbursement. If a developer constructs or contributes all or part of a growth-related project that would otherwise be financed with impact fees, that developer must receive a credit against the fees owed for this category or, at the developer's choice, be reimbursed from impact fees collected in the future.<sup>37</sup> This prevents "double dipping" by the District.

The presumption would be that builders/developers owe the entirety of the impact fee amount until they make the District aware of the construction or contribution. If credit or reimbursement is due, the governmental entity must enter into an agreement with the fee payer that specifies the amount of the credit or the amount, time and form of reimbursement.<sup>38</sup>

Impact fee accounting. The District should maintain Impact Fee Funds separate and apart from the General Fund. All current and future impact fee revenue should be immediately deposited into this account and withdrawn only to pay for growth-related capital improvements of the same category. General Funds should be reserved solely for the receipt of tax revenues, grants, user fees and associated interest earnings, and ongoing operational expenses including the repair and replacement of existing capital improvements not related to growth.

Spending policy. The District should establish and adhere to a policy governing their expenditure of monies from the Impact Fee Fund. The Fund should be prohibited from paying for any operational expenses and the repair and replacement or upgrade of existing infrastructure not necessitated by growth. In cases when *growth-related capital improvements are constructed*, impact fees are an allowable revenue source as long as only new growth is served. In cases when *new capital improvements are expected to partially replace existing capacity and to partially*



*serve new growth*, cost sharing between the General Fund or other sources of revenue listed in Idaho Code 67-8207(1)(iv), (2)(h) and Impact Fee Fund should be allowed on a pro rata basis.

Update procedures. The District is expected to grow rapidly over the 10-year span of the CIPs. Therefore, the fees calculated in this study should be updated annually as the District invests in additional infrastructure beyond what is listed in this report, and/or as the District's projected development changes significantly. Fees can be updated on an annual basis using an inflation factor for building material from a reputable source such as McGraw Hill's Engineering News Record. As described in Idaho Code 67-8205(3)(c)(d)(e), the Advisory Committee will play an important role in these updates and reviews.

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<sup>37</sup> See Section 67-8209(3), Idaho Code.

<sup>38</sup> See Section 67-8209(4), Idaho Code

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FINAL REPORT – October 11, 2021

Kootenai County Emergency Medical  
Services System  
Impact Fee Study and  
Capital Improvement Plan

Prepared By

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# Section I.

## Introduction

This report regarding impact fees for the Kootenai County Emergency Medical Services System (KCEMSS, or the “District”) is organized into the following sections:

- An overview of the report’s background and objectives;
- A definition of impact fees and a discussion of their appropriate use;
- An overview of land use and demographics;
- A step-by-step calculation of impact fees under the Capital Improvement Plan (CIP) approach;
- A list of implementation recommendations; and
- A brief summary of conclusions.

### Background and Objectives

The Kootenai County Emergency Medical Services System hired Galena Consulting to calculate impact fees.

This document presents impact fees based on the District’s demographic data and infrastructure costs before credit adjustment; calculates the District’s monetary participation; examines the likely cash flow produced by the recommended fee amount; and outlines specific fee implementation recommendations. Credits can be granted on a case-by-case basis; these credits are assessed when each individual building permit is pulled.

### Definition of Impact Fees

Impact fees are one-time assessments established by local governments to assist with the provision of Capital Improvements necessitated by new growth and development. Impact fees are governed by principles established in Title 67, Chapter 82, Idaho Code, known as the Idaho Development Impact Fee Act (Impact Fee Act). The Idaho Code defines an impact fee as “... a payment of money imposed as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve development.”<sup>1</sup>

Purpose of impact fees. The Impact Fee Act includes the legislative finding that “... an equitable program for planning and financing public facilities needed to serve new growth and development is necessary in order to promote and accommodate orderly growth and development and to protect the public health, safety and general welfare of the citizens of the state of Idaho.”<sup>2</sup>

Idaho fee restrictions and requirements. The Impact Fee Act places numerous restrictions on the calculation and use of impact fees, all of which help ensure that local governments adopt impact fees that are consistent with federal law.<sup>3</sup> Some of those restrictions include:

- Impact fees shall not be used for any purpose other than to defray system improvement costs incurred to provide additional public facilities to serve new growth;<sup>4</sup>
- Impact fees must be expended within 8 years from the date they are collected. Fees may be held in certain circumstances beyond the 8-year time limit if the governmental entity can provide reasonable cause;<sup>5</sup>
- Impact fees must not exceed the proportionate share of the cost of capital improvements needed to serve new growth and development;<sup>6</sup>
- Impact fees must be maintained in one or more interest-bearing accounts within the capital projects fund.<sup>7</sup>

In addition, the Impact Fee Act requires the following:

- Establishment of and consultation with a development impact fee advisory committee (Advisory Committee);<sup>8</sup>
- Identification of all existing public facilities;
- Determination of a standardized measure (or service unit) of consumption of public facilities;
- Identification of the current level of service that existing public facilities provide;
- Identification of the deficiencies in the existing public facilities;
- Forecast of residential and nonresidential growth;<sup>9</sup>
- Identification of the growth-related portion of the District's Capital Improvement Plan;<sup>10</sup>
- Analysis of cash flow stemming from impact fees and other capital improvement funding sources;<sup>11</sup>
- Implementation of recommendations such as impact fee credits, how impact fee revenues should be accounted for, and how the impact fees should be updated over time;<sup>12</sup>
- Preparation and adoption of a Capital Improvement Plan pursuant to state law and public hearings regarding the same;<sup>13</sup> and
- Preparation and adoption of a resolution authorizing impact fees pursuant to state law and public hearings regarding the same.<sup>14</sup>

How should fees be calculated? State law requires the District to implement the Capital Improvement Plan methodology to calculate impact fees. The District can implement fees of any amount not to exceed the fees as calculated by the CIP approach. This methodology requires the District to describe its service areas, forecast the land uses, densities and population that are expected to occur in those service areas over the 10-year CIP time horizon, and identify the capital improvements that will be needed to serve the forecasted growth at the planned levels of service, assuming the planned levels of service do not exceed the current levels of service.<sup>15</sup> Only those items identified as growth-related on the CIP are eligible to be funded by impact fees.

The governmental entity intending to adopt an impact fee must first prepare a capital improvements plan.<sup>17</sup> Once the essential capital planning has taken place, impact fees can be calculated. The Impact Fee Act places many restrictions on the way impact fees are calculated and spent, particularly via the principal that local governments cannot charge new development more than a “proportionate share” of the cost of public facilities to serve that new growth. “Proportionate share” is defined as “. . . that portion of the cost of system improvements . . . which reasonably relates to the service demands and needs of the project.”<sup>19</sup> Practically, this concept requires the District to carefully project future growth and estimate capital improvement costs so that it prepares reasonable and defensible impact fee schedules.

The proportionate share concept is designed to ensure that impact fees are calculated by measuring the needs created for capital improvements by development being charged the impact fee; do not exceed the cost of such improvements; and are “earmarked” to fund growth-related capital improvements to benefit those that pay the impact fees.

There are various approaches to calculating impact fees and to crediting new development for past and future contributions made toward system improvements. The Impact Fee Act does not specify a single type of fee calculation, but it does specify that the formula be “reasonable and fair.” Impact fees should take into account the following:

- Any appropriate credit, offset or contribution of money, dedication of land, or construction of system improvements;
- Payments reasonably anticipated to be made by or as a result of a new development in the form of user fees and debt service payments;
- That portion of general tax and other revenues allocated by the District to growth-related system improvements; and
- All other available sources of funding such system improvements.<sup>20</sup>

Through data analysis and interviews with the District and Galena Consulting identified the share of each capital improvement needed to serve growth. The total projected capital improvements needed to serve growth are then allocated to residential and nonresidential development with the resulting amounts divided by the appropriate growth projections from 2021 to 2030. This is consistent with the Impact Fee Act.<sup>21</sup> Among the advantages of the CIP approach is its establishment of a spending plan to give developers and new residents more certainty about the use of the particular impact fee revenues.

Other fee calculation considerations. The basic CIP methodology used in the fee calculations is presented above. However, implementing this methodology requires a number of decisions. The considerations accounted for in the fee calculations include the following:

- Allocation of costs is made using a service unit which is “a standard measure of consumption, use, generation or discharge attributable to an individual unit<sup>22</sup> of development calculated in accordance with generally accepted engineering or planning standards for a particular category of capital improvement.”<sup>23</sup> The service units chosen by the study team for every fee calculation in this study are linked directly to residential dwelling units and nonresidential development square feet.<sup>24</sup>
- A second consideration involves refinement of cost allocations to different land uses. According to Idaho Code, the CIP must include a “conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural and industrial.”<sup>25</sup> In this analysis, the study team has chosen to use the highest level of detail supportable by available data and, as a result, in this study, the fee is allocated between aggregated residential (i.e., all forms of residential housing) and nonresidential development (all nonresidential uses including retail, office, agricultural and industrial).

#### Current Assets and Capital Improvement Plans

The CIP approach estimates future capital improvement investments required to serve growth over a fixed period of time. The Impact Fee Act calls for the CIP to “. . . project demand for system improvements required by new service units . . . over a reasonable period of time not to exceed 20 years.”<sup>26</sup> The impact fee study team recommends a 10-year time period based on the District’s best available capital planning data.

The types of costs eligible for inclusion in this calculation include any land purchases, construction of new facilities and expansion of existing facilities to serve growth over the next 10 years at planned and/or adopted service levels.<sup>27</sup> Equipment and vehicles with a useful life of 10 years or more are also impact fee eligible under the Impact Fee Act.<sup>28</sup> The total cost of improvements over the 10 years is referred to as the “CIP Value” throughout this report. The cost of this impact fee study is also impact fee eligible for all impact fee categories.

The forward-looking 10-year CIP for the District includes some facilities that are only partially necessitated by growth (e.g., facility expansion). The study team met with the District to determine a defensible metric for including a portion of these facilities in the impact fee calculations. A general methodology used to determine this metric is discussed below. In some cases, a more specific metric was used to identify the growth-related portion of such improvements. In these cases, notations were made in the applicable section.

## Fee Calculation

In accordance with the CIP approach described above, we calculated fees for each department by answering the following seven questions:

1. **Who is currently served by the District?** This includes the number of residents as well as residential and nonresidential land uses.
2. **What is the current level of service provided by the District?** Since an important purpose of impact fees is to help the District achieve its planned level of service<sup>29</sup>, it is necessary to know the levels of service it is currently providing to the community.
3. **What current assets allow the District to provide this level of service?** This provides a current inventory of assets used by the District, such as facilities, land and equipment. In addition, each asset's replacement value was calculated and summed to determine the total value of the District's current assets.
4. **What is the current investment per residential and nonresidential land use?** In other words, how much of the District's current assets' total value is needed to serve current residential households and nonresidential square feet?
5. **What future growth is expected in the District?** How many new residential households and nonresidential square footage will the District serve over the CIP period?
6. **What new infrastructure is required to serve future growth?** For example, how many ambulances will be needed by the Kootenai County Emergency Medical Services System within the next ten years to achieve the planned level of service of the District?<sup>30</sup>
7. **What impact fee is required to pay for the new infrastructure?** We calculated an apportionment of new infrastructure costs to future residential and nonresidential land- uses for the District. Then, using this distribution, the impact fees were determined.

Addressing these seven questions, in order, provides the most effective and logical way to calculate impact fees for the District. In addition, these seven steps satisfy and follow the regulations set forth earlier in this section.

Exhibits found in Section III of this report detail all capital improvements planned for purchase over the next ten years by the District.

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<sup>1</sup> See Section 67-8203(9), Idaho Code. "System improvements" are capital improvements (i.e., improvements with a useful life of 10 years or more) that, in addition to a long life, increase the service capacity of a public facility. Public facilities include fire, emergency medical and rescue facilities. See Sections 67-8203(3), (24) and (28), Idaho Code.

<sup>2</sup> See Section 67-8202, Idaho Code.

<sup>3</sup> As explained further in this study, proportionality is the foundation of a defensible impact fee. To meet substantive due process requirements, an impact fee must provide a rational relationship (or nexus) between the impact fee assessed against new development and the actual need for additional capital improvements. An impact fee must substantially advance legitimate local government interests. This relationship must be of "rough proportionality." Adequate consideration of the factors outlined in Section 67-8207(2) ensure that rough proportionality is reached. See *Banbury Development Corp. v. South Jordan*, 631 P.2d 899 (1981); *Dollan v. District of Tigard*, 512 U.S. 374 (1994).

<sup>4</sup> See Sections 67-8202(4) and 67-8203(29), Idaho Code.

<sup>5</sup> See Section 67-8210(4), Idaho Code.

<sup>6</sup> See Sections 67-8204(1) and 67-8207, Idaho Code.

<sup>7</sup> See Section 67-8210(1), Idaho Code

<sup>8</sup> See Section 67-8205, Idaho Code.

<sup>9</sup> See Section 67-8206(2), Idaho Code.

<sup>10</sup> See Section 67-8208, Idaho Code.

<sup>11</sup> See Section 67-8207, Idaho Code.

<sup>12</sup> See Sections 67-8209 and 67-8210, Idaho Code.

<sup>13</sup> See Section 67-8208, Idaho Code.

<sup>14</sup> See Sections 67-8204 and 67-8206, Idaho Code.

<sup>15</sup> As a comparison and benchmark for the impact fees calculated under the Capital Improvement Plan approach, Galena Consulting also calculated the District's current level of service by quantifying the District's current investment in capital improvements, allocating a portion of these assets to residential and nonresidential development, and dividing the resulting amount by current housing units (residential fees) or current square footage (nonresidential fees). By using current assets to denote the current service standard, this methodology guards against using fees to correct existing deficiencies.

<sup>17</sup> See Section 67-8208, Idaho Code.

<sup>19</sup> See Section 67-8203(23), Idaho Code.

<sup>20</sup> See Section 67-8207, Idaho Code.

<sup>21</sup> The impact fee that can be charged to each service unit (in this study, residential dwelling units and nonresidential square feet) cannot exceed the amount determined by dividing the cost of capital improvements attributable to new development (in order to provide an adopted service level) by the total number of service units attributable to new development. See Sections 67-8204(16), 67-8208(1(f) and 67-8208(1)(g), Idaho Code.

<sup>22</sup> See Section 67-8203(27), Idaho Code.

<sup>23</sup> See Section 67-8203(27), Idaho Code.

<sup>24</sup> The construction of detached garages alongside residential units does not typically trigger the payment of additional impact fees unless that structure will be the site of a home-based business with significant outside employment.

<sup>25</sup> See Section 67-8208(1)(e), Idaho Code.

<sup>26</sup> See Section 67-8208(1)(h).

<sup>27</sup> This assumes the planned levels of service do not exceed the current levels of service.

<sup>28</sup> The Impact Fee Act allows a broad range of improvements to be considered as "capital" improvements, so long as the improvements have useful life of at least 10 years and also increase the service capacity of public facilities. See Sections 67- 8203(28) and 50-1703, Idaho Code.

<sup>29</sup> This assumes that the planned level of service does not exceed the current level of service.

<sup>30</sup> This assumes the planned level of service does not exceed the current level of service.



## Section II. Land Uses

As noted in Section I, it is necessary to allocate capital improvement plan (CIP) costs to both residential and nonresidential development when calculating impact fees. The study team performed this allocation based on the number of projected new households and nonresidential square footage projected to be added from 2021 through 2031 for the District. These projections were based on the most recent growth estimates from Kootenai County; regional real estate market reports; Census data; Idaho Department of Labor reports and recommendations from District Staff and the Impact Fee Advisory Committee.

Demographic and land-use projections are some of the most variable and potentially debatable components of an impact fee study, and in all likelihood the projections used in our study will not prove to be 100 percent correct. The purpose of the Advisory Committee's annual review is to account for these inconsistencies. As each CIP is tied to the District's land use growth, the CIP and resulting fees can be revised based on actual growth as it occurs.

The District serves the population Kootenai County except for the City of Harrison who use their own EMS system. The following Exhibit II-1 presents the current and estimated future population for the District.

**Exhibit II-1.  
Current and Future Population within the boundaries of the Kootenai County Emergency  
Medical Services System**

	2021	2031	Net Growth	10 year Growth Rate
Population	174,014	243,619	69,605	40.0%

The District currently has approximately 174,014 persons residing within its service boundary. Current and future population estimates were derived by comparing 2010-2020 Census data to current population estimates from Kootenai County, as well as parcel data from the Kootenai County Assessor, recent permit activity and the number of permits recently approved for future residential and non-residential construction. More residential projects are being approved within the District than before, including multi-family developments, increasing the capacity for population growth in the future. Non-residential growth was calculated using a formula of number of square feet per residential unit based on regional trends.

Over the next ten years, it is estimated the District will grow by approximately 69,605 people, or at a 10-year growth rate of 40 percent. Based on this population, the following Exhibit II-2 presents the current and future number of residential units and nonresidential square feet for the District.

**Exhibit II-2.  
Current and Future Land Uses, Kootenai County Emergency Medical Services System**

	2021	2031	Net Growth	Net Growth in Square Feet <sup>(1)</sup>	Percent of Growth in SF
Population	174,014	243,619	69,605		
Residential (in units)	76,658	107,321	30,663	<b>61,326,400</b>	<b>93%</b>
Nonresidential (in square feet)	11,498,700	16,098,180	4,599,480	<b>4,599,480</b>	<b>7%</b>
			Total Square Footage Growth =	<b>65,925,880</b>	100%

As shown above, the Kootenai County Emergency Medical Services System is expected to grow by approximately 30,663 residential units and 4.6 million nonresidential square feet over the next ten years. Ninety-three percent of this growth is attributable to residential land uses, while the remaining seven percent is attributable to nonresidential growth. These growth projections will be used in the following sections to calculate the appropriate impact fees for the District.

## Section III. Impact Fee Calculation

In this section, we calculate impact fees for the Kootenai County Emergency Medical Services System according to the seven -question method outlined in Section I of this report.

### **1. Who is currently served by the Kootenai County Emergency Medical Services System?**

As shown in Exhibit II-2, the District currently serves 76,658 residential units and approximately 11.5 million square feet of nonresidential land use.

### **2. What is the current level of service provided by the Kootenai County Emergency Medical Services System?**

The Kootenai County Emergency Medical Services System provides a level of service of a 90 percent fractile response time of seven minutes and 57 seconds. Response times are faster within cities where an ambulance is housed and can be longer for other parts of the unincorporated County. As the population of the District grows, additional infrastructure and equipment will be needed to sustain this level of service. Based on conversations with District staff, it is our understanding that the planned level of service is equal to the current level of service.

### **3. What current assets allow the Kootenai County Emergency Medical Services System to provide this level of service?**

The following Exhibit III-1 displays the current assets of the Kootenai County Emergency Medical Services System.

Exhibit III-1.

Current Assets – Kootenai County Emergency Medical Services System

Type of Capital Infrastructure	Square Feet	Acres	Replacement Value
<b>Facilities</b>			
Administration Building	10,000	5	\$ 4,125,000
Administration Shop	4,920		\$ 1,968,000
<b>Apparatus/Vehicles</b>			
15 Ambulances - Horton			\$ 5,465,050
3 Chief Response Vehicles			\$ 225,000
Towing Response Vehicle			\$ 75,000
Mass Casualty Freight Liner Truck			\$ 200,000
Kawasaki Mule ATV			\$ 30,000
<b>Equipment</b>			
CFP-15 Oxygen Generator			\$ 35,000
MOGS-100 Oxygen Generator			\$ 75,000
CAT Forklift			\$ 15,000
Bariatric Gurney			\$ 10,000
2 MCI Mini Trailer			\$ 40,000
MCI Enclosed Trailer			\$ 2,500
27 Zoll X Series Monitors			\$ 1,053,000
3 AeroClave Decontamination Systems			\$ 49,500
CCT LTV1200 Vent			\$ 4,500
CCT Hamilton Ventilator			\$ 26,000
MDTs for all vehicles			\$ 3,400
200 D Oxygen Cylinders			\$ 12,000
7 Autopulse Resuscitation Systems			\$ 105,000
			<b>\$ 13,518,950</b>
Plus Impact Fee Study			\$ 8,000
<b>TOTAL CURRENT INVESTMENT</b>			<b>\$ 13,526,950</b>

As shown above, the District currently owns approximately \$13.5 million of eligible current assets. These assets are used to provide the District’s current level of service.

**4. What is the current investment per residential unit and nonresidential square foot?**

The Kootenai County Emergency Medical Services System has already invested \$164 per existing residential unit and \$0.08 per existing nonresidential square foot in the capital necessary to provide the current level of service. This figure is derived by allocating the value of the District’s current assets among the current number of residential units and nonresidential square feet.

We will compare our final impact fee calculations with these figures to determine if the two results will be similar; this represents a “check” to see if future District residents will be paying for infrastructure at a level commensurate with what existing District residents have invested in infrastructure.

## 5. What future growth is expected in the Kootenai County Emergency Medical Services System?

As shown in Exhibit II-2, the Kootenai County Emergency Medical Services System is expected to grow by approximately 30,663 residential units and 4.6 million square feet of nonresidential land use over the next ten years.

## 6. What new infrastructure is required to serve future growth?

The following Exhibit III-2 displays the capital improvements planned for purchase by the Kootenai County Emergency Medical Services System over the next ten years.

Exhibit III-2.

Kootenai County Emergency Medical Services System CIP 2021 to 2031

Type of Capital Infrastructure	Square Feet	CIP Value	Growth Portion	Amount to Include in Fees	Amount from Other Sources
<b>Facilities</b>					
Admin Building Expansion - Supply Dispensary/Security/Additional Office	1,000	\$ 442,000	100%	\$ 442,000	\$ -
Additional Shop for Vehicle Storage and Maintenance	10,000	\$ 4,000,000	25%	\$ 1,000,000	\$ 3,000,000
<b>Apparatus/Vehicles</b>					
5 Additional Ambulances for Growth		\$ 1,821,683	100%	\$ 1,821,683	\$ -
Additional Critical Care Ambulance for Growth		\$ 450,000	100%	\$ 450,000	\$ -
Additional Response Vehicle for Growth		\$ 86,400	100%	\$ 86,400	\$ -
Replace 3 Command Response Vehicles		\$ 225,000	0%	\$ -	\$ 225,000
Replace Towing Response Vehicle		\$ 75,000	0%	\$ -	\$ 75,000
Replace 15 Ambulances		\$ 5,465,050	0%	\$ -	\$ 5,465,050
<b>Equipment</b>					
New Oxygen Generator for growth		\$ 100,000	100%	\$ 100,000	\$ -
New Drug & Supply Dispensary Equipment		\$ 300,000	100%	\$ 300,000	\$ -
New Bariatric Gurney for Growth		\$ 12,000	100%	\$ 12,000	\$ -
3 New AeroClave Decontamination Systems for Growth		\$ 54,000	100%	\$ 54,000	\$ -
New Monitor Diagnostic Computer for Growth		\$ 15,000	100%	\$ 15,000	\$ -
CCT Ventilator for Growth		\$ 30,000	100%	\$ 30,000	\$ -
3 New Video Laryngoscopy for growth		\$ 6,600	100%	\$ 6,600	\$ -
Mini Mass Casualty Trailer for Growth		\$ 25,000	100%	\$ 25,000	\$ -
Replace Oxygen Generator		\$ 100,000	0%	\$ -	\$ 100,000
Replace 27 Cardiac Monitors		\$ 1,053,000	0%	\$ -	\$ 1,053,000
	<b>SUBTOTAL</b>	<b>\$ 14,260,733</b>		<b>\$ 4,342,683</b>	<b>\$ 9,918,050</b>
<b>Plus Cost of Capital-Related Research</b>					
Impact Fee Study		\$ 8,000	100%	\$ 8,000	\$ -
	<b>TOTAL</b>	<b>\$ 14,268,733</b>		<b>\$ 4,350,683</b>	<b>\$ 9,918,050</b>

As shown above, the District plans to purchase approximately \$14.3 million in capital improvements over the next ten years, \$4.35 million of which is impact fee eligible. These new assets will allow the District needs to continue its current level of service as the community grows.

The primary impact fee eligible expenditures include the expansion of the administration building to provide a dispensary for controlled substances and other medical supplies adjacent to the KCEMSS administration building to allow personnel to resupply ambulances closer to their station instead of traveling to the hospital as is current practice; and 5 additional ambulances to respond to increased demand in calls from growth. 100%, or \$442,000 of the cost to expand the administration building for the dispensary is necessitated by growth. An additional shop for storage and maintenance is also needed to service additional growth-related vehicles and keep existing vehicles maintained. 25%, or \$1,000,000 of the cost of the fleet maintenance facility is impact fee eligible. Because the shop will mostly serve existing vehicles and not solely the new vehicles, the remaining 75% or \$3,000,000 of the cost must be funded by other revenue sources,

including property taxes. The remaining impact fee eligible items are additional vehicles and equipment to serve growth. 100% of the cost of these improvements are impact fee eligible.

The remaining \$6,918,050 (\$9,918,050 minus \$3,000,000 in partially growth-related improvements) is the price for the District to replace existing apparatus, vehicles and other equipment. Replacement of existing capital is not eligible for inclusion in the impact fee calculations. The District will therefore have to use other sources of revenue including all of those listed in Idaho Code 67- 8207(iv)(2)(h). The District has identified property tax revenue or grants as the source for funding non growth-related capital improvements, and will replace its apparatus and equipment as they reach their industry life span throughout the 10-year period.

**7. What impact fee is required to pay for the new capital improvements?**

The following Exhibit III-3 takes the projected future growth from Exhibits II-2 and the growth-related CIP from Exhibit III-2 to calculate impact fees for the Kootenai County Emergency Medical Services System.

Exhibit III-3.  
Impact Fee Calculation, Kootenai County Emergency Medical Services System

Impact Fee Calculation	
Amount to Include in Fee Calculation	\$4,350,683
Distribution of Future Land Use Growth	
Residential	93%
Nonresidential	7%
Future Assets by Land Use	
Residential	\$ 4,047,147
Nonresidential	\$ 303,536
Future Land Use Growth	
Residential	30,663
Nonresidential	4,599,480
Impact Fee per Unit	
Residential	\$ 132
Nonresidential	\$ 0.07

As shown above, we have calculated impact fees for the Kootenai County Emergency Medical Services System at \$132 per residential unit and \$0.07 per nonresidential square foot. In comparison, as indicated in question #4 above, property taxpayers within the District have already invested \$164 per residential unit and \$0.08 per nonresidential square foot in the capital inventory necessary to provide today’s level of service. The difference between the current investment and the impact fee per unit indicates current taxpayers have already built in some capacity for future development.

The District cannot assess fees greater than the amounts shown above. The District may assess fees lower than these amounts, but would then experience a decline in service levels unless the District used other revenues to make up the difference.

## Section IV.

# Fee Analysis and Administrative Recommendations

Some communities express concern that impact fees will stifle growth. Empirical data indicates impact fees are not a primary reason for a decision to build or not build in a particular area. Factors including the price of land and construction, market demand, the availability of skilled workers, access to major transportation modes, amenities for quality of life, etc. all weigh more heavily in decisions to construct new homes or businesses, as well for business relocation. Ultimately the impact fee, which is paid at the time of building permit, is passed along to the buyer in the purchase price or wrapped into a lease rate. Therefore, in a market with a high demand for development, an impact fee higher than other jurisdictions is unlikely to slow growth.

An impact fee program will enable the District to plan for growth without decreasing its service levels (response time), which can decrease buyer satisfaction and cause property insurance premiums to increase. It will also allow the District to collect a proportionate share of the cost of capital improvements from growth instead of funding all future capital through property taxes assessed to existing residents and businesses.

As the District evaluates whether or not to adopt the Capital Improvement Plan and impact fee presented in this report, we also offer the following information regarding District participation in funding, and implementation recommendations for your consideration.

### Implementation Recommendations

The following implementation recommendations should be considered:

**Intergovernmental Agreements.** The Kootenai County Emergency Medical Services System is enabled under Idaho Code as a governmental entity to adopt impact fees. However, because impact fees are paid upon building permit, and the District does not participate in this process, it needs another governmental entity to collect these fees on its behalf. Idaho Code 67-8204(a) authorizes the District to enter into an intergovernmental agreement with a city and/or county which can collect fees on their behalf. In the case of this District, which serves all incorporated cities and the unincorporated county, intergovernmental agreements will have to be developed and adopted by each of these corresponding bodies.

In the case that any one of these jurisdictions chooses not to collect the fees on the District's behalf, inequities will result. Developers will have to pay an impact fee in one part of the District but not another, and the growth in the non-participating jurisdictions will essentially be subsidized by the growth in the participating region. Should this occur, it is recommended that the fee calculation be revised to more accurately reflect demand from the participating jurisdictions. Alternatively, jurisdictions not wishing to collect impact fees on behalf of the District may be encouraged to include the payment of the fee amount in the their development agreements to be paid directly to the District.

**Capital Improvements Plan.** Should the Advisory Committee recommend this study to the District Commission and should the Commission adopt the study, the District should also formally adopt this Capital Improvement Plan. While not subject to the procedures of the Local Land Use Planning Act (LLUPA), the adoption of the Capital Improvement Plan would comply with the Act's requirements of other governmental entities to adopt capital improvement plans into a Comprehensive Plan as part of the adoption of impact fees.

Each participating jurisdiction will need to also adopt the Capital Improvement Plan into their Comprehensive Plan via amendment.

Impact Fee Ordinance. Following adoption of the Capital Improvement Plan, the Commission should review the proposed Impact Fee Ordinance for adoption via resolution as reviewed and recommended by the Advisory Committee and legal counsel. Each participating jurisdiction will also need to adopt the impact fee ordinance.

Advisory Committee. The Advisory Committee is in a unique position to work with and advise Commission and District staff to ensure that the capital improvement plans and impact fees are routinely reviewed and modified as appropriate.

Impact fee service area. Some municipalities have fee differentials for various zones under the assumption that some areas utilize more or less current and future capital improvements. The study team, however, does not recommend the District assess different fees by dividing the areas into zones. The capital improvements identified in this report inherently serve a system-wide function.

Specialized assessments. If permit applicants are concerned they would be paying more than their fair share of future infrastructure purchases, the applicant can request an individualized assessment to ensure they will only be paying their proportional share. The applicant would be required to prepare and pay for all costs related to such an assessment.

Donations. If the District receives donations for capital improvements listed on the CIP, they must account for the donation in one of two ways. If the donation is for a non- or partially growth-related improvement, the donation can contribute to the District's General Fund participation along with more traditional forms, such as revenue transfers from the General Fund. If, however, the donation is for a growth-related project in the CIP, the donor's impact fees should be reduced dollar for dollar. This means that the District will either credit the donor or reimburse the donor for that portion of the impact fee.

Credit/reimbursement. If a developer constructs or contributes all or part of a growth-related project that would otherwise be financed with impact fees, that developer must receive a credit against the fees owed for this category or, at the developer's choice, be reimbursed from impact fees collected in the future.<sup>37</sup> This prevents "double dipping" by the District.

The presumption would be that builders/developers owe the entirety of the impact fee amount until they make the District aware of the construction or contribution. If credit or reimbursement is due, the governmental entity must enter into an agreement with the fee payer that specifies the amount of the credit or the amount, time and form of reimbursement.<sup>38</sup>

Impact fee accounting. The District should maintain Impact Fee Funds separate and apart from the General Fund. All current and future impact fee revenue should be immediately deposited into this account and withdrawn only to pay for growth-related capital improvements of the same category. General Funds should be reserved solely for the receipt of tax revenues, grants, user fees and associated interest earnings, and ongoing operational expenses including the repair and replacement of existing capital improvements not related to growth.

Spending policy. The District should establish and adhere to a policy governing their expenditure of monies from the Impact Fee Fund. The Fund should be prohibited from paying for any operational expenses and the repair and replacement or upgrade of existing infrastructure not necessitated by growth.



In cases when *growth-related capital improvements are constructed*, impact fees are an allowable revenue source as long as only new growth is served. In cases when new capital improvements are expected *to partially replace existing capacity and to partially serve new growth*, cost sharing between the General Fund or other sources of revenue listed in Idaho Code 67-8207(I)(iv), (2)(h) and Impact Fee Fund should be allowed on a pro rata basis.

Update procedures. The District is expected to grow rapidly over the 10-year span of the CIPs. Therefore, the fees calculated in this study should be updated annually if the District invests in additional infrastructure beyond what is listed in this report, and/or as the District's projected development changes significantly. Fees can be updated on an annual basis using an inflation factor for building material from a reputable source such as McGraw Hill's Engineering News Record. As described in Idaho Code 67-8205(3)(c)(d)(e), the Advisory Committee will play an important role in these updates and reviews.

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<sup>37</sup> See Section 67-8209(3), Idaho Code.

<sup>38</sup> See Section 67-8209(4), Idaho Code

# Public Services, Facilities & Utilities

# 5

Post Falls is served by a full range of public utility and service systems including telephone, fiber optic and cable telecommunications, electric power and natural gas. Services provided or contracted for by the City include police, library, solid waste, water and wastewater/water reclamation.

Projections for growth in Post Falls will require service providers to plan for and monitor corresponding investment and expansion of services. Robust growth – particularly at Highway 41 and Prairie Avenue – is anticipated over the next two decades, with as many as 3,300 new residents arriving per year.

Post Falls recognizes the value of land use and service policy in helping implement a broad scope of community goals and objectives. Growth presents numerous one-time opportunities, so it's critical to manage civic investment in ways that ensure the creation of cost-effective, durable and well-coordinated service infrastructure.

## Services

The following summarizes key services available in Post Falls, introducing each category including providing agency, generalized capacity and facility plans, as available. A listing of goals most closely related to public services and facilities (from the plan's overall Goal & Policy Framework, Appendix B) completes the chapter. Action items related to Housing may also be included in Chapter 10, Implementation.

### Police Protection

The City of Post Falls operates its own Police department, with an extensive array of services managed under patrol, communications, investigations and IT divisions. The Department's Capital Improvements Plan (CIP) and associated levels of service can be identified in the City's most recent Impact Fee report.

The Police Department also houses the City's code enforcement unit, also known as Community Services. This unit is primarily responsible for ensuring that City Code/Ordinance violations in the City are identified and quickly corrected. The Police Department also participates in local events and special outreach programs, such as Coffee with a Cop and Movie Night Out. Such participation is seen as important in promoting a safe community, serving as proactive crime deterrents through setting a good example, and fostering the respect of the community.

Despite the Post Falls' rapid growth in recent years, the city continues to enjoy relatively low crime rates. Criminal offenses in Post Falls are lower than national averages, along with excellent clearance rates of approximately 56 – 58% over the past few years.

Moving forward, continued coordination with the Police Department is paramount to ensure adequate services are available in areas that receive annexation and development requests. Coordination with the Police Department regarding future growth and new development in Post Falls will assist in the planning and design of new facilities, services, and contingencies or hazardous response plans. Utilizing the Police Department's expertise in matters of safety and planning for future neighborhoods and commercial centers will assist in continuing Post Falls being a safe place to live, work, and play.

Additional specifics on services and departmental capacity may be found on the department's website.

See: [www.postfallspolice.com](http://www.postfallspolice.com)

## Fire Protection / Emergency Services

Post Falls is served by Kootenai County Fire & Rescue (KCFR), an independent agency funded by district property taxes and governed by an elected board of commissioners. KCFR currently enjoys a Class 3 protection rating for most residential and commercial properties within City limits.<sup>1</sup> KCFR works with Kootenai County Emergency Medical Services System (KCEMSS) to provide EMS services and first response and ambulance transport. Fire District services also include technical rescue; code review and enforcement; public education; hazardous materials/disaster response; burn permits; fire prevention workshops and sprinkler plan reviews. Additionally, KCFR partners with the Post Falls Police Department for emergency response; fire and medical emergencies that include automated external defibrillator (AED) use or administration of Narcan<sup>2</sup>; response to active shooters; and provision of a police substation in a fire station.

See: [www.kootenaifire.com](http://www.kootenaifire.com)



**Figure 5.01** – In Post Falls, Fire and EMS services are provided by Kootenai County Fire & Rescue. (Image: Studio Cascade, Inc.)

The City Council has adopted Development Impact Fees for KCFR and KCEMSS and entered into Intergovernmental Agreement and Joint Powers Agreements for the Collection and Expenditure of Development Impact Fees for Fire District and EMS Systems Improvements by and between the City and the Kootenai County Fire and Rescue District and Kootenai County Emergency Medical Services System pursuant to Idaho Code §§ 67-8204A and 67-2328 for the collection and expenditure of Fire District and EMS System Impact Fees for both residential and non-residential development.

The following Capital Improvement Plans are Incorporated by Reference to this Comprehensive Plan:

- **Kootenai County Fire & Rescue Impact Fee Study and Capital Improvements Plan**
- **Kootenai County Emergency Medical Services System (KCEMSS) Impact Fee Study and Capital Improvement Plans**

## Solid Waste / Waste Collection

The City of Post Falls contracts with private collection firms to provide solid waste and recycling collection. Solid waste disposal is managed by

<sup>1</sup> Idaho Service Rating Bureau ratings classes 1-10; 1 = most desirable. Insurers often base coverage programs on ISRB scoring. Ratings are based on many factors, including quality of the fire department, water supply and hydrant locations, communication systems, building codes and building inspection programs.

<sup>2</sup> Brand name for naloxone, an opioid overdose reversal drug.

Kootenai County, with non-recyclable materials directed to an active landfill adjoining Highway 95 approximately 16 miles south of Coeur d'Alene. The facility is operated on a portion of a County-owned 450-acre site, with an estimated life cycle for its permitted area through 2041-2042.

Ongoing growth will require careful attention to the logistical needs of solid waste haulers – such as transportation and site plan considerations – to maintain service efficiencies and manage waste in a purposeful, proactive fashion.

See: [www.kcgov.us/departments/solidwaste](http://www.kcgov.us/departments/solidwaste)

## Water Services

High quality water from an abundant supply (the Rathdrum Prairie Aquifer) is a unique resource to north Idaho and Post Falls. This plan's policy framework recognizes this, and supports the preservation and protection of this high-quality water supply. The aquifer was designated as a “Sole-Source Aquifer” by the Environmental Protection Agency in 1978, and has been further protected by Kootenai County and the Panhandle Health District, which limits septic tank wastewater service to one residential equivalent per five acres. Additionally, the Sensitive Resource Aquifer designation in 1997 by the State of Idaho further protects the SVRPA with Idaho’s only “non-degradation” management standard. Detailed quantity, flow, and level analyses have been performed on both the Idaho and Washington side of the aquifer as part of the 2007 U.S. Geologic Surveys’ “Bi-State” Study and is available on the IDEQ website.

## Level of Service Criteria

The 2011 Water System Master Plan lists level-of-service performance criteria as follows:

- + *A normal year-round operating pressure range of 50 to 90 psi;*
- + *Water supply with a minimum capacity equal to the peak day demand with the largest well out of service;*
- + *Storage capable of meeting the maximum fire demand plus peak-day equalization demand with one well out of service;*
- + *Additional emergency storage, as required, to assure the system can provide average day demands with the largest well and power grid out of service;*
- + *Capability of meeting a minimum fire flow in commercial areas of 3,000 gpm for four hours and a minimum residential fire flow of 1,000*

*gpm for two hours, while maintaining a minimum of psi 20 year round throughout the system;*

- ✦ *Fire flow demands exceeding these ranges or system capability at the time of building construction require that property owners provide on-site fire protection, including, but not limited to, building sprinklers and specialized construction.*

## Service Providers

The City of Post Falls provides approximately 50% of all water services within its boundaries, with two other providers, East Greenacres Irrigation District (EGID), and Ross Point Water District (RPWD), serving a majority of the balance. Numerous small water systems also exist throughout the incorporated City Limits, each operated under jurisdiction of the Idaho Department of Environmental Quality (DEQ) and have little formal connection to the City of Post Falls.<sup>3</sup> Five emergency inter-ties exist between the City and the RPWD and EGID systems, providing mutual support in the event of a water supply emergency.

### *City of Post Falls Water System*

The Post Falls water system oversees more than 115 miles of water lines in the city, with water sourced from eight wells drawing from the Rathdrum Prairie Aquifer. These wells are capable of producing over 23 million gallons per day, with approximately 5.55 million gallons of storage capacity in-place for emergency use. The City's existing water rights total 19,596 gallons per minute (gpm) and are considered sufficient through 2030, based on anticipated growth within the City's Water System Master Plan. All water rights associated with parcels requesting annexation to the City should be transferred to the City as a condition of annexation. If the City has unused water rights capacity, that capacity should be placed in a water rights bank for potential revenue and protection of the claims.

Additional water rights may be required to meet projections, and may be procured through transfers and/or Reasonably Anticipated Future Needs (RAFN) provisions of Idaho's 1996 Municipal Water Rights Act.<sup>4</sup>

For more on the City of Post Falls' water system, see the City's latest Water System Master Plan. A copy of the City's water service area map is included in this chapter as Figure 5.03.

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<sup>3</sup> *The 2011 Post Falls Water System Master Plan (WSMP) notes the Royal Highlands Water District, the North Kootenai Water District and the Pine Villa Water System; the plan's service area map is copied here as Figure 5.03. Service area callouts shown in Figure 5.01 are listed in the WSMP but not copied in this element.*

<sup>4</sup> *Post Falls WSMP, 2011 Update, pg. ES-6. The plan suggests future acquisition of Pine Villa and Royal Highlands Water System(s).*

### *East Greenacres Irrigation District*

The East Greenacres Irrigation District (EGID) generally covers areas north of the city center, serving approximately 9,800 customers accessing 3,600 domestic, municipal and industrial connections and approximately 1,000 irrigation connections. The EGID is authorized as an Irrigation District under Idaho's Title 43, serving domestic, municipal, industrial and irrigation needs. The district's financial resources derive from sale and assessments of metered and irrigation water. Domestic and irrigation hookup fees are placed in reserve for aging infrastructure replacement and upgrades. EGID's operations are overseen by a board of directors which select a manager/chief administrative officer and a clerk to carry out district affairs. Additional details on EGID capacities include:

- + *Number of wells – 14 (5,300 HP) at three well fields;*
- + *Capacity – 57 million gallons per day (MGD);*
- + *Storage facilities – One (1) 325,000 gallon;*
- + *Distribution facilities – Approximately 80 miles of pipe (50 miles of asbestos cement, 30 miles of PVC);*
- + *System conditions – Irrigation facilities were first established in 1921, utilizing surface water from Twin Lakes. Led by the US Bureau of Reclamation, pressurized system facilities were completed in 1976, allowing provision of domestic water. Asbestos-cement (A/C) piping was the material of choice at this time, and continues to perform well in local soil conditions. EGID saves hot tap coupons as mainline material samples, and indications show A/C material is in excellent condition;*
- + *Planned upgrades or replacements – Two (2) wells per year to be pulled and completely rehabilitated by 2015-2022; additional backup power; additional reservoir storage review; complete looping in critical areas.*

EGID's boundaries are under Federal control, which restrict the district's abilities to annex or release portions of their service area and effectively exempt it from City planning authority.<sup>5</sup> Though EGID has filed a request with the United States Bureau of Reclamation (USBR) to amend its 1969 (14,000 acre foot) water claim from an irrigation to a municipal right, the district may see reductions in its capacity due to declining irrigation needs for farming.

### *Ross Point Water District*

The Ross Point Water District, established in 1946 under State of Idaho Irrigation District statutes (Title 43), serves a sizable portion of the City's northeast quadrant, generally bounded by Syringa Road to the west, Hayden Avenue to the north, Huetter Road to the east and Mullan Avenue to the south. The district serves 3,200 meters, with an indeterminate

<sup>5</sup> *East Greenacres Irrigation District; Plan Update Meeting Notes, Workshop #1, 2/12/17*

number associated with domestic, industrial and irrigation customers. The district's financial resources derive from sale of metered water and through hookup fees. Ross Point's operations are overseen by a three-member board of directors (three-year terms) and a manager/chief administrative officer. Additional details include:

- + *Number of wells – Five (5);*
- + *Capacity – 17,200 m<sup>3</sup>/s;*
- + *Storage facilities – One (1) 2,500 gallon;*
- + *System conditions – N/A;*
- + *Planned upgrades or replacements – New 12" lines facing east and west sides of Highway 41 from E Mullan Avenue to W Prairie Avenue, supporting expected development in the Prairie crossing area.*

## Looking Forward

Through master planning efforts, the City should identify strategic investments in water infrastructure to aid or spur economic development goals. As an example, the City has identified opportunities in the Beck Road area to initiate construction of a trunkline which could provide water for future industrial development.

Currently, water system standards are generally shared between the City and RPWD, with EGID tracking a less coordinated approach. Ideally, all three water service providers will coordinate and address standardization of systems during future plan update cycles. Regardless, the City should develop and articulate a long-term position on addressing water service provision in context of anticipated growth and ongoing relationships with the EGID and RPWD.

See: [www.postfallsidaho.org/departments/public-services/water](http://www.postfallsidaho.org/departments/public-services/water)

See: [www.eastgreenacres.org](http://www.eastgreenacres.org)

## Wastewater

The City of Post Falls maintains a collection system to transport wastewater to its Water Reclamation Facility, including 31 lift stations (including two which service City Parks) and over 165 miles of pipeline.

The Water Reclamation Facility came on line in 1985 and has grown to a present capacity of approximately four million gallons per day. In 2014, the City was issued a new permit for the facility requiring state-of-the-art technology for phosphorus removal to levels among the lowest in the nation. Efforts to meet these requirements were initiated in anticipation of permit issuance and will continue through 2022.





**Figure 5.02** – Avista Utilities and Kootenai Electric Cooperative provide electricity and natural gas to residents of Post Falls. (Image: Studio Cascade, Inc.)

Cleaned water is returned to the Spokane River, with waste solids – largely microbes which grow by processing the wastewater – sent to a composting facility for use as fertilizer.

Maintaining treatment capacity at the Water Reclamation Facility is critical to both existing and future users. The phosphorus limits within the 2014 discharge permit effectively require the City to develop an alternative use for treated water within the next decade. To this end, the City is also initiating efforts to produce “Class A” reclaimed water. The City should strive to identify and secure opportunities to put treated water to beneficial reuse within the community. Reclaimed water is a resource which can be utilized for economic development. Even if potable water is not scarce, there is a growing movement to secure “reused” resources to minimize the ecological footprint of business and organizations. The City should develop policies supporting the utilization of reclaimed water as a commodity and economic development driver.

Policies and regulations surrounding the treatment and reuse of wastewater are increasingly complex. The City should take an active role in contributing to the body of knowledge which informs these regulations, and in the processes which develop them. Where local knowledge is pertinent, the City should support research efforts which can help to inform water resource policy. Examples would include appropriate uses for reclaimed water and best practices for stormwater management.

The City is also working toward development of a 500-acre multi-use natural area called the Post Falls Community Forest, serving as a multi-use property for the City. The area, as envisioned, would provide an opportunity to reuse highly treated Class A reclaimed water via drip irrigation; serve as an educational forest, and provide outdoor recreational opportunities.

## Electricity & Natural Gas

Avista Utilities (Avista) and Kootenai Electric Cooperative (KEC) provide electricity and natural gas to residents of Post Falls. There are a few areas where providers overlap, including the Highway 41 North corridor.

Areas south of the river are solely served by KEC, with overhead feeder and transmission lines across the river at Greensferry road and underwater lines at Heather Road, Ross Point Road, and Beck Road. KEC maintains a four-year work plan to manage priorities, and works with economic development agencies and city/county planning offices to coordinate improvements with development activity.

Avista supplies all natural gas services in Post Falls, and employs an extensive electric grid across the city. The company maintains a five-year capital projects plan, with regular updates performed in response to trends identified by the City and other agencies.

During development of this update, Avista indicated no capacity concerns where services already exist. The company is investing heavily in gas system upgrades at the Prairie Avenue/Highway 41 intersection, addressing new development forecast for that area.

See: [www.avistautilities.com](http://www.avistautilities.com)

See: [www.kec.com](http://www.kec.com)

## Coeur d'Alene Airport

Coeur d'Alene Airport ("COE" or the "Airport"), is located in, owned and operated by Kootenai County. The Airport is surrounded by, with airspace overlays including the cities of Post Falls, Hayden Lake, Coeur d'Alene, Hayden Lake, Dalton Gardens and Rathdrum, with an airspace overlay touching each of these cities excepting Coeur d'Alene. The 1,100-acre airport is located 2,320 feet above mean sea level, west of U.S. Highway 95 and north of Interstate 90. State Highways 53 and 41 also serve the surrounding area and are located west of the airport.

In the Idaho Airport System Plan (IASP), the Airport is categorized as a regional business airport supporting regional economic activities,

connecting to state and national economies, and serving all types of general aviation aircraft. The Airport also accommodates local business activities and various types of general aviation users.

As a regional business airport, COE has the largest economic impact of any general aviation airport in the state and the second highest economic impact behind only the Boise Airport. The Airport supports 1,058 jobs, translating to about \$40 million in total payroll and almost \$130 million in total output.<sup>6</sup> These economic links can be traced to business operations, medical services, search and rescue, fire-fighting, law enforcement, recreation/tourism, and agriculture.

COE is an important part of the national transportation infrastructure and is included in the FAA National Plan of Integrated Airport Systems (NPIAS). As a NPIAS airport, the Airport receives federal funding via the FAA Airport Improvement Program and is subject to FAA design standards, regulations, rules, sponsor responsibilities, and policies. The Airport is also eligible for and receives Airport Improvement Program (AIP) grants from the FAA through ITD Aero.

General aviation operations (noncommercial or military) account for 77 percent of the operations at the Coeur d'Alene Airport. The take-offs and landings were estimated at 79,846 in 2007 and rose to an estimated 86,876 in 2017. Forecasts place the future operations growth at about 2.3 percent annually to a level of 136,900 operations in 2037.<sup>7</sup>

The Airport maintains a master plan to address current and future needs. The facility meets minimum Idaho Airport System Plan objectives for runway length, runway width, runway strength, visual aids, runway lighting, weather reporting capabilities, land-side facilities, and services.

## Policy Considerations

The following topics are identified as key considerations relating to policy development near the Coeur d'Alene Airport:

**Encroachment of Incompatible Development** – One of the greatest threats to the viability of airports is the encroachment of incompatible land use. Recently, ITD Aero and the FAA have been working with Idaho's airports to strengthen airport land use compatibility policies and practices to reverse this trend.

**Safety and Quality of Life** – Proactive planning around airports ensures the safety of both aircraft operators and airport neighbors from potential accidents. It also protects the quality of life of airport

<sup>6</sup> Idaho Transportation Department (ITD), 2010

<sup>7</sup> Coeur d'Alene Airport Master Plan, 2017

neighbors by ensuring they are not adversely impacted by noise, dust or fumes often associated with airport operations.

**Economic Benefit** – COE provides a substantial economic benefit to Kootenai County and its citizens. Users such as corporations and life-flight operators use COA and contribute to the economy as a result of their use. The Airport needs to be protected so it may continue to provide user access and resulting economic benefits.

### *Airport Goals & Policies*

The goals and policies referenced below (from Appendix B) are intended to guide Post Falls' land use and infrastructure choices as both the city and COE grow.

Goals: G.01, G.02, G.06

Policies: P.01, P.02, P.11, P.13, P.23, P.28, P.29, P.30, P.31, P.61, P.88, P.91

## Library

Post Falls enjoys a central library at 821 N. Spokane Street, operated by the Community Library Network, a library district serving Kootenai and Shoshone Counties. The district is governed by an elected five-member Board of Trustees and serves Post Falls, State Line and surrounding areas as far as Coeur d'Alene to the east and Hayden and Rathdrum to the north.

See: [www.communitylibrary.net/drupal7/content/post-falls](http://www.communitylibrary.net/drupal7/content/post-falls)

## Educational Services

Post Falls enjoys a positive relationship with multiple providers offering quality, safe, and accessible school facilities for residents. In anticipation of growth, the City supports ongoing collaboration with all primary and secondary educational providers, maintaining levels of service and adapting to evolving regional demands.

The City supports continuing to provide educational opportunities from elementary through post-secondary education, as a measure to meet the demands of the evolving economic demands of the region.

## Post Falls School District

Post Falls School District 273 provides a comprehensive public education for preschool, elementary, middle, and high school students in Post Falls. Although the boundaries of the school district extend beyond city limits, the location of all schools and district facilities are located in Post Falls.

School District 273 develops and maintains a Long Range Facilities Plan. The District's 2018 plan recommends several new facilities be built over

the next decade in order to provide space for the anticipated enrollment growth. These recommendations are based on student population growth of 1.5% annually. If the enrollment growth exceeds 1.5%, it will be necessary to accelerate the recommended timelines for construction. The plan calls for a new elementary school, a third middle school and a second traditional high school along with upgrades and remodels of several existing buildings. See Figure 5.04 for PFSD district boundaries.

See: [www.pfsd.com](http://www.pfsd.com)

## Higher Education

Post Falls residents are served by North Idaho College (NIC), a community college located in Coeur d'Alene. NIC hosts satellite campuses for the University of Idaho and Lewis & Clark College on its campus.

The University of Idaho Research Park, located in Post Falls at Riverbend Commerce Park, provides facilities for research and technology-based companies seeking a collaborative relationship with U of I faculty and students. The facility offers state-of-the-art laboratories, computer labs and classrooms for use by U of I, other Northwest colleges and universities, and the community. The park is located on 28 acres, and houses five technology and research organizations in addition to U of I programs.

See: [www.nic.edu](http://www.nic.edu)

See: [www.uidaho.edu/cda/uirp](http://www.uidaho.edu/cda/uirp)

### *Educational Goals & Policies*

The goals and policies referenced below (from Appendix B) are selected as specific and useful in guiding the location, accessibility, and function of school facilities, even as they continue to expand beyond existing City limits.<sup>8</sup>

Goals: G.01, G.02

Policies: P.02, P.03, P.10, P.23, P.25, P.26, P.27, P.37, P.38, P.56, P.64, P.87

## Geographic Information Systems

A significant and ongoing achievement in the region is the creation of the Kootenai County Geographic Information System (GIS). These electronic files, keyed to geographic coordinates, provide detailed mapping and coordination of virtually any type of data, especially those types of systems used by municipal and service agencies. For this reason, GIS is seen as an extremely valuable tool for services planning.

Post Falls has and will continue its participation with area communities, Kootenai County, and service provider in the development of the local

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<sup>8</sup> Because other goals and policies may also relate, a full review of the policy framework is advised.

GIS database. The value of this system is expected to increase with time as new information is collected and made available to the public in both industry-standard (.shp, .shx, .dbf, and .dwg) and widely accessible (.pdf, .html) formats.

See: [www.co.kootenai.id.us/departments/mapping](http://www.co.kootenai.id.us/departments/mapping)

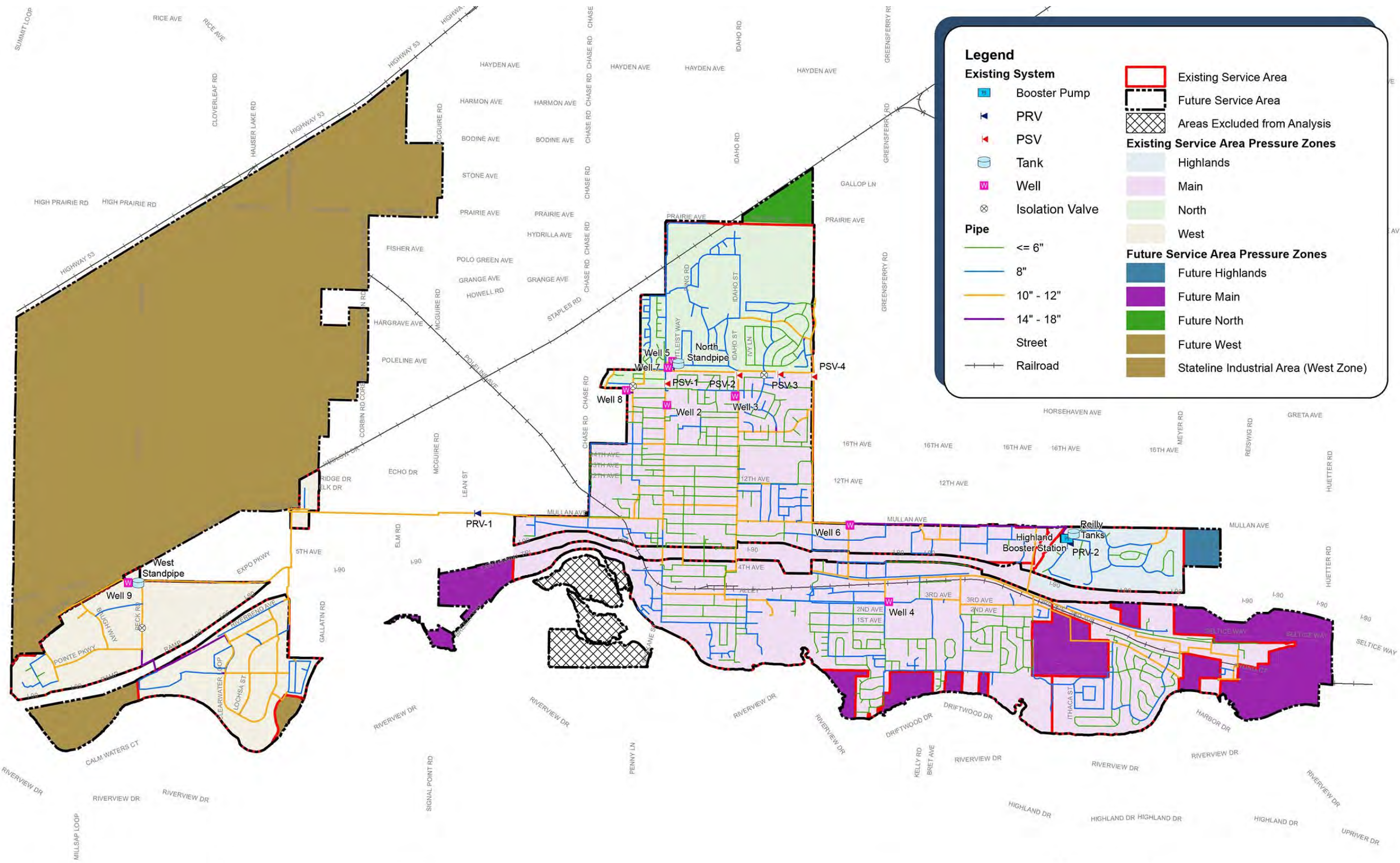
## Future Needs

Post Falls' public services will need to be expanded to meet anticipated growth and maintain current levels of service. To accomplish this, the City is working towards coordinating population projections among all its departments and service providers, and creating and/or formalizing its level of service standards.

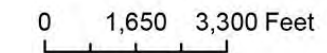
Some of these standards were established as part of the City's 2011 Development Fee Impact study, subsequently adapted as a fee schedule which collects funds supporting parks, streets and public safety services.<sup>9</sup> Others, such as those adopted by the Kootenai Metropolitan Planning Organization, were developed with Post Falls' needs and objectives as secondary considerations to regional goals. Regardless, full and comprehensive coordination of services development – including all City-led or contracted services – is imperative if Post Falls hopes to properly anticipate, direct, fund and manage the many demands that come with growth.

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<sup>9</sup> "Capital Improvement Plans & Development Impact Fees" September 2011, City of Post Falls. Study developed per requirements of the Idaho Development Impact Fee Act.



**City of Post Falls  
Water System Master Plan**



**Service Areas**

Figure 5.03 – Water services map

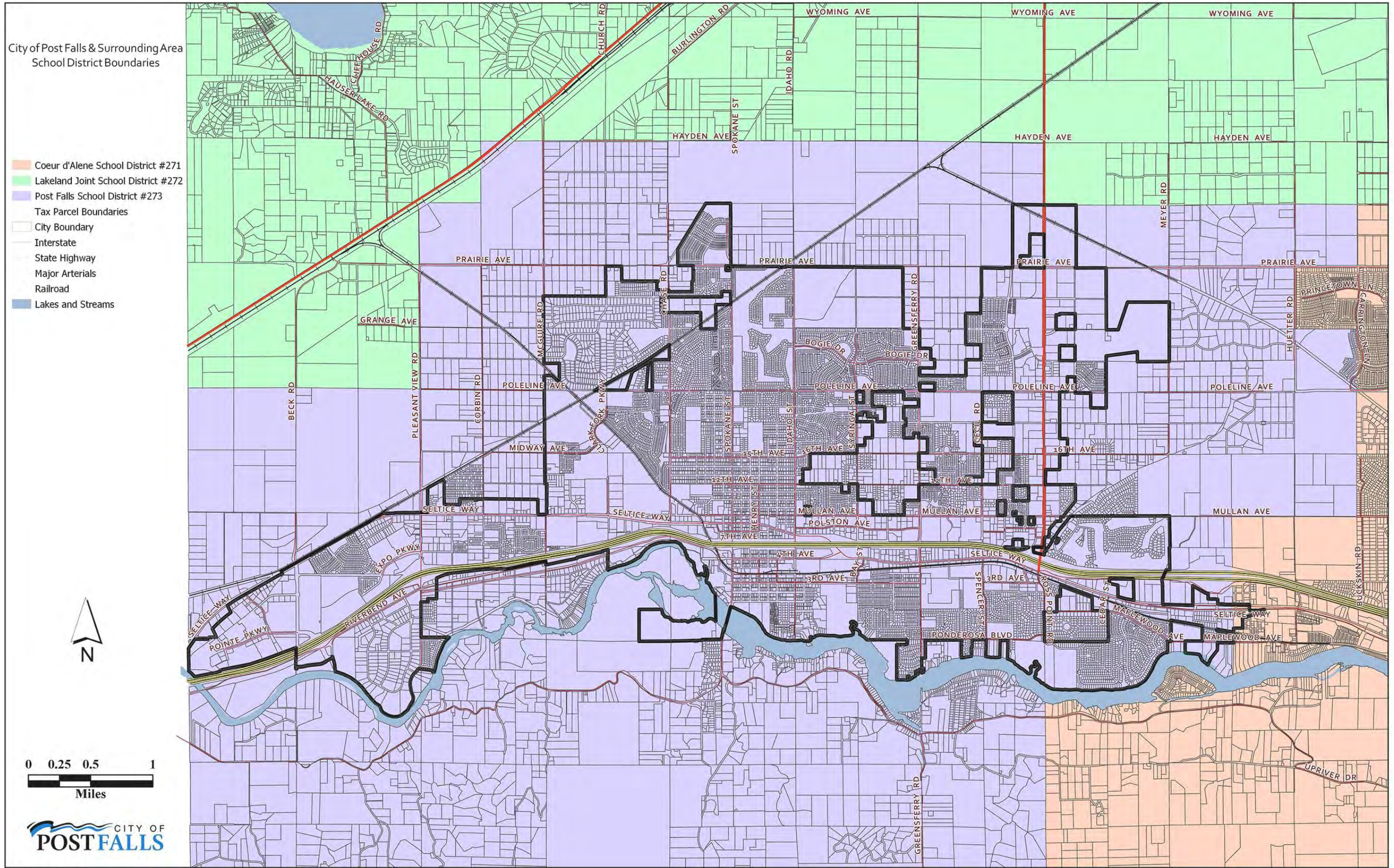


Figure 5.04 – School district map



## ■ Public Services Goals

### Goals

**Maintain and improve the provision of high-quality, affordable and efficient community services in Post Falls. [G-02]**

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*Discussion: Municipalities exist to provide infrastructure and services that would be impossible for individuals to provide. While pooled resources make essential services achievable, they also require strong levels of coordination and management to assure accountability and efficiency. Some actions have clear and immediate effects on resources. Other actions may be more difficult to associate with fiscal impact, but over time, may profoundly affect the costs of services – and livability of the community. This goal anchors the need for the City of Post Falls to consider the long-term cost implications and benefits of choices including land use, transportation investments, parks and recreational services, as well as other types of infrastructure – maintaining efficiency and accountability for the community it serves.*

**Maintain and improve Post Falls’ transportation network, on pace and in concert with need and plan objectives. [G.06]**

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*Discussion: All cities require functional, resilient transportation networks providing for the flow of people and materials. In assisting with this plan, residents urged improvements to the existing fabric and criteria that provide a full-featured street network for Post Falls, improving the efficiency, function and value of the City. Residents also recognize the importance of transit services, as well as connectivity to regional ground, rail and air transportation systems.*

**Plan for and establish types and quantities of land uses in Post Falls supporting community needs and the City’s long-term sustainability. [G.07]**

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*Discussion: Cities exercise considerable influence over land use, in turn influencing the type and character of development, patterns of growth, and the short and long-term financial impact of growth on the local economy. Consequently, this plan supports the allocation of land use types, parks features and other areas sufficient to achieve overall plan objectives.*

**Protect and maintain Post Falls’ natural resources including clean air, soils, river and aquifer, and minimizing light and noise pollution citywide. [G.08]**

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*Discussion: City livability, health and value are fully dependent on clean, safe and sustainable natural resources. This goal underscores Post Falls’ commitment to maintaining its natural resources as a top priority, recognizing them as essential to the community’s survival.*

**Maintain the City of Post Falls' long-term fiscal health. [G.12]**  
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*Discussion: Services that cities provide cannot be sustained without fiscal balance and accountability. This goal serves to anchor the City of Post Falls' obligation to sustain its fiscal health – achieved through the gathering of income in responsible, equitable ways, and through decisions, investments and actions that provide rate-payers with efficient, effective services now and in the future.*

**Maintain, update, coordinate and implement Post Falls' policy and regulatory documents. [G.13]**  
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*Discussion: Cities are more likely to succeed when leaders and citizens come together to address a shared vision and set of objectives. This goal serves to affirm Post Falls' commitment to community planning and implementation. This plan is configured to aid periodic updates, and encourages future planning work by City departments, creating topical, parks or sub-area planning. Good planning – and just as important, implementation – is key to maintaining Post Falls' essential qualities over time.*



## Amber Blanchette

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**From:** jonie@postfallshd.com  
**Sent:** Wednesday, December 22, 2021 1:23 PM  
**To:** Amber Blanchette  
**Subject:** RE: KCFR/KCEMSS Comp Plan Amendment CPA-0002-2021

WARNING: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

PFHD has no comment.

Jonie Anderson  
Administrative Assistant 1  
Post Falls Highway District  
p 208.765.3717  
f 208.765.0493  
contactus@postfallshd.com

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**From:** Amber Blanchette <amberb@postfallsidaho.org>  
**Sent:** Tuesday, December 21, 2021 11:55 AM  
**To:** Ali Marienau <AMarienau@kmpo.net>; Andy Obermueller <aobermueller@cdapress.com>; audie.neuson@williams.com; Avista <c01\_Real\_Estate@avistacorp.com>; Bill Melvin <bmelvin@postfallsidaho.org>; Bill Roberson <william.roberson@itd.idaho.gov>; Brittany Stottlemire <brittany.stottlemire@avistacorp.com>; CDA GARBAGE <jennifer@cdagarbage.com>; CDA Press <BBLITZ@cdapress.com>; Charles Lane <Charles.Lane@charter.com>; CHARTER <DLwest-pnw-construction@charter.com>; Chris Riedeman <criedeman@kec.com>; Dan Ryan <danr@kootenaifire.com>; Dan Selden <danselden@hotmail.com>; Dana Marsh <dana.marsh@tdstelecom.com>; David Callahan <dcallahan@kcgov.us>; David Fair <dfair@postfallsidaho.org>; David Sauer (ZiPLY) <david.sauer@ziPLY.com>; Dena Naccarato <dnaccarato@273.com>; Dewey, Kristina <kristina.a.dewey@usps.gov>; Diane URA <dianepfura@gmail.com>; Dylan Owens <dylan.owens@tdstelecom.com>; Ellie Hilbert <ehilbert@cdapress.com>; Erik Ketner <eketner@phd1.idaho.gov>; Erika Auger <eauger@phd1.idaho.gov>; Erin Butler <ebutler@sd273.com>; Ethan Porter <eportner@postfallsidaho.org>; Field Herrington <fherrington@postfallsidaho.org>; Heidi <heidig@inlander.com>; Heidi Varney <hvarney@postfallsidaho.org>; J Mcmillin <jmcmillin@postfallspolice.com>; Jame Davis <jame.davis@intermaxteam.com>; Jason Faulkner <jfaulkner@postfallsidaho.org>; Jason Kimberling <jason.kimberling@itd.idaho.gov>; Jennifer Poindexter <jpoindexter@postfallsidaho.org>; Jeryl Archer <jeryla@kootenaifire.com>; jhofer@kec.com; JHolderman@KEC.com; Jodi Meyer <jmeyer@postfallsidaho.org>; John Beacham <jbeacham@postfallsidaho.org>; Jonathon Manley <jmanley@postfallsidaho.org>; Judah Lopez <judah\_lopez@tracacanaca.com>; Justin Miller <jmiller@postfallsidaho.org>; Keeler <keeler.white@twcable.com>; Kevin Linville <kevin.linville@tdstelecom.com>; Kirk <Kirk.Hobson@charter.com>; Kirk Hobson <kirk.hobson@twcable.com>; KMPO <Gmiles@kmpo.net>; Kootenai Electric <mblyton@kec.com>; Kootenai Electric <mnewcomer@kec.com>; Kristie McEnroe <kristie.mcenroe@deq.idaho.gov>; Laura Jones <ljones@postfallsidaho.org>; lauriep@kootenaifire.com; Lindsay Spencer <lindsay@eastgreenacres.org>; Lynn Sandsor, AECOM <lynn.sandsor@aecom.com>; Marvin Fenn <marvin.fenn@itd.idaho.gov>; Matthew Jones, BNSF <matthew.jones@bnsf.com>; Media <media@postfallsidaho.org>; Michael Allen <MAllen@postfallspolice.com>; Michael Thomas, P.E. <mthomas@kec.com>; Monica Miller <momiller@quantatelcom.com>; Naomi Tierney <ntierney@postfallsidaho.org>; Pat Knight <pknight@postfallspolice.com>; PFHD <contactus@postfallshd.com>; PFPD <admin@postfallspolice.com>; Phillip Evander <PEvander@kec.com>; Post Falls Chamber <pam@postfallschamber.com>; Preston Hill <prestonh@postfallsidaho.org>; Rob Palus <rpalus@postfallsidaho.org>; Robert Seale <rseale@postfallsidaho.org>; Robin Bekkedahl <robin.bekkedahl@avistacorp.com>; Rod CDA Garbage <Rod@cdagarbage.com>; Ross Point Water <rosspointwater@frontier.com>; Scott Davis <sdavis@kec.com>; Shannon Howard <showard@postfallsidaho.org>; Shelly Enderud <SEnderud@postfallsidaho.org>; Stacy Simkins

**CITY OF POST FALLS  
AGENDA REPORT**

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**DATE:** January 7, 2022

**TO:** POST FALLS PLANNING AND ZONING COMMISSION

**FROM:** LAURA JONES, ASSOCIATE PLANNER, 208-457-3336, [ljones@postfallsidaho.org](mailto:ljones@postfallsidaho.org)

**SUBJECT:** STAFF REPORT FOR JANUARY 11, 2022, P&Z COMMISSION MEETING – DUAL BRAND HOTEL SPECIAL USE PERMIT PUBLIC HEARING

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**INTRODUCTION:**

Dwight Hume of Land Use Solutions and Entitlement has requested on behalf of the property owner Bill Lawson (Exhibits A-1, A-2, A-4) approval for a Special Use Permit to exceed the maximum height requirement within the Community Commercial Services (CCS) zoning designation of 45 feet to construct a 5-story hotel with a maximum height of 60 feet (Exhibit A-7) as allowed per PFMC 18.20.040 Bulk and Placement Standards Footnote (5). The Planning & Zoning Commission must conduct a public hearing and determine if the proposed request meets the approval criteria contained in PFMC Section 18.20.070(B). Following the public hearing, the Planning Commission will direct staff to prepare a Reasoned Decision, along with any appropriate conditions, that explains how the approval criteria are/are not met. The Planning Commission will review and approve the final Reasoned Decision at a subsequent meeting. The approval criteria are:

- A. Whether implementation of the special use would/would not conform to the purposes of the applicable zoning district.
- B. Whether the proposed use constitutes an allowable special use as established by this chapter for the zoning district involved; and complies with all other applicable laws, ordinances, and regulations of the city and the state.
- C. Whether the proposed use will/will not be compatible with the health, safety, and welfare of the public or with land uses within the vicinity of the proposal.
- D. Whether the proposed use will/will not comply with the goals and policies found within the comprehensive plan.

**PROJECT INFORMATION:**

**Project Name/File Number:** Dual Brand Hotel Special Use Permit (USE-0006-2021)

**Owner:** Bill Lawson (A&A Construction & Development), 621 W. Mallon, Suite 509, Spokane, WA 99201

**Applicant:** Dwight Hume, 9101 N. Mountain View Lane, Spokane, WA 99218

**Project Description:** Construct a five (5) story hotel which exceeds the 45' maximum height allowance per the Community Commercial Services (CCS) zoning designation and with a maximum height of 60'.

**Project Location:** South of Interstate 90 and north of E. 4<sup>th</sup> Ave between N. Idaho Street and E. Seltice Way (see vicinity map below).

**Water Provider:** City of Post Falls

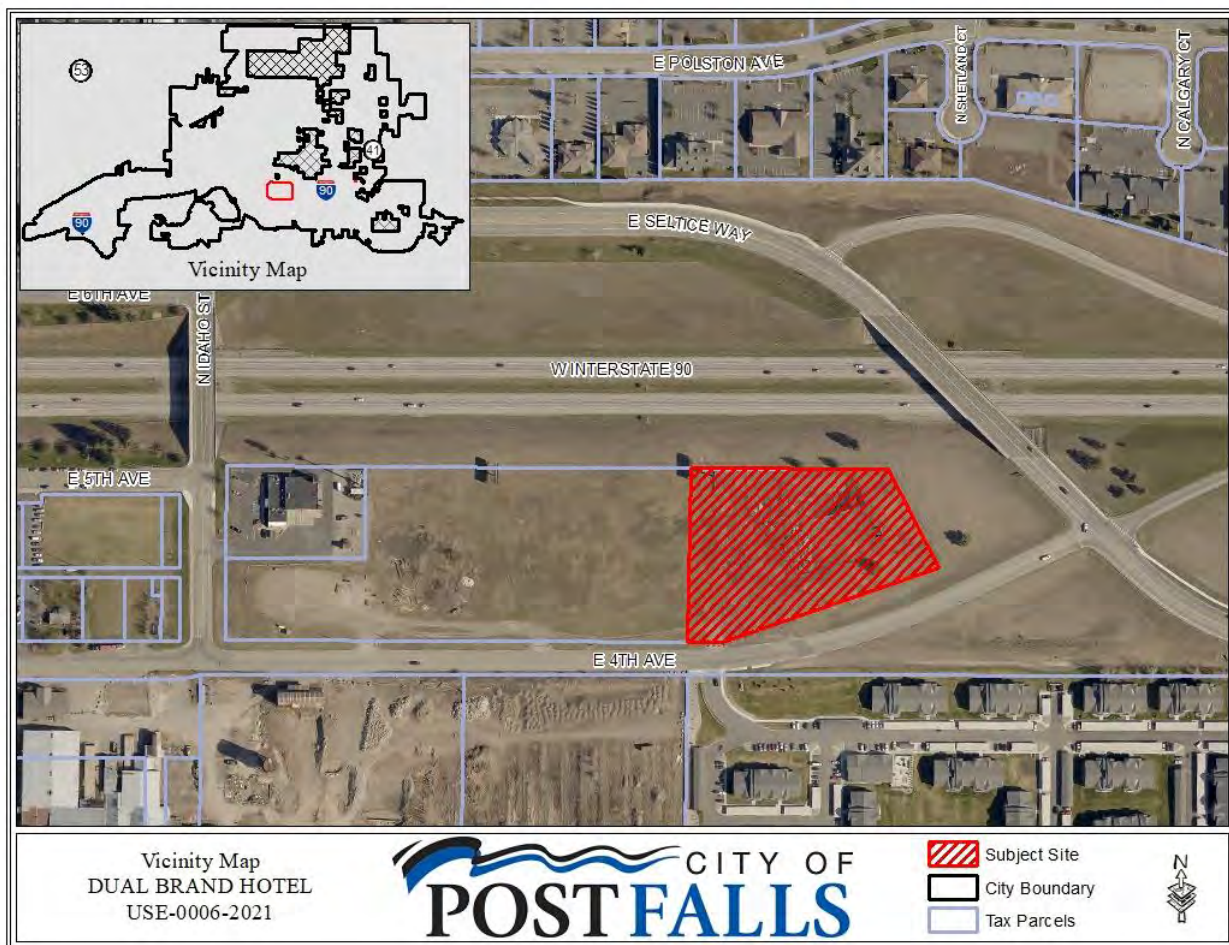
**Sewer Provider:** City of Post Falls

**Proposed Site Plan:** See Exhibit A-3

**AREA CONTEXT:**

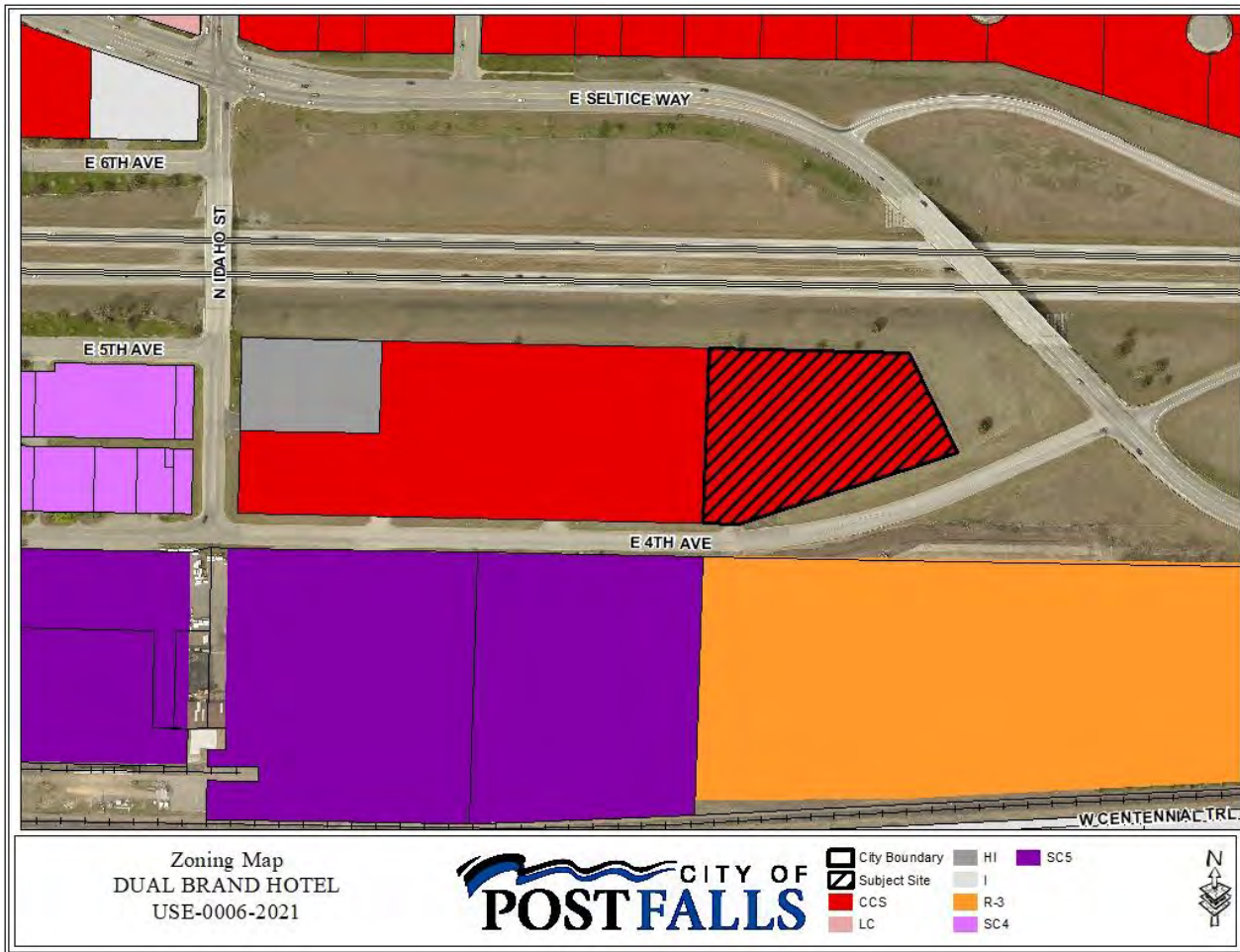
**Surrounding Land Uses:** To the north and east are Idaho Transportation Department right-of-way, to the south is the Woodland Meadows multi-family development and the future Millworx development, to the west is undeveloped parcels within the same commercial subdivision as the subject property.

**Area Context Vicinity Map:**



**SITE IMAGES NEXT PAGE:**

**Surrounding Zoning Districts:** The Woodland Meadows multi-family site to the south is zoned High Density Residential (R-3), while the Millworx site is zoned SC5 (Smart Code). The parcels to the west are zoned Community Commercial Services (CCS) (See Following Map).



**EVALUATION OF SPECIAL USE PERMIT APPROVAL/ REVIEW CRITERIA:**

- A. **Implementation of the special use will/will not conform to the purposes of the applicable zoning district.**

*PFMC Section 18.16.010 (B) Commercial Zones:*

Community Commercial Services (CCS): The CCS zone supports uses that include retail sales or performance of consumer services and permits a variety of retail, professional, or service businesses, including some manufacturing, technical, or other professional uses. This zone is applied in areas primarily located near arterials and collector streets.

- B. **Whether the proposed use constitutes an allowable special use as established by this chapter for the zoning district involved; and complies with all other applicable laws, ordinances, and regulations of the city and the state.**

*PFMC Section 18.20.040 Official Bulk and Placement Regulations Table:*

The land use table contained in PFMC Title 18.20.040 has established “Height limitations do not apply to spires, belfries, cupolas, water tanks, ventilators, chimneys, or other appurtenances usually required to be placed above roof level and not intended for human occupancy; *however*, thirty-five feet (35') in residential zones (except in R3 [other MF]), *forty-five feet (45')* in R3 (other MF) and *in commercial zones*, and fifty feet (50') in industrial zones *is the maximum height allowed without a Special Use Permit*; city utility and public service *Structures* are exempt from height restrictions.

**C. Whether the proposed use will/will not be compatible with the health, safety, and welfare of the public or with land uses within the vicinity of the proposal.**

The proposed use should not be detrimental to the health, safety, and welfare of the public or with land uses within the vicinity.

Transportation: The proposed special use for building height is not anticipated to produce impacts that would adversely impact the adjoining transportation systems. 4<sup>th</sup> Avenue is a Major Collector roadway with anticipated 2035 volumes of less than 5,000 vehicles per day. Major Collectors are intended to carry traffic volumes of 4,000 to 12,000 vehicles per day. 4<sup>th</sup> Ave. provides connection between Spokane St. (Minor Arterial) to the west and Seltice Way (Principal Arterial) to the north and east. 4<sup>th</sup> Avenue is being modified to meet roadway classification requirements (Major Collector) with the underlying subdivision (North Mill One) and development to the south (Millwork). A roundabout at 4<sup>th</sup> Avenue / Idaho St. is identified in the City’s Transportation Master Plan and is in preliminary design with the Developer. City Staff has reached out to the Idaho Transportation Department (ITD) to request coordination for study and consideration of an Interchange Modification Report (IMR) that would allow for the development of a traffic control device (roundabout or traffic signal), as identified in the Transportation Master Plan, at the 4<sup>th</sup> Avenue / Seltice Way intersection. The current roadway network has capacity, with identified impact fee projects in the immediate vicinity further facilitating long term traffic operations.

Water Reclamation: The site will be connected to the City’s Water Reclamation Facilities. Existing facilities are in place and have the capacity and capability to handle the requested use. Site-specific issues related to pretreatment would be handled with site plan review. The property is not subject to any Sewer Surcharges or Local Improvement Districts.

Domestic Water: The proposed special use will be serviced by the City of Post Falls water system. Domestic water is being extended to the site as part of the required work for the underlying subdivision. The City of Post Falls is willing to provide service to the site. Site-specific issues related to fire protection would be handled at the time of Site Plan Review.

Mass Grading: The site is located within an area of current mass grading activity. Certification of mass grading is required prior to the issuance of any building permits.

**D. Whether the proposed use will/will not comply with the goals and policies found within the comprehensive plan.**

**Goal 3:** Maintain and improve Post’ Falls small town scale, charm and aesthetic beauty.

Post Falls residents often cite the community’s “small-town charm” as one of its attractive features. As such it is important to help retain the City’s low-scale, walkable, small-lot development patterns

common in early Post Falls, while at the same time, providing for urban growth in other, appropriate areas.

**Goal 4:** Sustain the historic city center as the “heart” of Post Falls, bringing the community together and enhancing its commercial, service, and civic vitality.

Development of a vibrant city center will require supporting its numerous and necessary functions, including a strong commercial base, community services, public space availability and access, parking, and diverse housing options, which will help the city center thrive.

**Goal 7:** Plan for and establish types and quantities of land uses in Post Falls supporting community needs and the City’s long-term sustainability.

Cities exercise considerable influence over land use, in turn influencing the type and character of development, patterns of growth, and the short and long-term financial impact of growth on the local economy. Consequently, the Comprehensive Plan supports the allocation of land use types, parks features and other areas sufficient to achieve overall plan objectives.

**Goal 14:** Involve the community of Post Falls in all local government planning and decision-making.

The development of the Comprehensive Plan is community-driven, involving numerous residents including some representing large groups of residents. For plans to succeed, community buy-in and support is critical. Future conditions will certainly require the creation of new objectives and strategies, and this goal supports keeping residents highly involved in such work.

The following policies may or may not assist the review of this Special Use Permit request.

**Policy 1:** Support land use patterns that:

- Maintain or enhance community levels of service;

Staff Comment: Impact Fees are paid at the time of permit issuance to assist maintaining the community levels of service.

- Foster the long-term fiscal health of the community;

Staff Comment: Providing the opportunities for creating a variety of service, retail, office, and mixed use may further the establishment of having residential housing within walking distance of neighborhood commercial and civic uses to create sustainable and independent living communities. The interaction between these uses may increase their value and assist in contributing to the long-term fiscal health of the community.

- Maintain and enhance resident quality of life;

Staff Comment: The proposed location is adjacent to Idaho Transportation Department right-of-way, other future commercial businesses, and multi-family housing developments. This development would provide accommodations for guests visiting residents of Post Falls.

- Promote compatible, well-designed development;

Staff Comment: As previously stated, the proposed development would be located adjacent to the I-90 corridor with access to the interstate via full interchange at Spokane St or the



partial interchange at Seltice Way (accessed from Idaho St.). Additionally, having hospitality accommodations in this location may provide walkable access to the developing downtown corridor for visiting guests. The underlying subdivisions improvements will allow connection to pedestrian facilities on the south side of 4<sup>th</sup> Ave. and at Idaho Street.

- Implement goals and policies of the comprehensive plan, related master plan and/or facility plans.

Staff Comment: The City Center focus area has long been envisioned as the future “downtown” of Post Falls with new investments helping to shape the area into a walkable hub for residents and visitors. One key policy for guiding development in this area is to focus commercial uses along Spokane Street, 3<sup>rd</sup> Avenue, Idaho Street, and 4<sup>th</sup> Avenue.

**Policy 5:** Direct location of commercial shopping centers to areas near arterial intersections and high-traffic areas.

Staff Comment: The site is located directly to the west of the Seltice Way (Principal Arterial). 4<sup>th</sup> Ave. (Major Collector) provides access to Idaho St. (Minor Arterial) and Spokane St. (Minor Arterial)

**Policy 8:** Encourage compatible infill development and redevelopment of vacant and underutilized properties within City limits.

Staff Comment: Redevelopment of this area may be considered infill and may be under-utilized. If relevant, the Commission and Council must determine whether the development is compatible and under-utilized.

**Policy 70:** Identify and protect valued view and vistas throughout Post Falls.

Staff Comment: The site is abutting the interstate and Seltice Way to the north and east respectively. Views are to the south where residents enjoy the vistas of the river and mountains.

**Policy 84:** Expand the number of local living-wage jobs, enabling more residents to live and work in Post Falls.

Staff Comment: The proposed development could bring more jobs to the City of Post Falls.

**Policy 85:** Coordinate use patterns along the I-90 corridor to take advantage of access and visibility while enhancing Post Falls’ regional image.

Staff Comment: The site is located along the I-90 corridor.

**Policy 86:** With the local business community, work to enhance, sustain and diversify the local

economic base by:

- Helping retain, promote and expand existing businesses and industry;

Staff Comment: The proposed development may assist to retain, promote, and expand an existing business in the area.

- Supporting innovative, entrepreneurial enterprises;

Staff Comment: The proposed development would support an entrepreneurial enterprise.

- Supporting opportunities related to business “campus” and mixed-use models;

Staff Comment: The proposed use is located in a business/commercial “campus” and just north of the Millworx mixed-use site.

- Coordinating provision of workforce housing;

Staff Comment: Hospitality businesses offer accommodations to travelers and may provide short term solutions to workforce residents who have recently moved to the area. Additionally, they assist accommodating families that may be receiving services from the medical sector.

- Attracting new businesses and clean industry.

Staff Comment: The proposed development would be a new business within the city.

**Policy 93:** Encourage development of Post Falls’ city center as a community focal point, combining commercial, civic, cultural, residential, and recreational uses.

Staff Comment: The proposed development is within the City Center focus area.

**OTHER AGENCY RESPONSE & RECEIVED WRITTEN COMMENTS:**

Agencies Notified:

Post Falls Post Office	PF Park & Rec	East Greenacres Irrigation District
Kootenai County Fire	Kootenai Electric	Time Warner Cable
PF Highway District	Ross Point Water	PF Police Department
PF School District	Verizon	Utilities (W/WW)
Avista Corp. (WWP-3)	Idaho Department of Lands	Urban Renewal Agency
Department of Environmental Quality	Panhandle Health District	Kootenai County Planning
Conoco, Inc. (Pipeline Co.)	NW Pipeline Corp.	KMPO
Yellowstone Pipeline Co.	TransCanada GTN	TDS

- **Post Falls Police Department (Exhibit PA-1)** – Remains neutral
- **Idaho Department of Environment Quality (Exhibit PA-2)** – Has no comment at this time.
- **Kootenai County Fire & Rescue (Exhibit PA-3)** – Remains neutral.

**MOTION OPTIONS:** The Planning Commission may approve the requested Special Use Permit as presented, approve with conditions or deny the Special Use Permit request.

**CONDITIONS (If any are applied):**

1. Site Access points will be required to conform with City Access Management requirements.

2. Verify that all proposed structures are located within appropriately certified fill areas of the underlying mass grading plan.
3. The requested 15' height increase shall only be applied to the proposed hospitality use.

**ATTACHMENTS:**

APPLICANT'S EXHIBITS:

Exhibit A-1	Application
Exhibit A-2	Narrative
Exhibit A-4	Site Diagram
Exhibit A-5	Area Photos
Exhibit A-6	Elevation Distance from Seltice and I-90
Exhibit A-7	Preliminary Site Plan
Exhibit A-8	Preliminary Parking Plan
Exhibit A-9	Preliminary Building Plan
Exhibit A-10	Title Report
Exhibit A-11	Authorization Letter

STAFF EXHIBITS:

Exhibit S-1	Vicinity Map
Exhibit S-2	Zoning Map
Exhibit S-3	Future Land Use Map

TESTIMONY:

Exhibit PA-1	PFPD Comments
Exhibit PA-2	DEQ Comments
Exhibit PA-3	KCFR Comments



# SPECIAL USE PERMIT APPLICATION

PFMC 18.20.070

Public Services Department – Planning Division  
408 N. Spokane St. Post Falls, ID 83854  
208.773.8708 Fax: 208.773.2505

**STAFF USE ONLY**

Date Submitted: \_\_\_\_\_ Received by: \_\_\_\_\_ File # \_\_\_\_\_  
Application Fee \_\_\_\_\_ Public Hearings: \$300 Mailing \$6\* = \_\_\_\_\_

## PART 1 – Process of Completion and Public Hearing Schedule

1. Applications will need to be deemed complete by the Planning Department prior to being scheduled for a public hearing. Once the applicant has been issued a completeness letter from the Planning Department verifying the application is complete, the application will be eligible to be scheduled at the next available Public Hearing.
2. Each Completeness Review Period, will be reviewed within a 2-week period
3. There is a 45-day cut-off windows for a fully completed application (deemed complete) required, prior to being scheduled for the next available Public Hearing (See Note Below).

**\*\*\*NOTE: Once we have 4 Public Hearings the following applicants will be moved to the next month's Hearing Date. \*\*\***

## PART 1/A – REQUIRED MATERIAL

**\*\*THE APPLICATION WILL NOT BE ACCEPTED IF THE REQUIRED MATERIALS ARE NOT PROVIDED\*\***

The purpose of a special use permit is to establish procedures for the review and approval of uses that are not permitted by right in a particular zoning district. A special use permit is not transferable from one parcel of land to another nor shall it be considered as establishing a binding precedent to grant other special use permits. Special use permits require a public hearing before the planning and zoning commission following appropriate procedures.

- Completed application form
- Application fee (Per most recently adopted fee resolution)
- Narrative- identifying the present Comprehensive Plan designation, the relationship of the proposed use to the Comprehensive Plan and compatibility with adjacent and other properties in the district.
- Conceptual Plan of proposal- no larger than 11x17 as applicable
- Vicinity Map- no larger than 11x17
- Authorization Letter – if applicant is other than property owner/contract buyer **N/A - Dwight Hume acting as Agent**
- Title report/Public Hearings – By a Title Company licensed in the state of Idaho, as to ownership of record and any interest of record in the subject property. Provide a report of property owners within 300 feet of the external boundaries of the proposed development. The applicant will incur a public hearing mailing fee in the amount of \$6.00 per hearing notice per property within the 300 feet radius. Applications are required up to two (2) publication notices in the local newspaper and are \$300 per public hearing, of which can be paid at the time of application. **\*\*\*\*\*NOTE\*\*\*\*\* if the notices are not paid at the time of application, the planning department will mail an invoice to the applicant for the public hearing mailing and publication fees; these fees must be paid before the application is place on the agenda**

**N/A - Ownerships within 300 ft. are all currently controlled by Bill Lawson and A & A Construction and Development, Department of Transportation or City of Post Falls**



ALL EXHIBITS PRESENTED WILL NEED TO BE IDENTIFIED AT THE MEETING, WILL BE ENTERED INTO THE RECORD, AND RETAINED ON FILE.

## PART 2 – APPLICATION INFORMATION

<b>PROPERTY OWNER:</b>					
<b>SIGNATURE:</b>				<b>DATE:</b>	
<b>MAILING ADDRESS:</b>			<b>EMAIL:</b>		
<b>CITY:</b>		<b>STATE:</b>		<b>ZIP:</b>	
<b>PHONE:</b>	<b>FAX:</b>		<b>EMAIL:</b>		
<b>APPLICANT NAME:</b>					
<b>APPLICANT STATUS:</b>	Owner:	Agent:	Engineer:	Planner:	Other:
<b>MAILING ADDRESS:</b>					
<b>CITY:</b>		<b>STATE:</b>		<b>ZIP:</b>	
<b>PHONE:</b>	<b>FAX:</b>		<b>EMAIL:</b>		
<b>SIGNATURE:</b>				<b>DATE:</b>	

## PART 2 - Site Information:

<b>PROPOSED PROJECT NAME:</b>		
<b>GENERAL LOCATION OR ADDRESS IF AVAILABLE:</b>		
<b>LEGAL DESCRIPTION:</b>		
<b>DESCRIPTION OF PROJECT:</b>		
<b>EXISTING ZONING:</b>	<b>ADJACENT ZONING:</b>	<b>CURRENT LAND USE:</b>
<b>ADJACENT LAND USES:</b>	<b>SIZE OF SITE:</b>	<b>SITE DENSITY IF APPLICABLE:</b>



The applicant (or a representative) must be at the meeting representing this proposal or the application will not be heard.

I (We) the undersigned, do hereby make petition for a Special Use Permit of the property described in this petition and do certify that we have provided accurate information as required by this petition form to the best of my (our) ability.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_\_

Applicant's Signature(s)

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**SPECIAL USE PERMIT SUPPLEMENT**  
**CCS Height Exception**

**Special Use Request:**

Pursuant to 18.20.040 (4), to allow a hospitality use within the CCS zone to exceed the permitted maximum height of 45' and to allow a maximum height of 60' to accommodate a 5<sup>th</sup> floor of hotel guest rooms.

**18.20.070 (A).**

**Project Narrative:**

The site is a 3.341-acre site (future major subdivision North Mill 1 lots 1,2, and 3) located north of 4<sup>th</sup> Avenue at the easterly end of the current Veneer Mill Redevelopment and west of the Seltice Way overpass. It is designated Business/Commercial within the adopted Comprehensive Plan and pursuant to said designation, it is zoned Community Commercial Service (CCS) which allows a hotel/motel use.

However, the proposed hotel brand requires a minimum of 150 guest rooms, thus necessitating the additional 5<sup>th</sup> floor within the footprint proposed by the site plan, hence the Special Use Permit height exception request.

The hospitality and hotel development being proposed will consist of 154 guest rooms. The ground floor will feature the public and support areas including a multi-conferencing center and an indoor pool facility. The upper floors will feature and blend traditional hotel rooms as well as rooms with small kitchenettes to support a wider range of travelers throughout the region.

It should be noted that the site is at grade with 4<sup>th</sup> Avenue and approximately 15' above the driving surface of I-90 and below the overpass elevation of Seltice Way located directly east of the subject property. Consequently, the bulk and scale of the existing surroundings create the framework within which the proposed project will fit compatibly amongst said surroundings.

Furthermore, the proposed hotel is an allowed use within the CCS zone, accordingly it is consistent with other future allowed uses of this zone and vicinity and will not have any extraordinary impacts upon existing or planned uses or infrastructure with the additional 15' of height.

**18-20.070 (B). Criteria For Approval:**

- 1) Whether implementation of the special use would/would not conform to the purposes of the applicable zoning district.

*The approval of extra heights will not affect the purpose or use of the CCS zone.*

*Furthermore, 18.20.040 (4) allows for extra height by Special Use Permit approval.*

**Accordingly, the proposed request will conform with the purposes of the CCS zone.**

- 2) Whether the proposed use constitutes an allowable use as established by this chapter for the zoning district involved, and complies with all other applicable laws, ordinances, and regulations of the City and the State.

*Hotels are an allowed use in the CCS zone. If approved for the extra height, it will otherwise comply with all other applicable development standards of the City and/or State. **Accordingly, this is an allowed use in compliance with all applicable development standards.***

- 3) Whether the proposed use will/will not be compatible with the health, safety and welfare of the public or land uses in the vicinity of the proposal.

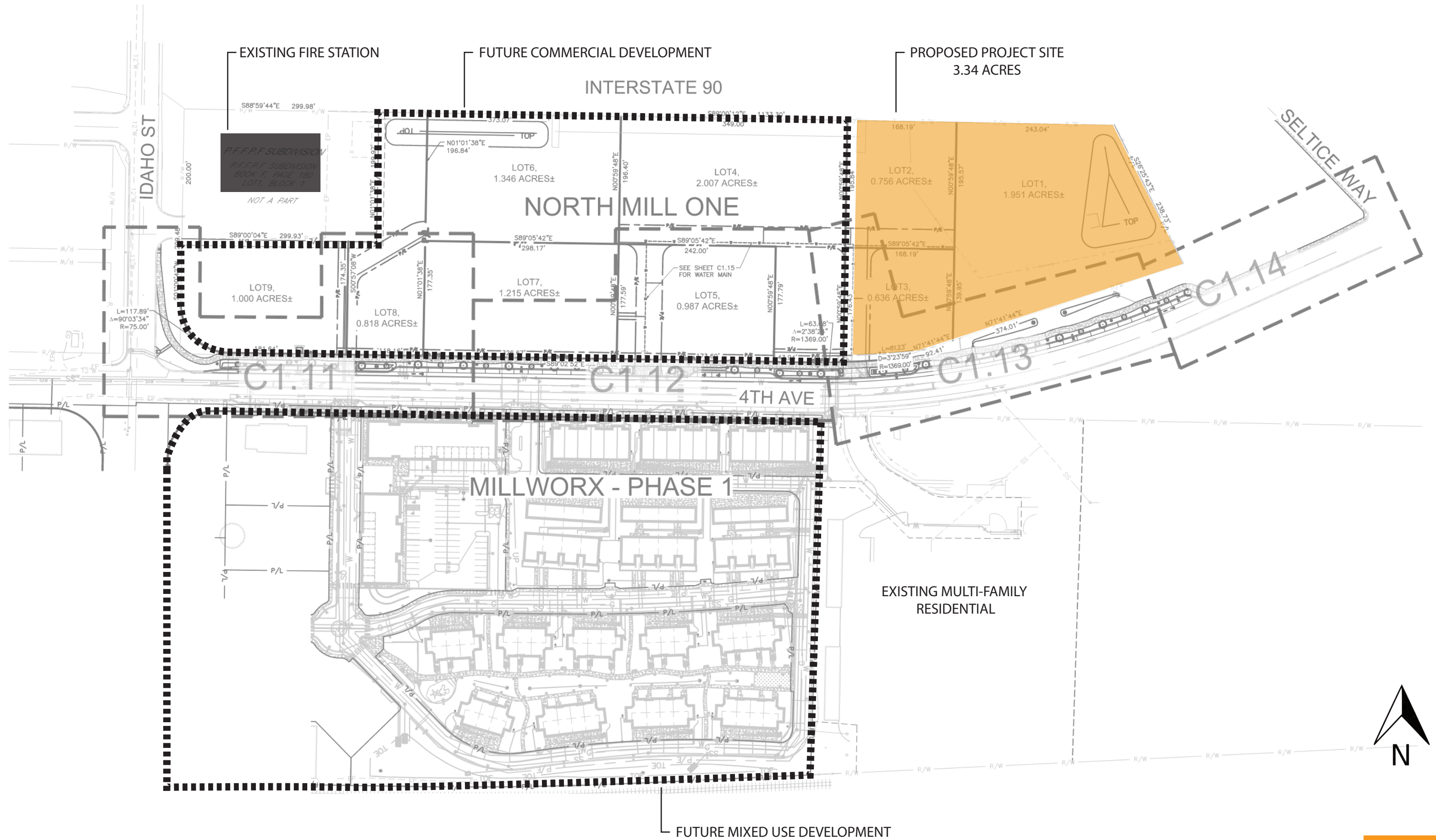
*An additional 15' of height will have no impact upon the surrounding existing land use pattern. Nor will it impact public health, safety or welfare. **Accordingly, it is compatible with the health safety and welfare of the public and/or land uses.***

- 4) Whether the proposed use will/will not comply with the goals and policies found in the Comprehensive Plan.

*This is a dimensional amendment as opposed to a use amendment. Moreover, the proposed hotel use is permitted outright by the CCS zone which implements the designated Business/Commercial category of the adopted Comprehensive Plan. **Accordingly, the proposed Special Use Permit does not conflict with the Comprehensive Plan.***

End of Supplement





CURRENT CONDITIONS



Access Point at 4th Avenue Looking West



Access Drive at 4th Avenue Looking North



On 4th Avenue East End Looking North



Northeast Overpass at Seltice Way



4th Avenue Looking East to Intersection at Seltice



Current Site Grading and Billboard at 1-90



Current Site Grading



North Edge at 1-90 Looking East



North Edge at 1-90 Looking West



CURRENT CONDITIONS



Access Point at 4th Looking East



Eastbound 1-90 On-ramp at Seltice Way Looking West



1-90 Westbound - Seltice Way Overpass



1-90 Westbound - Seltice Way Overpass



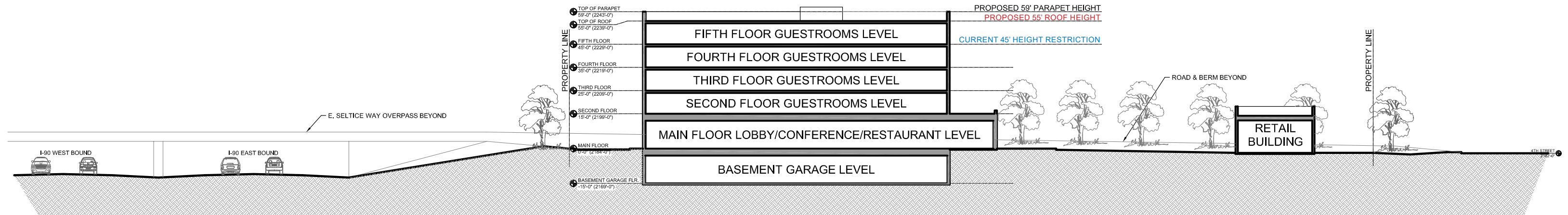
1-90 Westbound

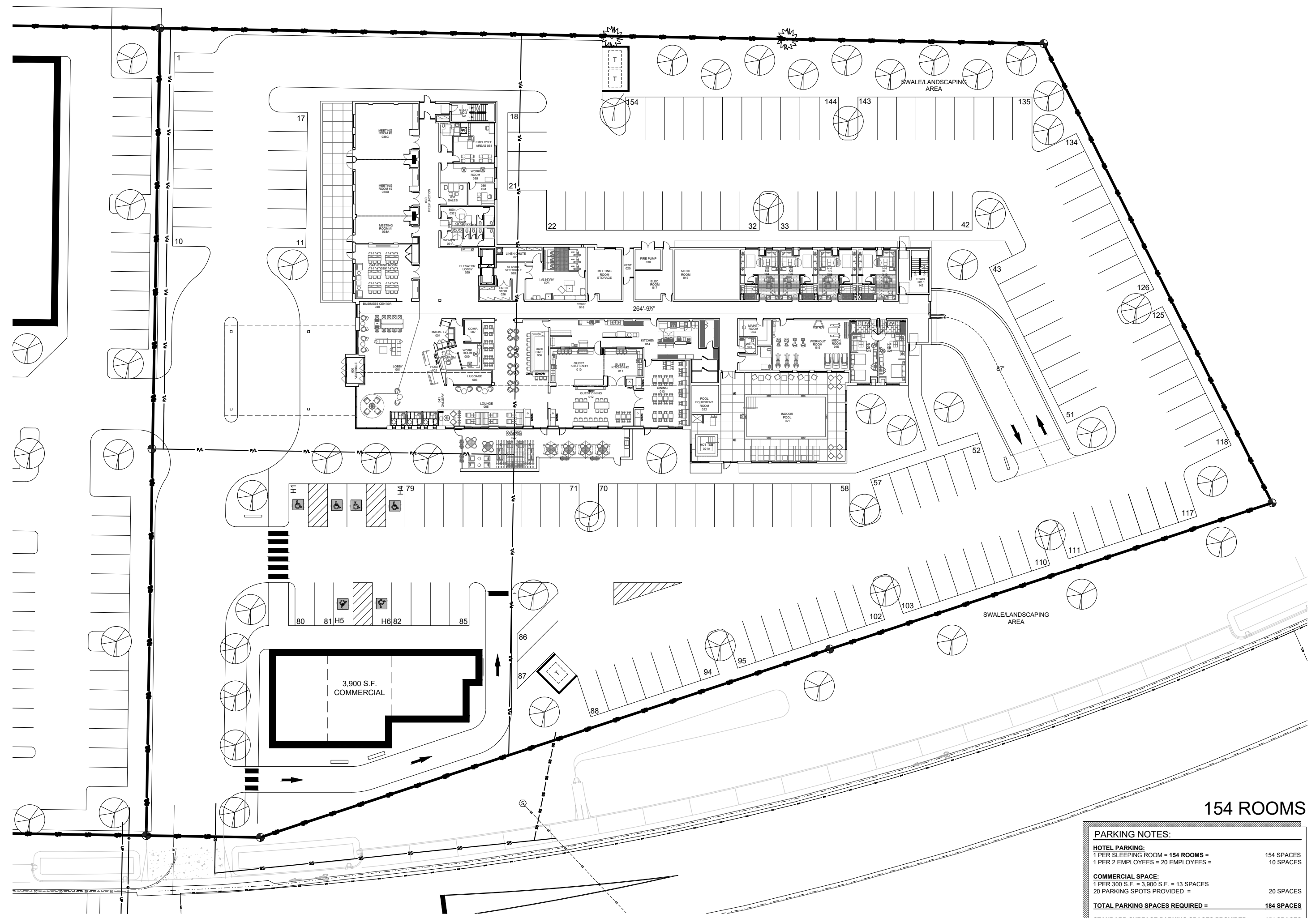


1-90 Westbound



NORTH SOUTH SECTION THRU 1-90 AND SITE PROPERTY





**1** ARCHITECTURAL SITE PLAN - OPTION #6  
A0.06 SCALE: 1" = 20'-0" HALF SIZE SCALE: 1" = 40'-0"  
NORTH

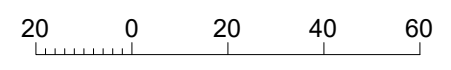


Exhibit A-7

**154 ROOMS**

PARKING NOTES:	
<b>HOTEL PARKING:</b>	
1 PER SLEEPING ROOM = 154 ROOMS =	154 SPACES
1 PER 2 EMPLOYEES = 20 EMPLOYEES =	10 SPACES
<b>COMMERCIAL SPACE:</b>	
1 PER 300 S.F. = 3,900 S.F. = 13 SPACES	
20 PARKING SPOTS PROVIDED =	20 SPACES
<b>TOTAL PARKING SPACES REQUIRED =</b>	<b>184 SPACES</b>
<b>STANDARD SURFACE PARKING SPACES PROVIDED =</b>	<b>154 SPACES</b>
<b>ADA SURFACE PARKING SPACES PROVIDED =</b>	<b>6 SPACES</b>
<b>BASEMENT GARAGE PARKING SPOTS =</b>	<b>58 SPACES</b>
<b>BASEMENT GARAGE ADA PARKING SPOTS =</b>	<b>2 SPACES</b>
<b>TOTAL PARKING SPACES PROVIDED =</b>	<b>220 SPACES</b>

Revisions:

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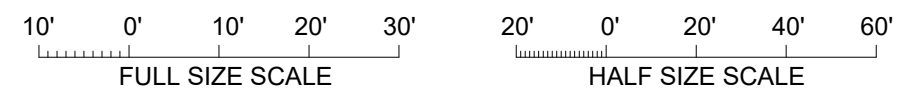
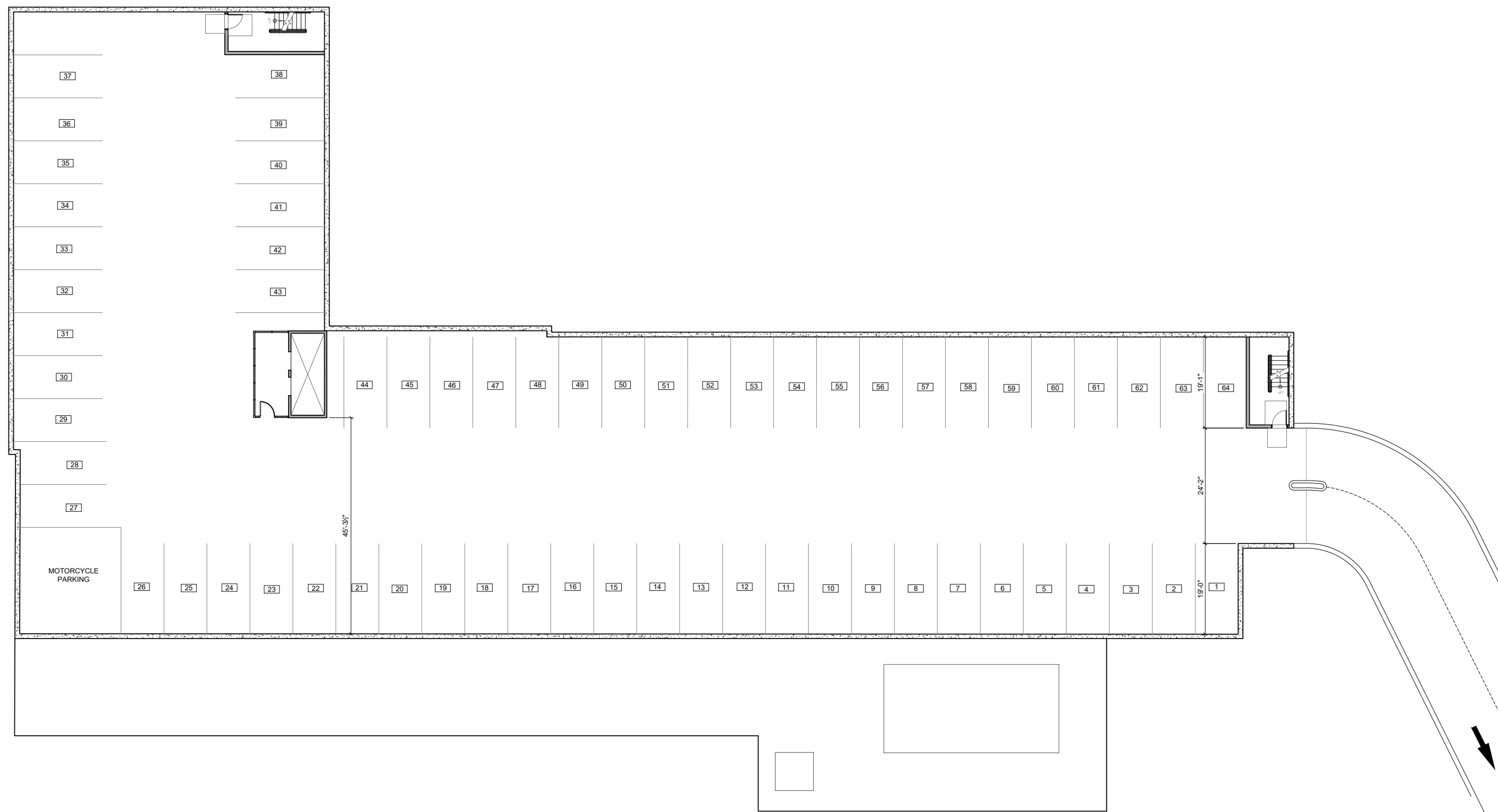
BASEMENT GARAGE FLOOR PLAN

POST FALLS  
IDAHO

**WAG**  
Wolfe Architectural Group  
1015 N. Callispel Street Suite 'B'  
Spokane, Washington 99201  
p 509.455.6999 f 509.455.3933  
www.wagarch.com

Project No.: 21.136  
Date: 11.16.2021  
Drawn By:  
Checked By:

Sheet No. - of -  
**A1.0**



Revisions:  
 \_\_\_\_\_  
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 \_\_\_\_\_

**UNIT COUNT FOR HOTEL HOUSE**

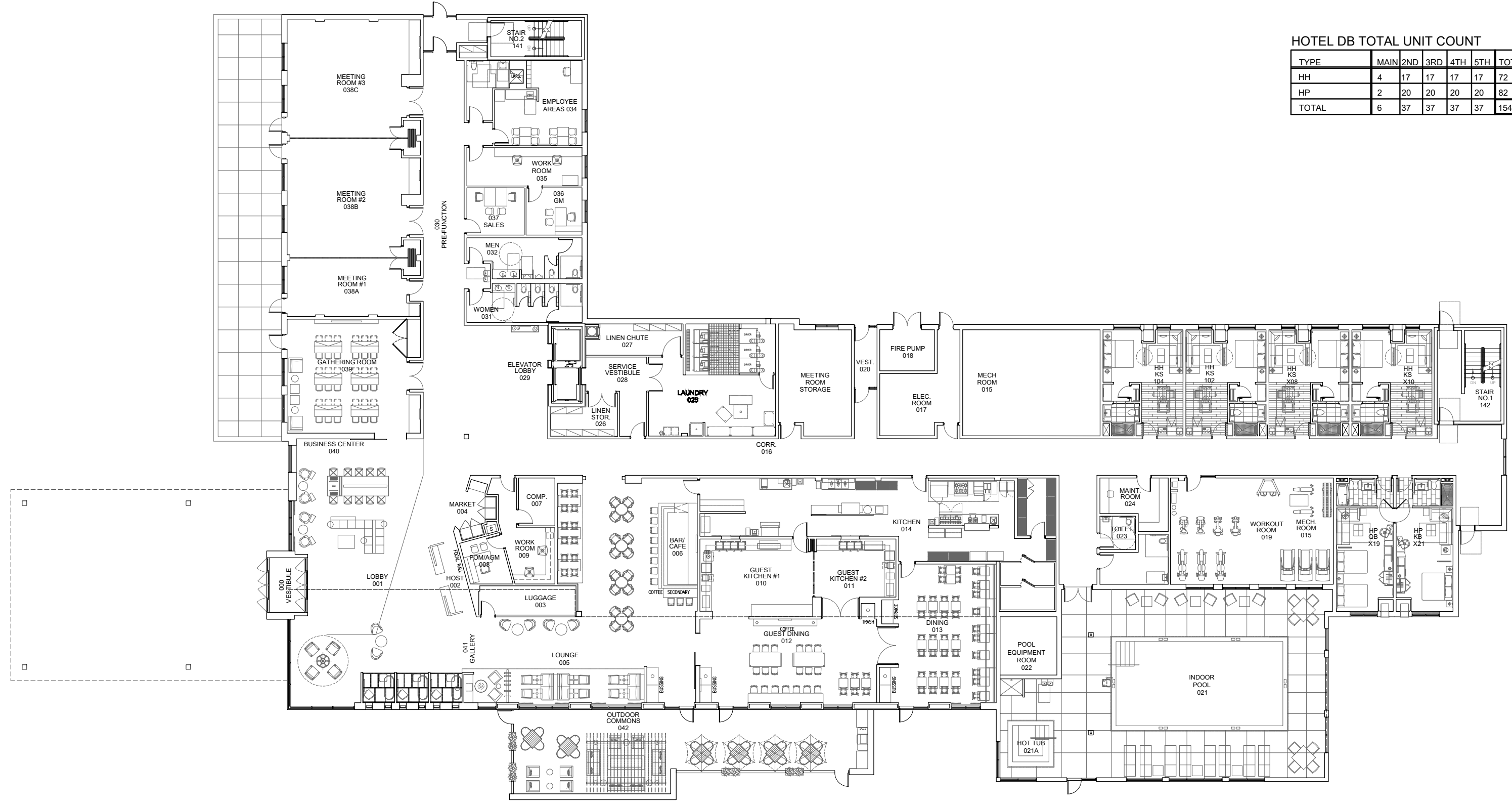
TYPE	MAIN	2ND	3RD	4TH	5TH	TOTAL
KS	4	8	8	8	8	36
KB	0	1	1	1	1	4
K	0	5	5	5	5	20
KD	0	1	1	1	1	4
K MOD	0	1	1	1	1	4
QQD	0	1	1	1	1	4
TOTAL	4	17	17	17	17	72

**UNIT COUNT FOR HOTEL PLACE**

TYPE	MAIN	2ND	3RD	4TH	5TH	TOTAL
KB	1	4	4	4	4	17
KH	0	1	1	1	1	4
K	0	4	4	4	4	16
QA	0	8	8	8	8	32
QB	1	3	3	3	3	13
TOTAL	2	20	20	20	20	82

**HOTEL DB TOTAL UNIT COUNT**

TYPE	MAIN	2ND	3RD	4TH	5TH	TOTAL
HH	4	17	17	17	17	72
HP	2	20	20	20	20	82
TOTAL	6	37	37	37	37	154



MAIN FLOOR PLAN

POST FALLS  
IDAHO

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 1015 N. Calispel Street Suite 'B'  
 Spokane, Washington 99201  
 p 509.455.6999 f 509.455.3933  
 www.wagarch.com

Project No.: 21.136  
 Date: 11.16.2021  
 Drawn By:  
 Checked By:

Sheet No. - of -

**1 MAIN FLOOR PLAN**  
 SCALE: 3/32" = 1'-0" HALF SIZE SCALE: 3/64" = 1'-0"  
 NORTH



Exhibit A-9

**A1.1**

Revisions:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

UNIT COUNT FOR HOTEL HOUSE

TYPE	MAIN	2ND	3RD	4TH	5TH	TOTAL
KS	4	8	8	8	8	36
KB	0	1	1	1	1	4
K	0	5	5	5	5	20
KD	0	1	1	1	1	4
K MOD	0	1	1	1	1	4
QQD	0	1	1	1	1	4
TOTAL	4	17	17	17	17	72

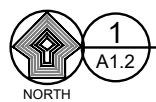
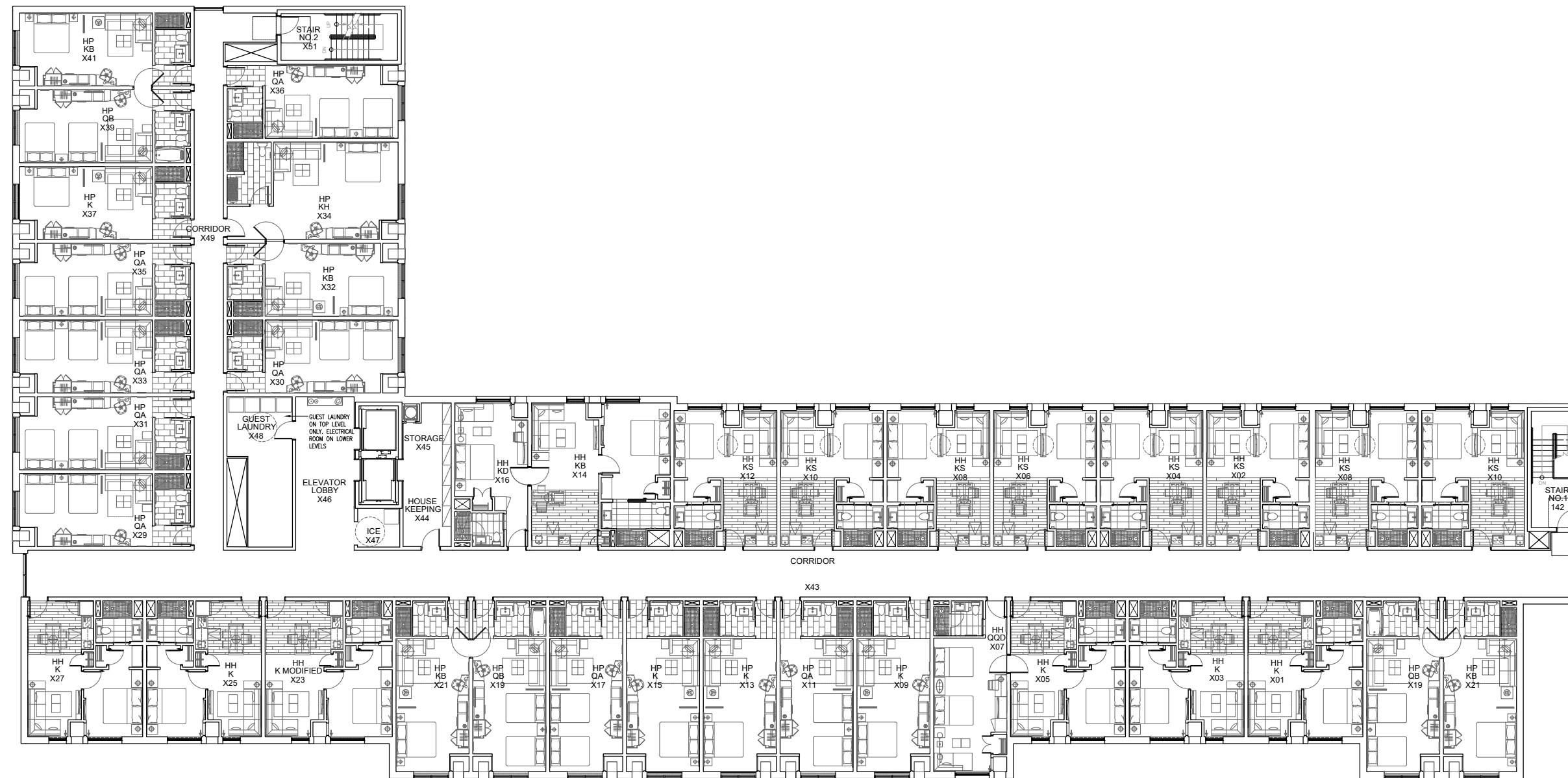
UNIT COUNT FOR HOTEL PLACE

TYPE	MAIN	2ND	3RD	4TH	5TH	TOTAL
KB	1	4	4	4	4	17
KH	0	1	1	1	1	4
K	0	4	4	4	4	16
QA	0	8	8	8	8	32
QB	1	3	3	3	3	13
TOTAL	2	20	20	20	20	82

HOTEL DB TOTAL UNIT COUNT

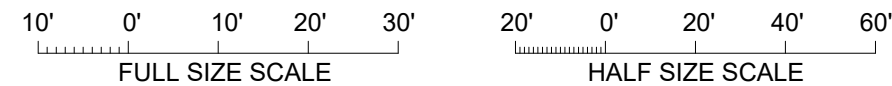
TYPE	MAIN	2ND	3RD	4TH	5TH	TOTAL
HH	4	17	17	17	17	72
HP	2	20	20	20	20	82
TOTAL	6	37	37	37	37	154

SECOND FLOOR PLAN



1 SECOND THRU FIFTH FLOOR PLAN

SCALE: 3/32" = 1'-0" HALF SIZE SCALE: 3/64" = 1'-0"



POST FALLS  
IDAHO



Wolfe Architectural Group  
 1015 N. Calispel Street Suite 'B'  
 Spokane, Washington 99201  
 p 509.455.6999 f 509.455.3933  
 www.wagarch.com

Project No.: 21.136

Date: 11.16.2021

Drawn By:

Checked By:

Sheet No. - of -

A1.2





AWL, LLC, a Washington limited liability company  
108 N Wasington Street, Suite 603  
Spokane, WA 99201

Re: Our No.: 414018  
Policy No. OX13659135

Dear William J. Lawson:

Enclosed please find your owner's policy and original recorded document(s) for your records. This is the deed to your property and should be kept in a safe place for future reference to your property. If you have any questions, please do not hesitate to contact our office.

Cordially,



Sam Johnson  
Title Officer  
Kootenai County Title Company, Inc.

THANK YOU FOR THE CHANCE TO SERVE YOU

**\*Note\***

The enclosed original document, along with the copy attached thereto that bears the *digital recording stamp*, constitutes the full original recorded document, and should kept together for your recordkeeping.

1450 Northwest Blvd, Suite 200, Coeur D Alene, ID 83814  
Phone: 208-667-9431 • [www.kootenaititle.com](http://www.kootenaititle.com)

New Owner's Policy Cover

{{Order

# OWNER'S POLICY OF TITLE INSURANCE

Policy Issuer:  
KOOTENAI COUNTY TITLE COMPANY INC.  
1450 NORTHWEST BLVD., SUITE 20  
COEUR D'ALENE, ID 83814  
PHONE: (208) 667-9431



Policy Number **OX-13659135** File Number: 414018

Issued by Old Republic National Title Insurance Company

**Any notice of claim and any other notice or statement in writing required to be given to the Company under this Policy must be given to the Company at the address shown in Section 18 of the Conditions.**

## COVERED RISKS

SUBJECT TO THE EXCLUSIONS FROM COVERAGE, THE EXCEPTIONS FROM COVERAGE CONTAINED IN SCHEDULE B, AND THE CONDITIONS, OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, a Florida corporation (the "Company") insures, as of Date of Policy and, to the extent stated in Covered Risks 9 and 10, after Date of Policy, against loss or damage, not exceeding the Amount of Insurance, sustained or incurred by the Insured by reason of:

1. Title being vested other than as stated in Schedule A.
2. Any defect in or lien or encumbrance on the Title. This Covered Risk includes but is not limited to insurance against loss from:
  - (a) A defect in the Title caused by
    - (i) forgery, fraud, undue influence, duress, incompetency, incapacity, or impersonation;
    - (ii) failure of any person or Entity to have authorized a transfer or conveyance;
    - (iii) a document affecting Title not properly created, executed, witnessed, sealed, acknowledged, notarized, or delivered;
    - (iv) failure to perform those acts necessary to create a document by electronic means authorized by law;
    - (v) a document executed under a falsified, expired, or otherwise invalid power of attorney;
    - (vi) a document not properly filed, recorded, or indexed in the Public Records including failure to perform those acts by electronic means authorized by law; or
    - (vii) a defective judicial or administrative proceeding.
  - (b) The lien of real estate taxes or assessments imposed on the Title by a governmental authority due or payable, but unpaid.
  - (c) Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
3. Unmarketable Title.
4. No right of access to and from the Land.
5. The violation or enforcement of any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
  - (a) the occupancy, use, or enjoyment of the Land;
  - (b) the character, dimensions, or location of any improvement erected on the Land;
  - (c) the subdivision of land; or
  - (d) environmental protection

if a notice, describing any part of the Land, is recorded in the Public Records setting forth the violation or intention to enforce, but only to the extent of the violation or enforcement referred to in that notice.

Countersigned:

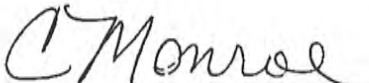
Authorized Officer or Licensed Agent

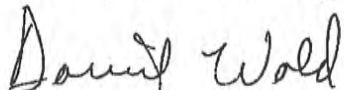
**OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY**

*A Stock Company*

400 Second Avenue South, Minneapolis, Minnesota 55401

(612) 371-1111

By  *President*

Attest  *Secretary*

6. An enforcement action based on the exercise of a governmental police power not covered by Covered Risk 5 if a notice of the enforcement action, describing any part of the Land, is recorded in the Public Records, but only to the extent of the enforcement referred to in that notice.
7. The exercise of the rights of eminent domain if a notice of the exercise, describing any part of the Land, is recorded in the Public Records.
8. Any taking by a governmental body that has occurred and is binding on the rights of a purchaser for value without Knowledge.
9. Title being vested other than as stated in Schedule A or being defective

(a) as a result of the avoidance in whole or in part, or from a court order providing an alternative remedy, of a transfer of all or any part of the title to or any interest in the Land occurring prior to the transaction vesting Title as shown in Schedule A because that prior transfer constituted a fraudulent or preferential transfer under federal bankruptcy, state insolvency, or similar creditors' rights laws; or  
 (b) because the instrument of transfer vesting Title as shown in Schedule A constitutes a preferential transfer under federal bankruptcy, state insolvency, or similar creditors' rights laws by reason of the failure of its recording in the Public Records  
 (i) to be timely, or  
 (ii) to impart notice of its existence to a purchaser for value or to a judgment or lien creditor.

10. Any defect in or lien or encumbrance on the Title or other matter included in Covered Risks 1 through 9 that has been created or attached or has been filed or recorded in the Public Records subsequent to Date of Policy and prior to the recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The Company will also pay the costs, attorneys' fees, and expenses incurred in defense of any matter insured against by this Policy, but only to the extent provided in the Conditions.

## EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
  - (i) the occupancy, use, or enjoyment of the Land;
  - (ii) the character, dimensions, or location of any improvement erected on the Land;
  - (iii) the subdivision of land; or
  - (iv) environmental protection;
 or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.  
 (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
  - (a) created, suffered, assumed, or agreed to by the Insured Claimant;

- (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
- (c) resulting in no loss or damage to the Insured Claimant;
- (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
- (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.

4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
  - (a) a fraudulent conveyance or fraudulent transfer; or
  - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.

5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

# CONDITIONS

## 1. DEFINITION OF TERMS

The following terms when used in this policy mean:

- (a) "Amount of Insurance": The amount stated in Schedule A, as may be increased or decreased by endorsement to this policy, increased by Section 8(b), or decreased by Sections 10 and 11 of these Conditions.
- (b) "Date of Policy": The date designated as "Date of Policy" in Schedule A.
- (c) "Entity": A corporation, partnership, trust, limited liability company, or other similar legal entity.
- (d) "Insured": The Insured named in Schedule A.
  - (i) The term "Insured" also includes
    - (A) successors to the Title of the Insured by operation of law as distinguished from purchase, including heirs, devisees, survivors, personal representatives, or next of kin;
    - (B) successors to an Insured by dissolution, merger, consolidation, distribution, or reorganization;
    - (C) successors to an Insured by its conversion to another kind of Entity;
    - (D) a grantee of an Insured under a deed delivered without payment of actual valuable consideration conveying the Title
      - (1) if the stock, shares, memberships, or other equity interests of the grantee are wholly-owned by the named Insured,
      - (2) if the grantee wholly owns the named Insured,
      - (3) if the grantee is wholly-owned by an affiliated Entity of the named Insured, provided the affiliated Entity and the named Insured are both wholly-owned by the same person or Entity, or
      - (4) if the grantee is a trustee or beneficiary of a trust created by a written instrument established by the Insured named in Schedule A for estate planning purposes.
  - (ii) With regard to (A), (B), (C), and (D) reserving, however, all rights and defenses as to any successor that the Company would have had against any predecessor Insured.
- (e) "Insured Claimant": An Insured claiming loss or damage.
- (f) "Knowledge" or "Known": Actual knowledge, not constructive knowledge or notice that may be imputed to an Insured by reason of the Public Records or any other records that impart constructive notice of matters affecting the Title.
- (g) "Land": The land described in Schedule A, and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is insured by this policy.
- (h) "Mortgage": Mortgage, deed of trust, trust deed, or other security instrument, including one evidenced by electronic means authorized by law.
- (i) "Public Records": Records established under state statutes at Date of Policy for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge. With respect to Covered Risk 5(d), "Public Records" shall also include environmental protection liens filed in the records of the clerk of the United States District Court for the district where the Land is located.
- (j) "Title": The estate or interest described in Schedule A.
- (k) "Unmarketable Title": Title affected by an alleged or apparent matter that would permit a prospective purchaser or lessee of the Title or lender on the Title to be released from the obligation to

purchase, lease, or lend if there is a contractual condition requiring the delivery of marketable title.

## 2. CONTINUATION OF INSURANCE

The coverage of this policy shall continue in force as of Date of Policy in favor of an Insured, but only so long as the Insured retains an estate or interest in the Land, or holds an obligation secured by a purchase money Mortgage given by a purchaser from the Insured, or only so long as the Insured shall have liability by reason of warranties in any transfer or conveyance of the Title. This policy shall not continue in force in favor of any purchaser from the Insured of either (i) an estate or interest in the Land, or (ii) an obligation secured by a purchase money Mortgage given to the Insured.

## 3. NOTICE OF CLAIM TO BE GIVEN BY INSURED CLAIMANT

The Insured shall notify the Company promptly in writing (i) in case of any litigation as set forth in Section 5(a) of these Conditions, (ii) in case Knowledge shall come to an Insured hereunder of any claim of title or interest that is adverse to the Title, as insured, and that might cause loss or damage for which the Company may be liable by virtue of this policy, or (iii) if the Title, as insured, is rejected as Unmarketable Title. If the Company is prejudiced by the failure of the Insured Claimant to provide prompt notice, the Company's liability to the Insured Claimant under the policy shall be reduced to the extent of the prejudice.

## 4. PROOF OF LOSS

In the event the Company is unable to determine the amount of loss or damage, the Company may, at its option, require as a condition of payment that the Insured Claimant furnish a signed proof of loss. The proof of loss must describe the defect, lien, encumbrance, or other matter insured against by this policy that constitutes the basis of loss or damage and shall state, to the extent possible, the basis of calculating the amount of the loss or damage.

## 5. DEFENSE AND PROSECUTION OF ACTIONS

- (a) Upon written request by the Insured, and subject to the options contained in Section 7 of these Conditions, the Company, at its own cost and without unreasonable delay, shall provide for the defense of an Insured in litigation in which any third party asserts a claim covered by this policy adverse to the Insured. This obligation is limited to only those stated causes of action alleging matters insured against by this policy. The Company shall have the right to select counsel of its choice (subject to the right of the Insured to object for reasonable cause) to represent the Insured as to those stated causes of action. It shall not be liable for and will not pay the fees of any other counsel. The Company will not pay any fees, costs, or expenses incurred by the Insured in the defense of those causes of action that allege matters not insured against by this policy.
- (b) The Company shall have the right, in addition to the options contained in Section 7 of these Conditions, at its own cost, to institute and prosecute any action or proceeding or to do any other act that in its opinion may be necessary or desirable to establish the Title, as insured, or to prevent or reduce loss or damage to the Insured. The Company may take any appropriate action under the terms of this policy, whether or not it shall be liable to the Insured. The exercise of these rights shall not be an admission of liability or waiver of any provision of this policy. If the Company exercises its rights under this subsection, it must do so diligently.
- (c) Whenever the Company brings an action or asserts a defense as required or permitted by this policy, the Company may pursue the litigation to a final determination by a court of competent jurisdiction, and it expressly reserves the right, in its sole discretion, to appeal any adverse judgment or order.

## CONDITIONS (con't)

### 6. DUTY OF INSURED CLAIMANT TO COOPERATE

(a) In all cases where this policy permits or requires the Company to prosecute or provide for the defense of any action or proceeding and any appeals, the Insured shall secure to the Company the right to so prosecute or provide defense in the action or proceeding, including the right to use, at its option, the name of the Insured for this purpose. Whenever requested by the Company, the Insured, at the Company's expense, shall give the Company all reasonable aid (i) in securing evidence, obtaining witnesses, prosecuting or defending the action or proceeding, or effecting settlement, and (ii) in any other lawful act that in the opinion of the Company may be necessary or desirable to establish the Title or any other matter as insured. If the Company is prejudiced by the failure of the Insured to furnish the required cooperation, the Company's obligations to the Insured under the policy shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation, with regard to the matter or matters requiring such cooperation.

(b) The Company may reasonably require the Insured Claimant to submit to examination under oath by any authorized representative of the Company and to produce for examination, inspection, and copying, at such reasonable times and places as may be designated by the authorized representative of the Company, all records, in whatever medium maintained, including books, ledgers, checks, memoranda, correspondence, reports, e-mails, disks, tapes, and videos whether bearing a date before or after Date of Policy, that reasonably pertain to the loss or damage. Further, if requested by any authorized representative of the Company, the Insured Claimant shall grant its permission, in writing, for any authorized representative of the Company to examine, inspect, and copy all of these records in the custody or control of a third party that reasonably pertain to the loss or damage. All information designated as confidential by the Insured Claimant provided to the Company pursuant to this Section shall not be disclosed to others unless, in the reasonable judgment of the Company, it is necessary in the administration of the claim. Failure of the Insured Claimant to submit for examination under oath, produce any reasonably requested information, or grant permission to secure reasonably necessary information from third parties as required in this subsection, unless prohibited by law or governmental regulation, shall terminate any liability of the Company under this policy as to that claim.

### 7. OPTIONS TO PAY OR OTHERWISE SETTLE CLAIMS; TERMINATION OF LIABILITY

In case of a claim under this policy, the Company shall have the following additional options:

(a) To Pay or Tender Payment of the Amount of Insurance.

To pay or tender payment of the Amount of Insurance under this policy together with any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment or tender of payment and that the Company is obligated to pay.

Upon the exercise by the Company of this option, all liability and obligations of the Company to the Insured under this policy, other than to make the payment required in this subsection, shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation.

(b) To Pay or Otherwise Settle With Parties Other Than the Insured or With the Insured Claimant.

(i) To pay or otherwise settle with other parties for or in the name of an Insured Claimant any claim insured against under this

policy. In addition, the Company will pay any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment and that the Company is obligated to pay; or

(ii) To pay or otherwise settle with the Insured Claimant the loss or damage provided for under this policy, together with any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment and that the Company is obligated to pay.

Upon the exercise by the Company of either of the options provided for in subsections (b)(i) or (ii), the Company's obligations to the Insured under this policy for the claimed loss or damage, other than the payments required to be made, shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation.

### 8. DETERMINATION AND EXTENT OF LIABILITY

This policy is a contract of indemnity against actual monetary loss or damage sustained or incurred by the Insured Claimant who has suffered loss or damage by reason of matters insured against by this policy.

(a) The extent of liability of the Company for loss or damage under this policy shall not exceed the lesser of

(i) the Amount of Insurance; or

(ii) the difference between the value of the Title as insured and the value of the Title subject to the risk insured against by this policy.

(b) If the Company pursues its rights under Section 5 of these Conditions and is unsuccessful in establishing the Title, as insured,

(i) the Amount of Insurance shall be increased by 10%, and

(ii) the Insured Claimant shall have the right to have the loss or damage determined either as of the date the claim was made by the Insured Claimant or as of the date it is settled and paid.

(c) In addition to the extent of liability under (a) and (b), the Company will also pay those costs, attorneys' fees, and expenses incurred in accordance with Sections 5 and 7 of these Conditions.

### 9. LIMITATION OF LIABILITY

(a) If the Company establishes the Title, or removes the alleged defect, lien, or encumbrance, or cures the lack of a right of access to or from the Land, or cures the claim of Unmarketable Title, all as insured, in a reasonably diligent manner by any method, including litigation and the completion of any appeals, it shall have fully performed its obligations with respect to that matter and shall not be liable for any loss or damage caused to the Insured.

(b) In the event of any litigation, including litigation by the Company or with the Company's consent, the Company shall have no liability for loss or damage until there has been a final determination by a court of competent jurisdiction, and disposition of all appeals, adverse to the Title, as insured.

(c) The Company shall not be liable for loss or damage to the Insured for liability voluntarily assumed by the Insured in settling any claim or suit without the prior written consent of the Company.

### 10. REDUCTION OF INSURANCE; REDUCTION OR TERMINATION OF LIABILITY

All payments under this policy, except payments made for costs, attorneys' fees, and expenses, shall reduce the Amount of Insurance by the amount of the payment.

## CONDITIONS (con't)

### 11. LIABILITY NONCUMULATIVE

The Amount of Insurance shall be reduced by any amount the Company pays under any policy insuring a Mortgage to which exception is taken in Schedule B or to which the Insured has agreed, assumed, or taken subject, or which is executed by an Insured after Date of Policy and which is a charge or lien on the Title, and the amount so paid shall be deemed a payment to the Insured under this policy.

### 12. PAYMENT OF LOSS

When liability and the extent of loss or damage have been definitely fixed in accordance with these Conditions, the payment shall be made within 30 days.

### 13. RIGHTS OF RECOVERY UPON PAYMENT OR SETTLEMENT

(a) Whenever the Company shall have settled and paid a claim under this policy, it shall be subrogated and entitled to the rights of the Insured Claimant in the Title and all other rights and remedies in respect to the claim that the Insured Claimant has against any person or property, to the extent of the amount of any loss, costs, attorneys' fees, and expenses paid by the Company. If requested by the Company, the Insured Claimant shall execute documents to evidence the transfer to the Company of these rights and remedies. The Insured Claimant shall permit the Company to sue, compromise, or settle in the name of the Insured Claimant and to use the name of the Insured Claimant in any transaction or litigation involving these rights and remedies.

If a payment on account of a claim does not fully cover the loss of the Insured Claimant, the Company shall defer the exercise of its right to recover until after the Insured Claimant shall have recovered its loss.

(b) The Company's right of subrogation includes the rights of the Insured to indemnities, guaranties, other policies of insurance, or bonds, notwithstanding any terms or conditions contained in those instruments that address subrogation rights.

### 14. ARBITRATION

Either the Company or the Insured may demand that the claim or controversy shall be submitted to arbitration pursuant to the Title Insurance Arbitration Rules of the American Land Title Association ("Rules"). Except as provided in the Rules, there shall be no joinder or consolidation with claims or controversies of other persons. Arbitrable matters may include, but are not limited to, any controversy or claim between the Company and the Insured arising out of or relating to this policy, any service in connection with its issuance or the breach of a policy provision, or to any other controversy or claim arising out of the transaction giving rise to this policy. All arbitrable matters when the Amount of Insurance is \$2,000,000 or less shall be arbitrated at the option of either the Company or the Insured. All arbitrable matters when the Amount of Insurance is in excess of \$2,000,000 shall be arbitrated only when agreed to by both the Company and the Insured. Arbitration pursuant to this policy and under the Rules shall be binding upon the parties. Judgment upon the award rendered by the Arbitrator(s) may be entered in any court of competent jurisdiction.

### 15. LIABILITY LIMITED TO THIS POLICY; POLICY ENTIRE CONTRACT

(a) This policy together with all endorsements, if any, attached to it by the Company is the entire policy and contract between the Insured and the Company. In interpreting any provision of this

policy, this policy shall be construed as a whole.

(b) Any claim of loss or damage that arises out of the status of the Title or by any action asserting such claim shall be restricted to this policy.

(c) Any amendment of or endorsement to this policy must be in writing and authenticated by an authorized person, or expressly incorporated by Schedule A of this policy.

(d) Each endorsement to this policy issued at any time is made a part of this policy and is subject to all of its terms and provisions. Except as the endorsement expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsement, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance.

### 16. SEVERABILITY

In the event any provision of this policy, in whole or in part, is held invalid or unenforceable under applicable law, the policy shall be deemed not to include that provision or such part held to be invalid, but all other provisions shall remain in full force and effect.

### 17. CHOICE OF LAW; FORUM

(a) Choice of Law: The Insured acknowledges the Company has underwritten the risks covered by this policy and determined the premium charged therefor in reliance upon the law affecting interests in real property and applicable to the interpretation, rights, remedies, or enforcement of policies of title insurance of the jurisdiction where the Land is located.

Therefore, the court or an arbitrator shall apply the law of the jurisdiction where the Land is located to determine the validity of claims against the Title that are adverse to the Insured and to interpret and enforce the terms of this policy. In neither case shall the court or arbitrator apply its conflicts of law principles to determine the applicable law.

(b) Choice of Forum: Any litigation or other proceeding brought by the Insured against the Company must be filed only in a state or federal court within the United States of America or its territories having appropriate jurisdiction.

### 18. NOTICES, WHERE SENT

Any notice of claim and any other notice or statement in writing required to be given to the Company under this policy must be given to the Company at 400 Second Avenue South, Minneapolis, Minnesota 55401-2499.

**OWNER'S POLICY OF TITLE INSURANCE**  
Issued By  
**OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY**

**SCHEDULE A**

File No.: 414018  
Amount of Insurance: \$1,799,486.50  
Date of Policy: April 22, 2021 at 11:03 AM

Policy No.: OX13659135  
Premium: \$4,650.00

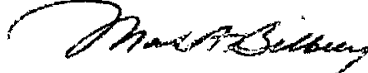
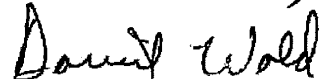
1. Name of Insured:  
AWL, LLC, a Washington limited liability company
2. The estate or interest in the Land that is insured by this policy is:  
Fee Simple
3. Title is vested in:  
AWL, LLC, a Washington limited liability company
4. The Land referred to in this policy is described as follows:  
SEE SCHEDULE C ATTACHED HERETO

Old Republic National Title Insurance Company



By: \_\_\_\_\_  
Kootenai County Title Company, Inc.

**OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY**  
*A Stock Company*  
400 Second Avenue South, Minneapolis, Minnesota 55401  
(612) 371-1111

By  President  
Attest  Secretary

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## SCHEDULE B

File No.: 414018

Policy No.: OX13659135

### EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees, or expenses that arise by reason of:

1. Rights or claims of parties in possession not shown by the Public Records.
2. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land.
3. Easements, or claims of easements, not shown by the Public Records.
4. Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and now shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b) or (c) are shown by Public Records.
6. Taxes or special assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments of real property or by the Public Records. Proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
7. General taxes and assessments for the year 2021, which are a lien, not yet due or payable.
8. Special assessments, if any, for the City of Post Falls.
9. A negative easement for the purpose shown below and rights incidental thereto as set forth in a document  
Granted to: State of Idaho  
Purpose: Relocation of all irrigation and drainage ditches and structures and such surface drain ditches as may be necessary to the proper construction of the highway.  
Construction or relocation of right of way fencing shall be by and at the sole expense of the State and Grantor further agrees that no advertising or other signs will be erected on said fence without the written consent of the Commissioner of Public Works.  
Recorded: November 15, 1940  
Instrument No.: Book 115 of Deeds at Page 470, records of Kootenai County, Idaho.  
  
[Book 115 of Deeds at Page 470, part 1; part 2;](#)
10. Relinquishments of access rights, and negative easements for the purpose shown below and rights incidental thereto, as set forth in deed to the State of Idaho  
Purpose: Grantor agrees that no building or structures, except irrigation or drainage structures, will be permitted to be constructed within 20 feet of the right of way of the said project. Grantor conveys unto the Grantee the right to prohibit junkyards on any of its remaining land within 1000 feet of the right of way of the said project, and the right to prohibit advertising signs, displays and devices within 660 feet thereof, provided that advertising relating to business conducted on any of the Grantor's remaining land be permitted not closer than 20 feet therefrom, but only on land utilized exclusively for said business.

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**SCHEDULE B**  
(Continued)

Recorded: March 15, 1967  
Instrument No.: Book 212 of Deeds at Page 10, records of Kootenai County, Idaho.

**Book 212 of Deeds at Page 10, part 1; part 2;**

11. An easement for the purpose shown below and rights incidental thereto as set forth in a document  
Granted to: City of Post Falls  
Purpose: Public sewer  
Recorded: April 14, 1988  
Instrument No.: 1114130, records of Kootenai County, Idaho.

**1114130;**

12. An easement for the purpose shown below and rights incidental thereto as set forth in a document  
Granted to: Washington Water Power Company  
Purpose: Electric distribution line  
Recorded: May 30, 1989  
Instrument No.: 1149862, records of Kootenai County, Idaho.

**1149862;**

13. Any rights, interests, claims or other adverse matters which may exist or arise by reason of facts shown on Record of Survey recorded July 12, 1995 in Book 17 of Surveys at Page 130, records of Kootenai County, Idaho, including without limitation those described as follows:
- A. Discrepancies between the bearings, measurements and locations of record and those shown on said survey.
  - B. Interstate 90, Idaho Street and Fourth Street rights of way, and the locations thereof

14. An easement for the purpose shown below and rights incidental thereto as set forth in a document  
Granted to: Sprint Spectrum L.P.  
Purpose: Utilities  
Recorded: January 22, 1997  
Instrument No.: 1476872, records of Kootenai County, Idaho.

**1476872;**

15. Any rights, interests, claims or other adverse matters which may exist or arise by reason of facts shown on Record of Survey recorded March 23, 2004 in Book 22 of Surveys at Page 330, records of Kootenai County, Idaho, including without limitation those described as follows:
- A. Discrepancies between the bearings, measurements and locations of record and those shown on said survey.
  - B. Interstate 90, Seltice Way, Idaho Street and Fourth Street rights of way, and the locations thereof

16. A Lease Agreement, including without limitation the terms, covenants, conditions and provisions set forth

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**SCHEDULE B**  
(Continued)

therein, and rights of the lessee pursuant thereto  
Lessor: Idaho Veneer Company  
Lessee: The Lamar Companies  
Recorded: December 21, 2020  
Instrument No.: 2800166000, records of Kootenai County, Idaho.

[2800166000;](#)

17. A Lease Agreement, including without limitation the terms, covenants, conditions and provisions set forth therein, and rights of the lessee pursuant thereto  
Lessor: Idaho Veneer Company  
Lessee: The Lamar Companies  
Recorded: December 21, 2020  
Instrument No.: 2800167000, records of Kootenai County, Idaho.

[2800167000;](#)

18. Deed of Trust to secure an indebtedness in the amount shown below and any other obligations secured thereby  
Amount: \$900,000.00  
Dated: April 13, 2021  
Recorded: April 22, 2021  
Instrument No.: 2827982000, records of Kootenai County, Idaho  
Grantor: AWL, LLC, a Washington limited liability company  
Trustee: Kootenai County Title  
Beneficiary: Spokane Teachers Credit Union

END OF SCHEDULE B

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## SCHEDULE C

File No.: 414018

Policy No.: OX13659135

The land referred to in this Policy is described as follows:

The North 462 feet of the Southwest Quarter of the Northwest Quarter, less the right-of-way, and the North 462 feet of the Southeast Quarter of the Northwest Quarter, less the right-of-way and less platted part, in Section 2, Township 50 North, Range 5 West, Boise Meridian, Kootenai County, Idaho.

EXCEPTING THEREFROM a parcel of land in the Southwest Quarter of the Northwest Quarter of Section 2, Township 50 North, Range 5 West, Boise Meridian, Kootenai County, Idaho more particularly described as follows:

Beginning at a point on the Southerly right-of-way line of Interstate Highway 90 and which point is South 01°40'12" East 1407.28 feet from the Northwest corner of said Section 2; thence, South 88°59'35" East 300.00 feet along said Southerly right-of-way line; thence, South 01°02'07" West 200.00 feet; thence, North 88°59'35" West 300.00 feet; thence, North 01°02'07" East 200.00 feet to the Point of Beginning; said parcel now known as P.F.F.D. Subdivision, according to the plat thereof recorded in Book F of Plats at Page 180, records of Kootenai County, Idaho.

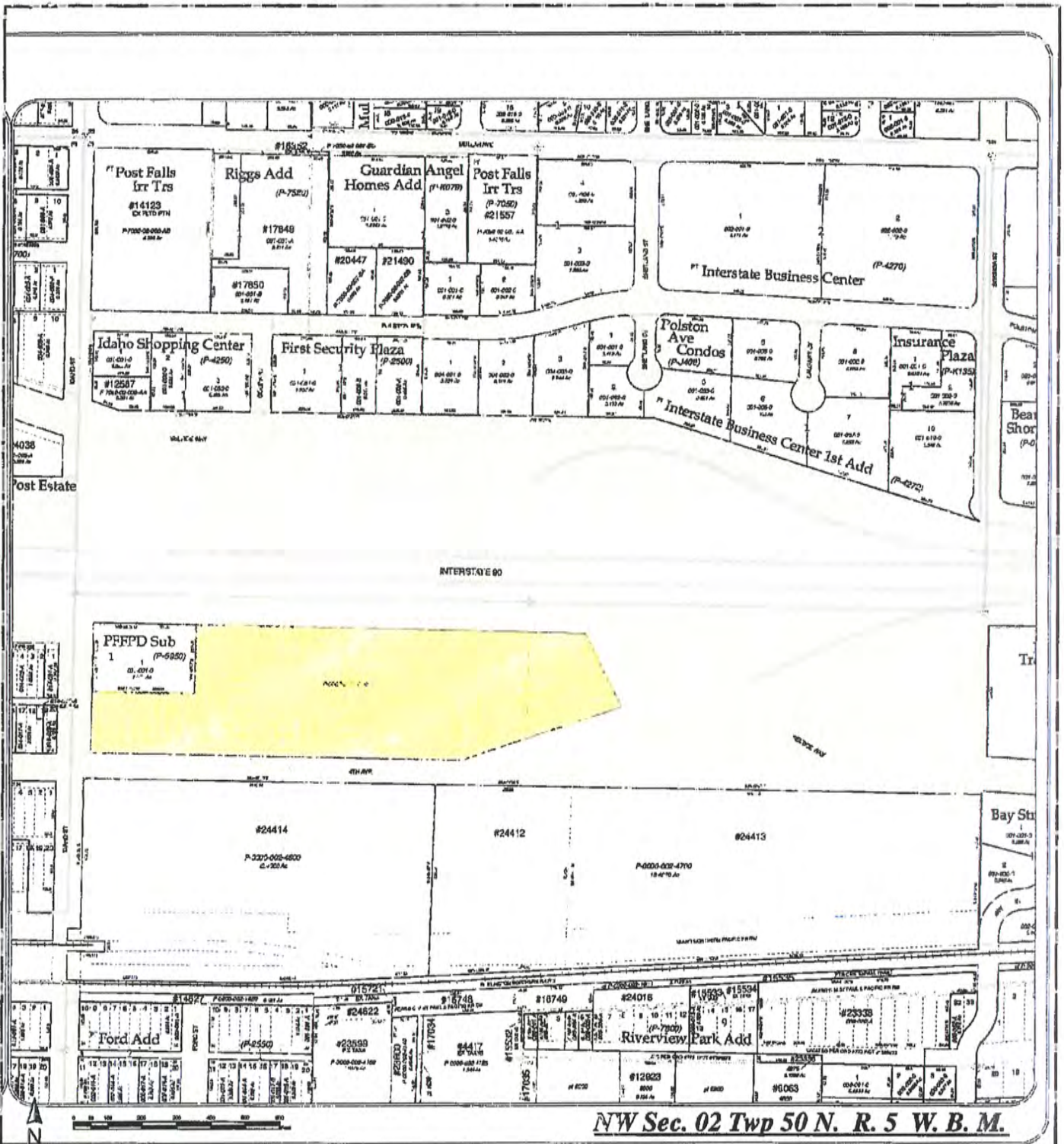
ALSO EXCEPTING THEREFROM any portion lying within the Interstate 90, Seltice Way, Idaho Street and Fourth Street rights of way.

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**NW Sec. 02 Twp 50 N. R. 5 W. B. M.**



1450 Northwest Blvd Ste 200 Coeur d'Alene, ID 83814  
 Phone: (208)867-8431 Fax: (208)208-866-0410

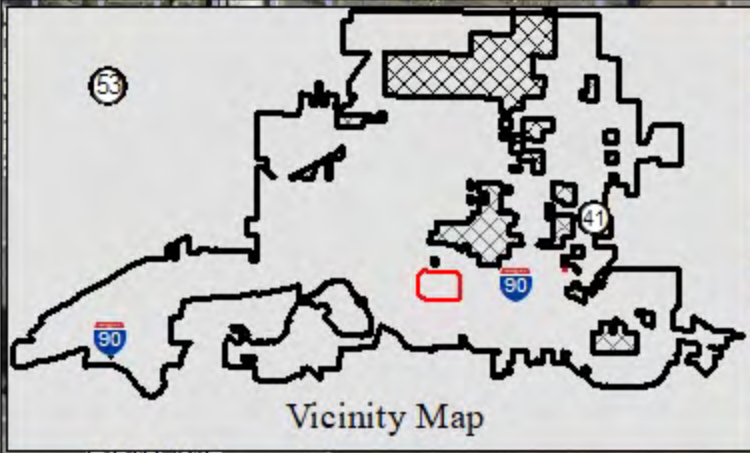
This map/plat is being furnished as an aid in locating the herein described land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.

**From:** [Bill Lawson](#)  
**To:** [Jonathon Manley](#)  
**Cc:** [Russ Wolfe](#); [Dwight Hume](#); [Sherri Myre-Burrington](#)  
**Subject:** Dwight Hume  
**Date:** Thursday, November 18, 2021 10:21:32 AM

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Jon, as owner of the Idaho Veneer properties, I support Dwight Hume to act as my agent with regard to the special use permit. If any questions please call. Thank you, Bill Lawson. 509 994 1282

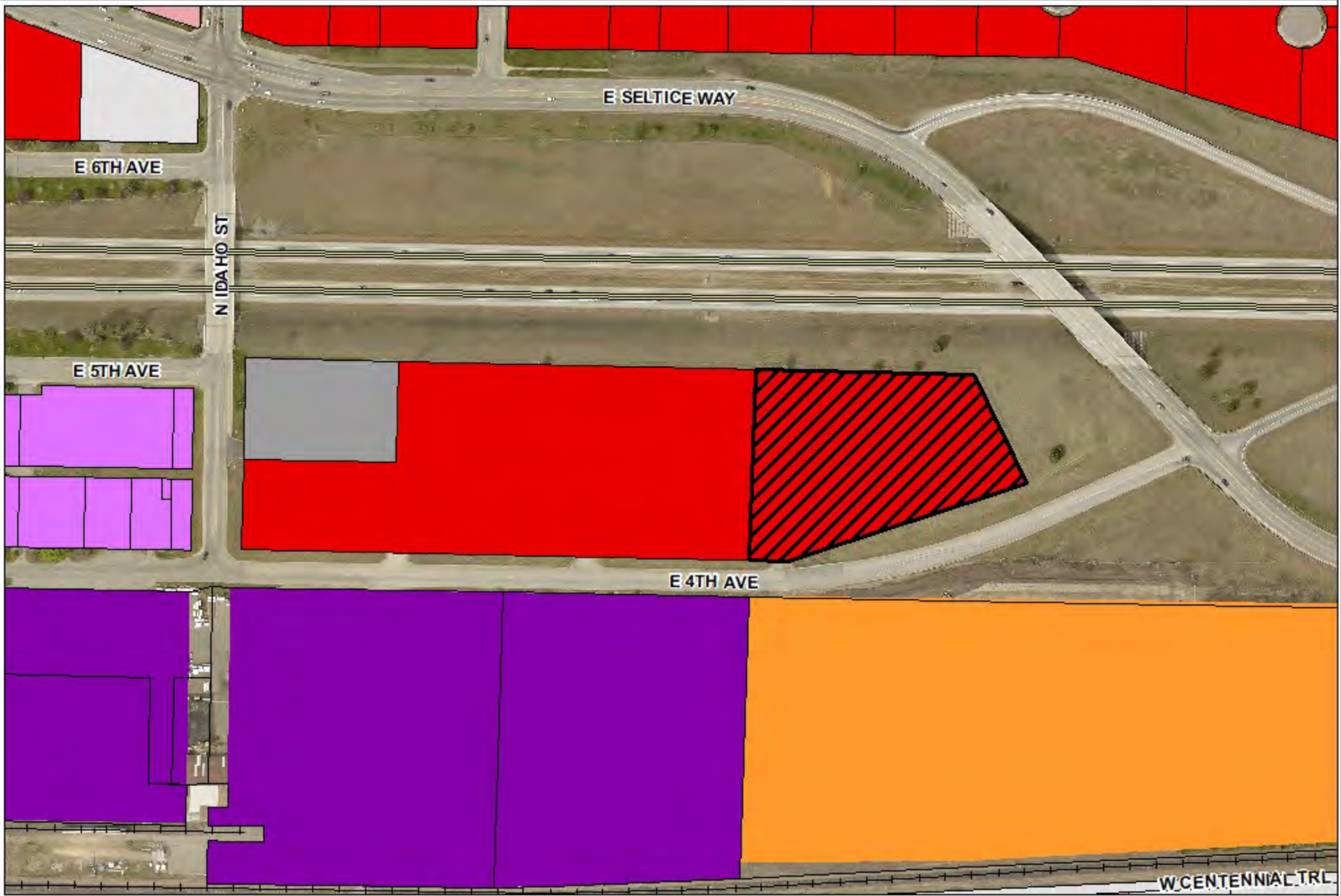
Sent from my iPhone



Vicinity Map  
 DUAL BRAND HOTEL  
 USE-0006-2021



-  Subject Site
  -  City Boundary
  -  Tax Parcels
- Exhibit S-1 



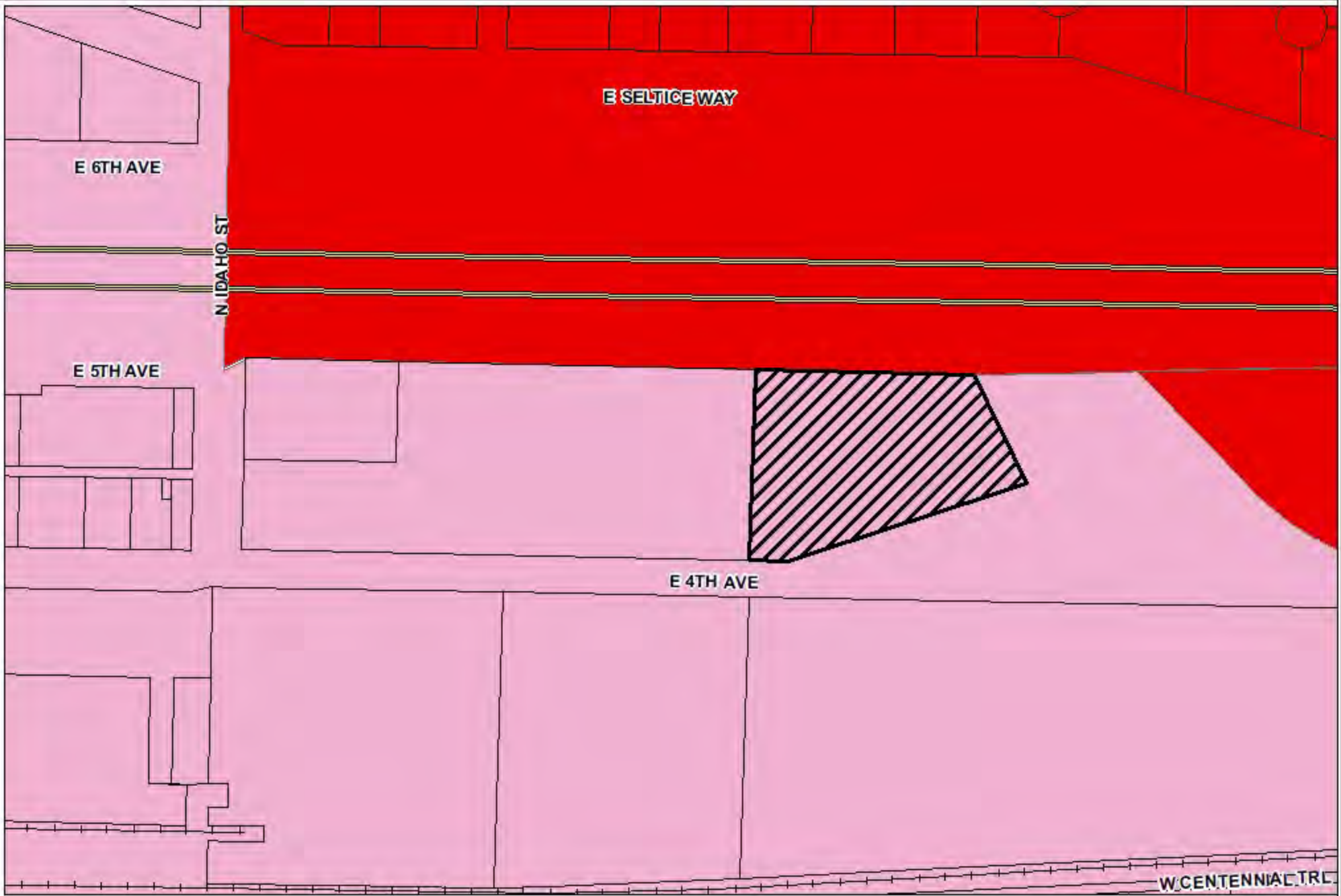
Zoning Map  
 DUAL BRAND HOTEL  
 USE-0006-2021



-  City Boundary
-  Subject Site
-  CCS
-  LC
-  HI
-  I
-  R-3
-  SC4
-  SC5


Exhibit S-2





Future Land Use Map  
 DUAL BRAND HOTEL  
 USE-0006-2021



-  City Boundary
-  Subject Site
-  Commercial
-  Business/Commercial







1717 E Polston Ave. ♦ Post Falls, ID 83854 ♦ Phone (208) 773-3517 ♦ Fax (208) 773-3200

December 21<sup>st</sup>, 2021

Amber Blanchette  
Planning Administrative Specialist  
[amberb@postfallsidaho.org](mailto:amberb@postfallsidaho.org)

Re: Dual Brand Hotel Special Use Permit File No. USE-0006-2021

The Police Department has reviewed the above listed special use permit and will remain Neutral on this request. Please accept this letter as the Police Department's response to this request for both Planning and Zoning as well as City Council.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mark J. Brantl".

Mark J. Brantl  
Lieutenant  
Post Falls Police Department

## Amber Blanchette

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**From:** Kristie May <Kristie.May@deq.idaho.gov>  
**Sent:** Tuesday, December 21, 2021 1:36 PM  
**To:** Amber Blanchette  
**Subject:** RE: Dual Brand Hotel Special Use Permit File No. USE-0006-2021

Good Afternoon,

DEQ has no environmental impact comments at this stage of the project.

Thank you,  
Kristie

**Kristie May (McEnroe) | Admin Assistant II**  
Idaho Department of Environmental Quality  
2110 Ironwood Parkway, Coeur d'Alene, Idaho 83814  
Direct: 208.666.4608  
Office Line: 208.769.1422  
[www.deq.idaho.gov](http://www.deq.idaho.gov)

**Our mission:** To protect human health and the quality of Idaho's air, land, and water.

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**From:** Amber Blanchette <amberb@postfallsidaho.org>  
**Sent:** Monday, December 20, 2021 12:21 PM  
**To:** Ali Marienau <AMarienau@kmpo.net>; Andy Obermueller <aobermueller@cdapress.com>; audie.neuson@williams.com; Avista <c01\_Real\_Estate@avistacorp.com>; Bill Melvin <bmelvin@postfallsidaho.org>; Bill Roberson <william.roberson@itd.idaho.gov>; Brittany Stottlemire <brittany.stottlemire@avistacorp.com>; CDA GARBAGE <jennifer@cdagarbage.com>; CDA Press <BBLITZ@cdapress.com>; Charles Lane <Charles.Lane@charter.com>; CHARTER <DLwest-pnw-construction@charter.com>; Chris Riedeman <criedeman@kec.com>; Dan Ryan <danr@kootenaifire.com>; Dan Selden <danselden@hotmail.com>; Dana Marsh <dana.marsh@tdstelecom.com>; David Callahan <dcallahan@kcgov.us>; David Fair <dfair@postfallsidaho.org>; David Sauer (ZiPLY) <david.sauer@ziPLY.com>; Dena Naccarato <dnaccarato@273.com>; Dewey, Kristina <kristina.a.dewey@usps.gov>; Diane URA <dianepfura@gmail.com>; Dylan Owens <dylan.owens@tdstelecom.com>; Ellie Hilbert <ehilbert@cdapress.com>; Erik Ketner <eketner@phd1.idaho.gov>; Erika Auger <eauger@phd1.idaho.gov>; Erin Butler <ebutler@sd273.com>; Ethan Porter <eporter@postfallsidaho.org>; Field Herrington <fherrington@postfallsidaho.org>; Heidi <heidig@inlander.com>; Heidi Varney <hvarney@postfallsidaho.org>; J Mcmillin <jmcmillin@postfallspolice.com>; Jame Davis <jame.davis@intermaxteam.com>; Jason Faulkner <jfaulkner@postfallsidaho.org>; Jennifer Poindexter <jpoindexter@postfallsidaho.org>; Jeryl Archer <jeryla@kootenaifire.com>; jhofer@kec.com; JHolderman@KEC.com; Jodi Meyer <jmeyer@postfallsidaho.org>; John Beacham <jbeacham@postfallsidaho.org>; Jonathon Manley <jmanley@postfallsidaho.org>; Judah Lopez <judah\_lopez@tranacanaca.com>; Justin Miller <jmiller@postfallsidaho.org>; Keeler <keeler.white@twcable.com>; Kevin Linville <kevin.linville@tdstelecom.com>; Kirk <Kirk.Hobson@charter.com>; Kirk Hobson <kirk.hobson@twcable.com>; KMPO <Gmiles@kmpo.net>; Kootenai Electric <mblyton@kec.com>; Kootenai Electric <mnewcomer@kec.com>; Kristie May <Kristie.May@deq.idaho.gov>; Laura Jones <ljones@postfallsidaho.org>; lauriep@kootenaifire.com; Lindsay Spencer <lindsay@eastgreenacres.org>; Lynn Sandsor, AECOM <lynn.sandsor@aecom.com>; Matthew Jones, BNSF <matthew.jones@bnsf.com>; Media <media@postfallsidaho.org>; Michael Allen <MAllen@postfallspolice.com>; Michael Thomas, P.E. <mthomas@kec.com>; Monica Miller <momiller@quantatelcom.com>; Naomi Tierney <ntierney@postfallsidaho.org>; Pat Knight <pknight@postfallspolice.com>; PFHD <contactus@postfallshd.com>; PFPD <admin@postfallspolice.com>; Phillip

# Kootenai County Fire & Rescue

Fire Marshal's Office

1590 E. Seltice Way  
Post Falls, ID 83854  
Tel: 208-777-8500  
Fax: 208-777-1569  
www.kootenaifire.com

December 27, 2021

Amber Blanchette  
Planning Administrative Specialist  
amberb@postfallsidaho.org

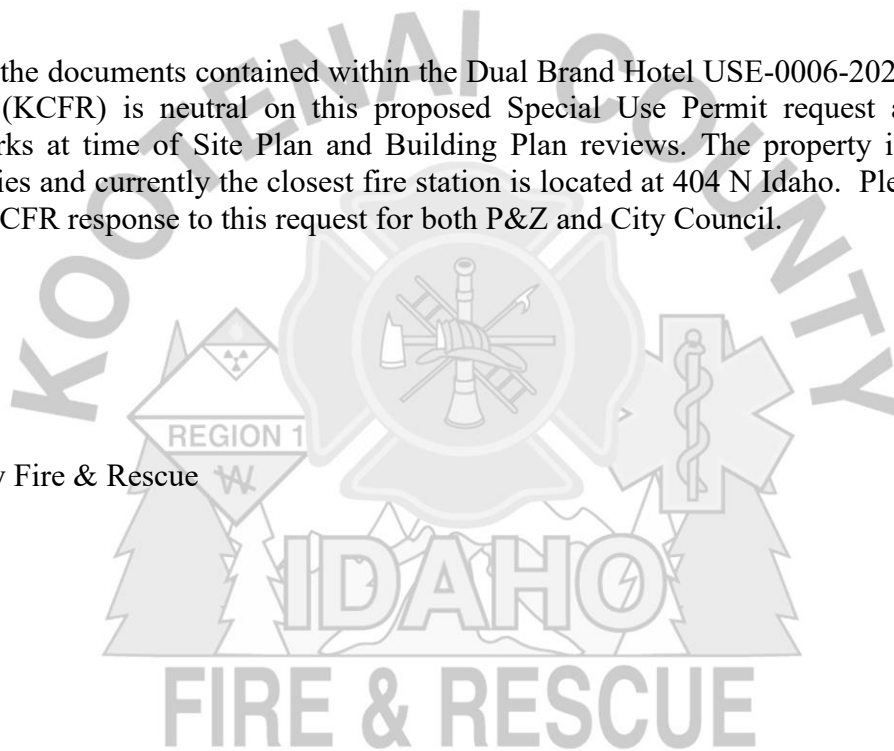
## RE: Dual Brand Hotel Special Use USE-0006-2021

Amber,

I have reviewed the documents contained within the Dual Brand Hotel USE-0006-2021. Kootenai County Fire & Rescue (KCFR) is neutral on this proposed Special Use Permit request and will make any applicable remarks at time of Site Plan and Building Plan reviews. The property is within the KCFR District boundaries and currently the closest fire station is located at 404 N Idaho. Please allow this letter to serve as the KCFR response to this request for both P&Z and City Council.

Cordially,

Jeryl Archer II  
Kootenai County Fire & Rescue  
Fire Marshal



### CITY OF POST FALLS AGENDA REPORT

**DATE:** January 7, 2022

**TO:** POST FALLS PLANNING AND ZONING COMMISSION

**FROM:** LAURA JONES, ASSOCIATE PLANNER, 208-457-3336, [ljones@postfallsidaho.org](mailto:ljones@postfallsidaho.org)

**SUBJECT:** STAFF REPORT FOR JANUARY 11, 2022 P&Z COMMISSION MEETING – POINTE AT POST FALLS FOURTH ADDITION SUBDIVISION PUBLIC HEARING

**PROJECT NAME / FILE NUMBER:** Pointe at Post Falls Fourth Addition/ SUBD-0018-2021

**APPLICANT:** HMH Engineering, 3882 N Schreiber Way, Suite 104, Coeur d’ Alene, ID 83815

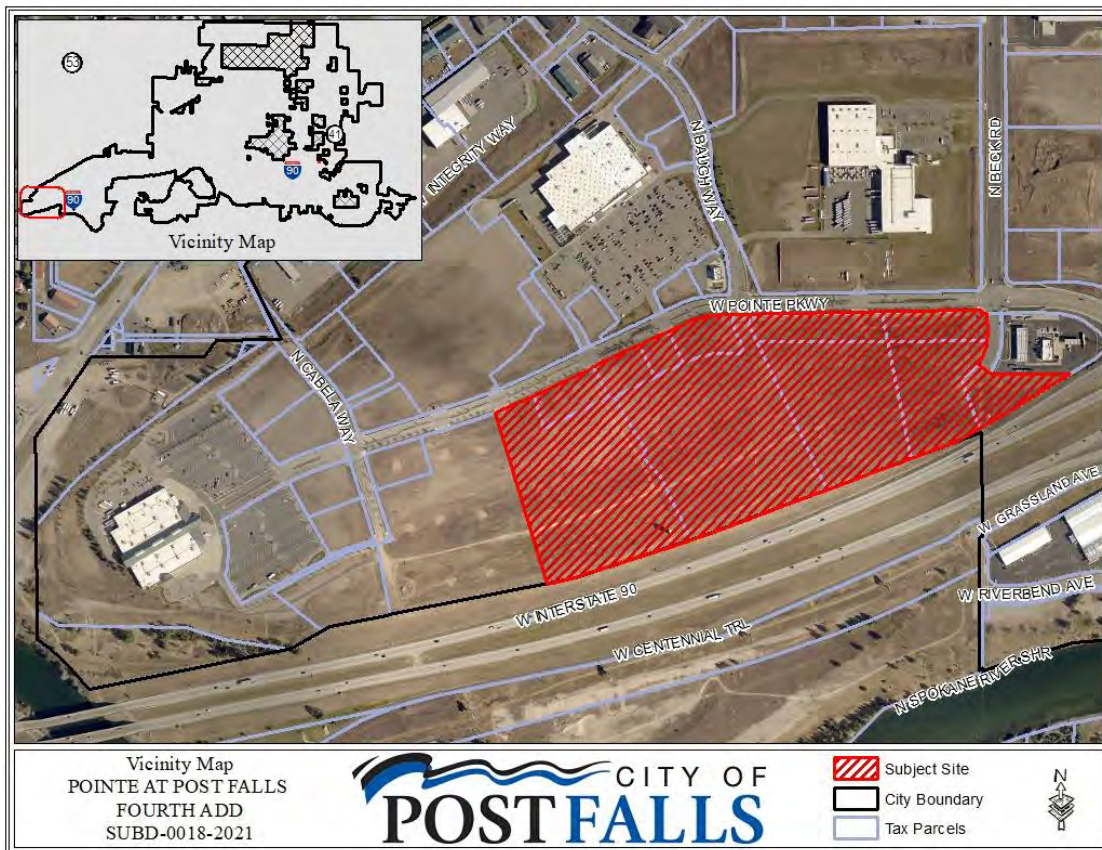
**OWNER:** The Pointe Partners LLC., 166 E 14000, Suite 210, Draper, UT 84020

**PROJECT DESCRIPTION:** The applicant has requested to subdivide approximately 47-acres into 26 lots within the Community Commercial Services (CCS) and Industrial (I) zoning designations in two phases.

**REQUESTED ACTION:** The Planning & Zoning Commission is being asked to review and approve the proposed subdivision determining that it meets the requirements of the Post Falls Municipal Code (PFMC).

**PROJECT LOCATION:** The property is located south of Pointe Parkway spanning the area between Beck Road on the east and beyond S Baugh Way to the west. (See image below).

**Vicinity Map:**



**PARCEL INFORMATION:**

Property Size: 46.97 acres

Current Land Use: Vacant

Current Zoning: Community Commercial Services (CCS) and Industrial (I)

Proposed Land Use: The proposed subdivision will serve a variety of industrial and commercial development opportunities ranging from retail to hospitality.

Surrounding Land Use: The land uses to the west include a vacant parcel and just beyond that the recently approved Post Falls RV Park. To the north of the site is Walmart, Panda Express, and Sysco Foods. To the east is the Maverik gas station and convenience store. Interstate 90 is to the south of the site.

Surrounding Zoning Districts: All properties to the north and west of the site are zoned Industrial (I). The Maverik gas station and convenience store to the east is zoned Community Commercial Services (CCS).

Water Provider: City of Post Falls

Sewer: City of Post Falls

**SUBDIVISION REVIEW CRITERIA (Post Falls Municipal Code Title 17.12.060, Subsection H):**

1. Definite provision has been made for a water supply system that is adequate in terms of quantity, and quality for the type of subdivision proposed.

Staff's Response: Water service to the project would be provided by the City of Post Falls. The plans indicate the extensions and looping of 8" mains to/from the City's 12-inch main in W. Pointe Parkway. City modeling indicates that with looping, as proposed, sufficient water service and fire flow will be available for the allowed uses within the established zoning.

Each lot is being shown with a 2-inch domestic / irrigation service and a separate 6-inch fire line service.

2. Adequate provisions have been made for a public sewage system and that the existing municipal system can accommodate the proposed sewer flows.

Staff's Response: The City of Post Falls has adequate capacity to provide service to the subdivision as proposed. The layout of the sanitary sewer system as proposed is adequate, subject to minor revisions needed to conform with design standards. This area is within the Beck Rd. lift stations service area. The lift station was upgraded several years ago to accommodate commercial uses plus additional flows from multi-family development north of Expo Parkway and east of Baugh Way. Sufficient capacity exists at the lift station for commercial uses, any future consideration for expansion of multifamily uses would need to consider completion of a wastewater capacity analysis.

Sewer services for commercial lots shall be stubbed to each lot with a 6-inch service.

3. Proposed streets are consistent with the transportation element of the comprehensive plan.

Staff's Response: The subdivision and proposed layout accommodate connectivity and will not have a negative impact on the local transportation system. Rights-of-way and easements shall be dedicated to the City of Post falls and streets constructed to the roadway standard as outlined within the City Transportation Master Plan.

- Private Roadway – Private Roadways are proposed with a 30-foot width (curb face to curb face) with 5' sidewalks provided on both sides. The proposed road cross section exceeds minimum design standards for private roadways and would allow for on street parking along one side only.
- Public Roadway - Proposed Pointe Court Way and Baugh Way are both requesting classification as local Commercial Roadways. The proposed classification is appropriate for the anticipated land uses and the roadway cross sections.

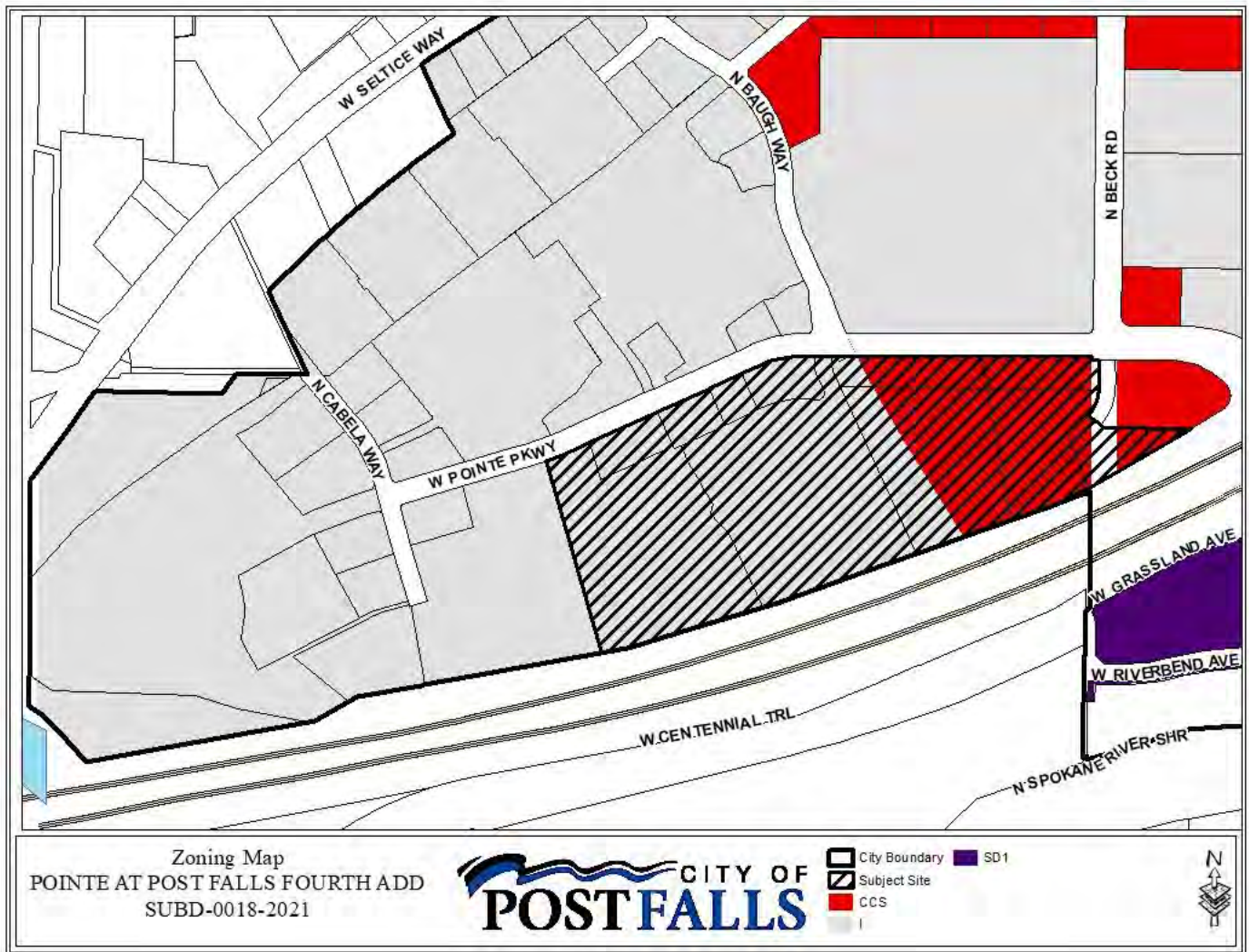
- Baugh Way is an existing signalized intersection at Pointe Parkway. Due to the width of Baugh Way, at the intersection of Pointe Parkway, on street parking will not be allowed on the proposed extension.
- Signal timing at the Baugh Way / Pointe Parkway intersection will need to be adjusted with initial site development – to be completed by the City.
- Public roadways will need to include roadway illumination in conformance with City Standards
- Pedestrian and Bicycle accommodations – Proposed improvements include sidewalks along both sides, in conformance with City Standards. The improvements with this project will connect to existing facilities along Pointe Parkway. Bicycle facilities are not required on Local Commercial Roadways. Bicycle lanes and separated multi-use facilities do exist on Beck Road and Pointe Parkway at the projects eastern most boundary.

4. All areas of the proposed subdivision which may involve soil or topographical conditions presenting hazards have been identified and that the proposed uses of these areas are compatible with such conditions.

Staff's Response: There are no soil or topographical conditions which have been identified as presenting hazards. Previous mass grading activity did occur on the property as part of the initial Pointe at Post Falls development.

5. The area proposed for subdivision is zoned for the proposed uses and the uses conforms to other requirements found in this code.

Staff's Response: This subdivision request is in an appropriately zoned area (**refer to following map**). This proposed subdivision is in an area with Community Commercial Services (CCS) and Industrial (I) zoning designations. Due to the existing zoning and the proposed layout of the new subdivision there are several parcels that will have split zoning (more than one zoning designation on a single parcel). Future zone changes may be necessary to accommodate future users of these parcels.



6. The developer has made adequate plans to ensure that the community will bear no more than its fair share of costs to provide services by paying fees, furnishing land, or providing other mitigation measures for off-site impacts to streets, parks, and other public facilities within the community. It is the expectation that, in most cases, off site mitigation will be dealt with through the obligation to pay development impact fees.

Staff’s Response: Impact fees will be assessed and collected on individual building permits to assist in mitigating the off-site impacts to parks, public safety, and streets. “CAP Fees” will be collected to replace existing capacity with City Water and City Water Reclamation facilities.

The City of Post Falls will have additional operational and maintenance costs associated with the construction and extension of approximately 0.3 miles of new public roadway and 0.4 miles of utilities (sanitary sewer and water). These are typically with any site development.

**OTHER AGENCY COMMENTS:**

PF Park & Rec	East Greenacres Irr. District	TransCanada GTN
Kootenai County Fire	Kootenai Electric	Time Warner Cable
PF Highway District	Ross Point Water	PF Police Department
PF School District	Verizon	Utilities (W/WW)
Avista Corp. (WWP-3)	Idaho Department of Lands	Urban Renewal Agency
Department of Environmental Quality	Panhandle Health District	Kootenai County Planning
Conoco, Inc. (Pipeline Co.)	NW Pipeline Corp.	KMPO
Yellowstone Pipeline Co.	Post Falls Post Office	TDS

- **Post Falls Police Department (Exhibit PA-1)** – Remains neutral
- **Idaho Transportation Department (Exhibit PA-2)** – Wants some focus on ensuring the intersection of Pointe Parkway and Beck Rd receives any necessary changes to maintain efficiency/mobility.
- **Idaho Department of Environmental Quality (Exhibit PA-3)** – General comments for time of construction.

**PUBLIC PROCESS:** This project is processed as a Subdivision. A public hearing is held before the Planning & Zoning Commission; of which, will review the record, hear the staff report, and render a decision.

If the project is approved, a Master Development Agreement is prepared by staff, approved by City Council, and signed by the parties to the agreement.

Notice of the proposed subdivision was sent to appropriate jurisdictions and mailed to property owners within 300 feet of the proposed project on December 20, 2021. Notice has been published in the Post Falls Press on December 17, 2021. The property is scheduled to be posted by the December 30, 2021.

**MOTION OPTIONS:** The Planning and Zoning Commission shall approve as presented, make an approval with conditions or modifications, or disapprove the proposed Subdivision. Should the Commission need additional information or wish to hear additional testimony, it may wish to move to continue the public hearing to a date certain. If the Commission has heard sufficient testimony but needs additional time to deliberate and make a recommendation, it may close the public hearing and move the deliberations to a date certain.

**FINDINGS & CONCLUSIONS:** The Planning & Zoning Commission should adopt Findings and Conclusions when forming a reasoned decision. Staff proposes the following conditions upon a potential recommendation of approval of the proposed Nicholson Commercial Subdivision. The Commission may adopt additional conditions from review of the application or from discussion at the Commission meeting.

**SUBDIVISION CONDITIONS:** Should the Planning & Zoning Commission move to recommend approval; staff proposes the following conditions:

1. Corrections and additions, if any, to the Subdivision requested by staff and/or the Planning & Zoning Commission should be completed by the applicant and reviewed by staff prior to approval by the City Council.
2. The proposed subdivision shall be completed in a no more than two (2) phases.
3. A Master Development Agreement shall be prepared by staff, reviewed, and signed by the parties prior to commencement of any construction. A Construction Improvement Agreement shall be completed for each phase of construction.



4. Submitted Preliminary Construction Plans were reviewed from a conceptual basis only. Final construction plans of the streets and utilities shall be reviewed and approved by the Engineering Division prior to any street or utility construction. Such plans shall also include driveway approaches and location of proposed mailboxes. Construction limits shall correspond with the improvements indicated on the Preliminary Plat.
5. Except where an exception is granted, all streetlights and roadways shall be designed and constructed in accordance with City standards.
  - No exceptions to City Standards were requested
6. Final landscaping plans for the street trees will be submitted for review and approval as part of the construction plans. Street trees shall be planted by the developer in the spring and fall following construction of homes. The Urban Forester shall be notified prior to planting.

**ATTACHMENTS:**

**Applicant’s Exhibits:**

Exhibit A-1	Application
Exhibit A-2	Narrative
Exhibit A-3	Preliminary Plat Plan
Exhibit A-4	Preliminary Subdivision Plan
Exhibit A-5	Will Serve

**Staff Exhibits:**

Exhibit S-1	Vicinity Map
Exhibit S-2	Zoning Map
Exhibit S-3	Future Land Use Map

**Testimony:**

Exhibit PA-1	PFPD Comments
Exhibit PA-2	ITD Comments
Exhibit PA-3	DEQ Comments



# SUBDIVISION APPLICATION

Public Services Department – Planning Division  
408 N. Spokane St. Post Falls, ID 83854  
208.773.8708 Fax: 208.773.2505

<b>STAFF USE ONLY</b>	Date Submitted: 10/26/2021	Received by: AB	File # SUBD-0018-2021
Application Fee	3750	Public Hearings: \$300	Mailing \$6* = 20

## PART 1 – Process of Completion and Public Hearing Schedule

1. Applications will need to be deemed complete by the Planning Department prior to being scheduled for a public hearing. Once the applicant has been issued a completeness letter from the Planning Department verifying the application is complete, the application will be eligible to be scheduled at the next available Public Hearing.
2. Each Completeness Review Period, will be reviewed within a 2-week period
3. There is a 45-day cut-off windows for a fully completed application (deemed complete) required, prior to being scheduled for the next available Public Hearing (See Note Below).

**\*\*\*NOTE: Once we have 4 Public Hearings the following applicants will be moved to the next month's Hearing Date. \*\*\***

## PART 1/A – REQUIRED MATERIAL

**\*\*THE APPLICATION WILL NOT BE ACCEPTED IF THE REQUIRED MATERIALS ARE NOT PROVIDED\*\***

A subdivision is any division of a lot, tract or parcel into two or more lots and accompanied by proposed new streets or extension of existing streets, municipal sewer and water services.

*(For additional information on this process and requirements please see PFMC 17.04)*

- Completed Subdivision Pre-application:** Name of Subdivision at Pre-application stage, and Date of pre-app.
- Completed application form**
- Application fee** (Per most recently adopted fee resolution)
- A written narrative:** Describing the proposal
- Subdivision Plans:** (specific elements are identified in PFMC 17.12.040(A-C)) - *To include all lots being dimensioned and with square footage for each lot depicted, for the application to be considered complete.*
- Water District Will-Serve Letter:** (MC Section 17.17.060(H)(1) – a subdivision cannot be approved unless a definite provision has been made for a water supply system that is adequate in terms of quantity, and quality for the type of subdivision proposed.
- Owner authorization letter:** If there is to be an applicant or consultant acting on the owner's behalf.
- A report(s) by an Idaho licensed Title Company:** *By a Title Company licensed in the state of Idaho, as to ownership of record and any interest of record in the subject property. Provide a report of property owners within 300 feet*



SUBDIVISION APPLICATION

of the external boundaries of the proposed development. (Labels are required – 2 sets) The applicant will incur a public hearing mailing fee in the amount of \$6.00 per hearing notice per property within the 300 feet radius. Applications are required to one (1) publication notice in the local newspaper and are \$300 per public hearing, of which can be paid at the time of application. **\*\*NOTE\*\* if the notices are not paid at the time of application, the planning department will mail an invoice to the applicant for the public hearing mailing and publication fees; these fees must be paid before the application is place on the agenda**

**NOTE: Subdivision applications that are not deemed complete will not be processed.**

Plans Checked By: \_\_\_\_\_ Date: \_\_\_\_\_

**PART 2 – APPLICATION INFORMATION**

PROPERTY OWNER: <i>Pointe Partners LLC.</i>		
MAILING ADDRESS: <i>166 E. 14000, Suite 210</i>		
CITY: <i>Draper</i>	STATE: <i>UT</i>	ZIP: <i>84020</i>
PHONE: <i>801-748-4080</i>	FAX: <i>801-748-4077</i>	EMAIL: <i>NATE@WADSDEV.COM</i>
APPLICANT OR CONSULTANT: <i>HMH Engineering</i>		STATUS: <u>ENGINEER</u> OTHER
MAILING ADDRESS: <i>3882 N. Schreiber Way, Suite 104</i>		
CITY: <i>Coeur d'Alene</i>	STATE: <i>ID</i>	ZIP: <i>83315</i>
PHONE: <i>208-635-5825</i>	FAX: <i>None</i>	EMAIL: <i>SMETTS@HMH-LLC.COM</i>

**SUBDIVISION INFORMATION:**

PROPOSED SUBDIVISION NAME: <i>THE POINTE AT POST FALLS FOURTH ADDITION</i>		
PROPERTY GENERAL LOCATION OR ADDRESS: <i>South of N. Bough way and W. Pointe Parkway North of U.S. Interstate -90</i>		
PROPERTY LEGAL DESCRIPTION ( <u>ATTACH</u> OR DESCRIBE):		
TAX PARCEL #:	EXISTING ZONING: <i>Industrial/ Commercial (CUS)</i>	ADJACENT ZONING: <i>Industrial/ Commercial (CUS)</i>
AVERAGE LOT SIZE: <i>1.70 Acres</i>	CURRENT LAND USE: <i>Vacant</i>	ADJACENT LAND USE: <i>Commercial/Industrial</i>
SIZE OF SITE: <i>44.12 Acres</i>	NUMBER OF LOTS: <i>25</i>	DENSITY:

<b>DESCRIPTION OF PROJECT/REASON FOR REQUEST:</b>		
THE POINTE AT POST FALLS FORTH ADDITION is the next phase of the 170+ acre mixed-use development. The intent of this phase is to provide industrial/commercial lots for a variety of business opportunities		
<b>SITE INFORMATION:</b>		
ASSESSOR'S PARCEL NUMBER(S): <i>Attained</i>		
COMPREHENSIVE PLAN DESIGNATION:		
LOCATION OF PROPOSED ACCESS TO THE SITE: <i>Two (2) designated access point, one at the intersection of N. Baugh way and W. Pointe Pleny, &amp; Back Rd and W. Pointe Pleny</i>		
SIZE AND POINT OF UTILITIES CONNECTION:	WATER SIZE: <i>8" (Assumed)</i>	LOCATION: <i>Baugh way/Pointe Parkway</i>
	SEWER SIZE: <i>8" PVC</i>	LOCATION: <i>Back Rd/Pointe Parkway</i>
NAME AND LOCATION OF NEAREST SCHOOL(S): <i>Seltice Elementary School, chase Rd (3.5 Miles)</i>		
LOCATION OF AND DISTANCE TO NEAREST FIRE STATION OR SUB-STATION: <i>KCF &amp; R Station (1.6 Miles)</i>		
STREET(S) SERVING THE PROJECT (PROVIDE R-O-W AND PAVEMENT WIDTH): <i>S. Baugh Way</i>		
<i>R-O-W: 80' Pavement Width: 47'</i>		
PHYSICAL DESCRIPTION OF SITE (TOPOGRAPHY, COVER, FEATURES): <i>Underdeveloped, Agricultural Lands, Flat</i>		
ANY PHYSICAL LIMITATIONS? (ROCK OUTCROPS, SLOPE, ETC.): <input checked="" type="radio"/> NO YES (PLEASE ATTACH DESCRIPTION)		

**PART 3 – CERTIFICATION**

**\*\*Applications will be scheduled to go before the Planning and Zoning Commission once the material submitted has been reviewed by staff and has been determined to be considered a complete application.**

**CERTIFICATION:**

I understand that the applicant or representative shall attend the public hearing before the Planning and Zoning Commission and that the decision on a Subdivision is final; unless appealed by myself, by adjoining property owners, or by other affected persons. I also understand that the Subdivision Plat is a separate application to be approved by the City Council before it can be recorded. All the information, statements, attachments and exhibits transmitted herewith are true to the best of my knowledge. I hereby certify that I am the owner or contract buyer.

DATED THIS 13 DAY OF OCTOBER 20 21

*[Signature]*

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**PART 4 – COMPLETED BY CITY STAFF:**

<b>COMPLETED PRE-APP:</b>	<b>YES:</b>	<b>NO:</b>
	<b>PRE-APP NAME:</b>	<b>PRE-APP FILE#:</b>
<b>IF NO PRE-APPLICATION, REASON?</b>		

**Subdivision Application**  
**City of Post Falls - Kootenai County**  
**Narrative Statement**

**Narrative:**

Wadsworth Development would like to subdivide the proposed area (See site description) into twenty-six (26) lots. To be developed over two (2) phases of construction. The proposed subdivision will serve a variety of industrial and commercial development opportunities ranging from retail to hospitality. The site is located to the south of W. Pointe Parkway, in the City of Post Falls, Idaho. The first phase of construction will include the creation of lots 1-9, and 23-26 as show on the overall subdivision plan. The designated right-of-way has been established to accommodate the installation of public water and sewer mains as outlined in the proposed development plan. Each of the lots will maintain multiple access points from one of the proposed roads. The proposed subdivision is in conformance with the existing zoning and development code.

**Site Description:**

Parcel Identification Number(s):

POINTE AT POST FALLS 3RD ADD, PTN LT 2 BLK 3 CENTER POINT URD 2002 1250N06W & 0750N05W  
POINTE AT POST FALLS 3RD ADD, PTN LT 2 BLK 3 CENTER POINT URD 2002 0150N06W & 0650N05W  
POINTE AT POST FALLS 3RD ADD, PTN LT 3 BLK 3 CENTER POINT URD 2002 0150N06W.  
THE POINTE AT POST FALLS, TAX#22065 [IN LTS 4 & 5 BLK 2] CENTER POINT URD 2002  
THE POINTE AT POST FALLS, TAX#22066 [IN LTS 5, 6 & 7 BLK 2] CENTER POINT URD 2002  
THE POINTE AT POST FALLS, TAX#22064 [IN LTS 3 & 4 BLK 2] CENTER POINT URD 2002  
THE POINTE AT POST FALLS 3RD ADD, LT 4 BLK 3 CENTER POINT URD 2002 01&1250N06W

AIN: 339548, 339549, 339551, 339550, 339552, 314592, 314591, 314590

Zoning Area: Industrial (I) and Commercial (CCS)

Total Development Area: 2046166.27 SQ.FT. (46.97 Acres)

Phase 1 Area: 916,731.16 SQ.FT. (21.04 Acres)

Proposed Development: Public Right-of-way dedication, Paved Access Road, Public Utility System (Water & Sewer)

Seasonal Drainage: None

Vegetative Cover: Minimal Vegetation, Grass with small trees

**Schedule:**

Ground disturbance related work is expected to begin in November, 2021. The construction of the proposed road and public right-of-way is projected to be completed by the end of May, 2022. The road construction will be performed following the removal of top-soil or non-suitable materials, and the installation of the proposed water and sewer utilities. The property owners would like to achieve final stabilization by June, 2022, for the initial phase of construction.

**Access and Traffic Impacts:**

The primary construction related access for phase 1 of the proposed development will take place from the partially constructed road extending south from the intersection of Beck Road and W. Pointe Parkway. Construction related activity is not expected to greatly impact existing traffic on either road.

**Roads and Parking:**

The proposed roads will be constructed to Post Falls City Standards with 12” Approved Subgrade compacted (95% modified proctor), 6” of 3/4” aggregate base material (type 1), and 3” of SP3 Hot Mix Asphalt. Road designations are presented as presented below:

<b>STREET NAME</b>	<b>CLASSIFICATION</b>	<b>RIGHT-OF-WAY</b>	<b>STREET WIDTH</b>	<b>CURB</b>
<b>S. Baugh Way</b>	<b>Minor Collector</b>	<b>80’</b>	<b>50’ (Curb face)</b>	<b>STD. Curb &amp; Gutter</b>
<b>Pointe Court</b>	<b>Local Commercial</b>	<b>75’</b>	<b>40’ (Curb face)</b>	<b>STD. Curb &amp; Gutter</b>
<b>Unlabeled Road</b>	<b>Private Roads</b>	<b>NA</b>	<b>30’ (Curb face)</b>	<b>STD. Curb &amp; Gutter</b>

Road and curb geometry are designed in conformance with 17.28.040 of the City of Post Falls design standards.

**Water and Sewer:**

The proposed water main will consist of 8” C900 PVC pipe with ductile iron fittings as specified. All construction related works is in conformance with City of Post Falls revisions to ISPWC standards.

The proposed sewer main will consist of 8” C900 sewer grade pipe at a minimum slope of 0.5% with manhole geometry as specified in the proposed development plans. All construction related work is in conformance with City of Post Falls revisions to ISPWC standards.

**Soil Configuration:**

A USDA NRCS Web Soil Survey was utilized to determine the expected soil characteristics of the proposed site development area. The soil configuration consists primarily of ashy silt loam.

**Stormwater Drainage:**

The topography of the site creates natural drainage toward the South of the proposed development area. The existing site is undeveloped. The proposed access road will be designed in accordance with City Standards. All of the stormwater created by the proposed site developments will be contained and treated onsite by road side swales in accordance with City of Post Falls requirements. The site does not drain directly to a Water of the United States and is lightly vegetated, generating no significant run-off at the present time.

**Best Management Practices (BMP’s):**

The proposed swales will be constructed with native soils, see NSDA soil survey for soil breakdown. Swales will be implemented as the primary method of detaining and treating stormwater generated by the proposed site developments. A rock construction entrance will be used for the duration of construction activities. To mitigate the tracking of sediment off site. Due to existing topography of the site, best management practices will include maintaining silt

fence along the perimeter of the site disturbance area and implementing the use of straw-wattles along downhill exposures to prevent sediment from leaving the work site.

Existing vegetation will be preserved to create a vegetative buffer between the disturbance area and on-site run-off.

**Cost Break Down:**

The estimated BMP cost are presented in **Table 1**.

**Table 1- Estimated BMP Costs**

<b>BMP</b>	<b>UNIT</b>	<b>QUANTITY</b>	<b>UNIT PRICE</b>	<b>TOTAL COST</b>
Construction Entrance	SY	50	\$65.00	\$3250.00
Straw-Wattles	LF	900	\$1.75	\$1575.00
Silt Fence	LF	1200	\$3.75	\$4500.00
<b>TOTAL ESTIMATED COST:</b>				<b>\$9325.00</b>

**Site Restoration:**

After the completion of the proposed site developments and related landscaping, broadcast seeding will be used to reestablish vegetative growth in the disturbed areas.

**Additional Information:**

The following information is attached:

- Preliminary Subdivision Plat
- Overall Subdivision Plan
- Phase 1 – Proposed Road Plan
- Phase 1 – Proposed Water and Sewer Plan
- Civil Design Details

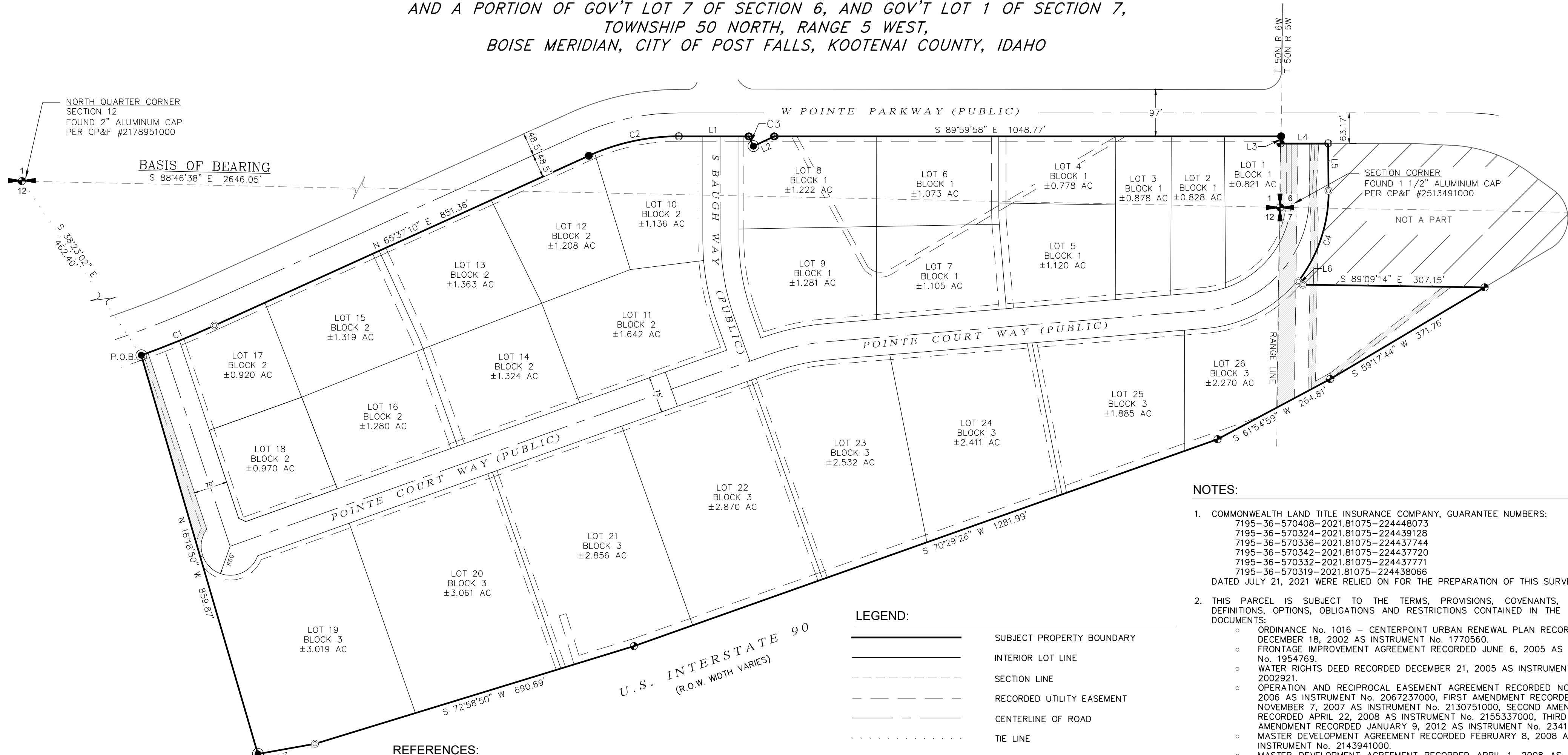


# THE POINTE AT POST FALLS FOURTH ADDITION

A PORTION OF THE S 1/2 OF THE SE 1/4 OF SECTION 1, AND THE N 1/2 OF THE NE 1/4 OF SECTION 12,  
TOWNSHIP 50 NORTH, RANGE 6 WEST,  
AND A PORTION OF GOV'T LOT 7 OF SECTION 6, AND GOV'T LOT 1 OF SECTION 7,  
TOWNSHIP 50 NORTH, RANGE 5 WEST,  
BOISE MERIDIAN, CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO

BOOK: \_\_\_\_\_ PAGE: \_\_\_\_\_

INST# \_\_\_\_\_



NORTH QUARTER CORNER  
SECTION 12  
FOUND 2" ALUMINUM CAP  
PER CP&F #2178951000

**BASIS OF BEARING**  
S 88°46'38" E 2646.05'

SECTION CORNER  
FOUND 1 1/2" ALUMINUM CAP  
PER CP&F #2513491000

**NOTES:**

- COMMONWEALTH LAND TITLE INSURANCE COMPANY, GUARANTEE NUMBERS:  
7195-36-570408-2021.81075-224448073  
7195-36-570324-2021.81075-224439128  
7195-36-570336-2021.81075-224437744  
7195-36-570342-2021.81075-224437720  
7195-36-570332-2021.81075-224437771  
7195-36-570319-2021.81075-224438066  
DATED JULY 21, 2021 WERE RELIED ON FOR THE PREPARATION OF THIS SURVEY.
- THIS PARCEL IS SUBJECT TO THE TERMS, PROVISIONS, COVENANTS, CONDITIONS, DEFINITIONS, OPTIONS, OBLIGATIONS AND RESTRICTIONS CONTAINED IN THE FOLLOWING DOCUMENTS:
  - ORDINANCE No. 1016 - CENTERPOINT URBAN RENEWAL PLAN RECORDED DECEMBER 18, 2002 AS INSTRUMENT No. 1770560.
  - FRONTAGE IMPROVEMENT AGREEMENT RECORDED JUNE 6, 2005 AS INSTRUMENT No. 1954769.
  - WATER RIGHTS DEED RECORDED DECEMBER 21, 2005 AS INSTRUMENT No. 2002921.
  - OPERATION AND RECIPROCAL EASEMENT AGREEMENT RECORDED NOVEMBER 15, 2006 AS INSTRUMENT No. 2067237000, FIRST AMENDMENT RECORDED NOVEMBER 7, 2007 AS INSTRUMENT No. 2130751000, SECOND AMENDMENT RECORDED APRIL 22, 2008 AS INSTRUMENT No. 2155337000, THIRD AMENDMENT RECORDED JANUARY 9, 2012 AS INSTRUMENT No. 234159600.
  - MASTER DEVELOPMENT AGREEMENT RECORDED FEBRUARY 8, 2008 AS INSTRUMENT No. 2143941000.
  - MASTER DEVELOPMENT AGREEMENT RECORDED APRIL 1, 2008 AS INSTRUMENT No. 2151921000.
  - EASEMENTS WITH COVENANTS AND RESTRICTIONS AFFECTING LAND RECORDED APRIL 22, 2008 AS INSTRUMENT No. 2155339000, AMENDED AND RECORDED DECEMBER 18, 2017 AS INSTRUMENT No. 2624804000.
  - MASTER DEVELOPMENT AGREEMENT RECORDED FEBRUARY 4, 2015 AS INSTRUMENT No. 2485560000.
- A PORTION OF BECK ROAD RIGHT-OF-WAY PREVIOUSLY LOCATED WITHIN THE SUBJECT PARCEL HAS BEEN VACATED PER ORDINANCE No. 1059 RECORDED MARCH 1, 2005 AS INSTRUMENT No. 1932489 AND ORDINANCE No. 1341 RECORDED JULY 5, 2018 AS INSTRUMENT No. 2651064000.
- A TEMPORARY TURNAROUND EASEMENT RECORDED NOVEMBER 22, 2004 AS INSTRUMENT No. 1914409 HAS BEEN VACATED PER INSTRUMENT No. 2158393000 RECORDED MAY 9, 2008, AND IS THEREFOR NOT SHOWN ON THIS PLAT HEREON.
- A UTILITY EASEMENT AGREEMENT RECORDED AUGUST 21, 2009 AS INSTRUMENT No. 2228741000, EXISTS BUT DOES NOT AFFECT THE SUBJECT PROPERTY.
- WIDTHS SHOWN ARE TO THE NEAREST FOOT WHICH REPRESENTS ACTUAL DIMENSIONS TO THE NEAREST HUNDREDTH OF A FOOT (I.E. 20' = 20.00').

**LEGEND:**

- SUBJECT PROPERTY BOUNDARY
- INTERIOR LOT LINE
- SECTION LINE
- RECORDED UTILITY EASEMENT
- CENTERLINE OF ROAD
- TIE LINE
- SET 5/8" x 24" REBAR W/ PURPLE PLASTIC CAP STAMPED "HMH-ENG PLS 19496"
- FOUND 5/8" REBAR W/ YELLOW PLASTIC CAP, PLS 12460, OR AS DESCRIBED
- FOUND 5/8" REBAR W/ NO CAP
- FOUND LEAD PLUG AND TACK IN CONCRETE
- FOUND MAG NAIL
- FOUND ALUMINUM CAP, I.T.D. RIGHT OF WAY MON, OR AS DESCRIBED

**SURVEYOR'S NARRATIVE:**

THE PURPOSE OF THIS SUBDIVISION IS TO DIVIDE LOTS 3, 4, 5, 6 & 7, BLOCK 2 OF THE POINTE AT POST FALLS SUBDIVISION, PER BOOK K OF PLATS AT PAGE 117 (INSTR. No. 2145145000), AND LOTS 1 & 4, BLOCK 3 OF THE POINTE AT POST FALLS THIRD ADDITION SUBDIVISION, PER BOOK L OF PLATS AT PAGE 294 (INSTR. No. 2675392000), CREATING TWENTY-SIX (26) LOTS. ADDITIONALLY, THIS SURVEY WAS PERFORMED TO LOCATE AND VERIFY THE EXISTING BOUNDARY AND PLSS MONUMENTATION OF RECORD.

**REFERENCES:**

- THE POINTE AT POST FALLS PLAT, DATED FEBRUARY 19, 2008 BY MICHAEL E. MOORE, PLS 9717, RECORDED AT BOOK K OF PLATS, PAGE 117 AS INSTRUMENT No. 2145145000.
- THE POINTE AT POST FALLS FIRST ADDITION PLAT, DATED MAY 18, 2017 BY DUSTY B. OBERMAYER, PLS 11119, RECORDED AT BOOK L OF PLATS, PAGE 147 AS INSTRUMENT No. 2598001000.
- THE POINTE AT POST FALLS SECOND ADDITION PLAT, DATED JUNE 19, 2018 BY DUSTY B. OBERMAYER, PLS 11119, RECORDED AT BOOK L OF PLATS, PAGE 251 AS INSTRUMENT No. 2648623000.
- THE POINTE AT POST FALLS THIRD ADDITION PLAT, DATED DECEMBER 26, 2018 BY LADD F. CLUFF, PLS 12460, RECORDED AT BOOK L OF PLATS, PAGE 294 AS INSTRUMENT No. 2675392000.
- RECORD OF SURVEY (BOUNDARY LINE ADJUSTMENT) DATED OCTOBER 2, 2008 BY MICHAEL E. MOORE, PLS 9717, RECORDED AT BOOK 26, PAGE 33 AS INSTRUMENT No. 180307000.
- RECORD OF SURVEY DATED SEPTEMBER 14, 2015 BY DARREL G. RAMUS, PLS 11187, RECORDED AT BOOK 28, PAGE 449 AS INSTRUMENT No. 2515033000.
- RECORD OF SURVEY (BOUNDARY LINE ADJUSTMENT) DATED JULY 10, 2018 BY LADD F. CLUFF, PLS 12460, RECORDED AT BOOK 30, PAGE 226 AS INSTRUMENT No. 2651668000.
- RECORD OF SURVEY DATED JULY 16, 2021 BY RAY KIMBALL, PLS 19724, RECORDED AT BOOK 31, PAGE 825 AS INSTRUMENT No. 2846679000.

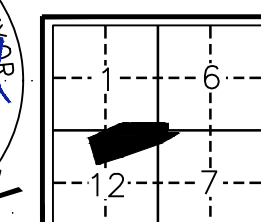
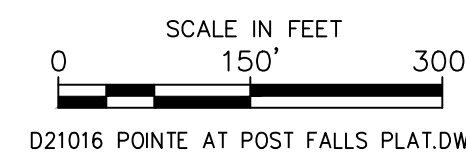
**BASIS OF BEARING:**

BASIS OF BEARING ~ NAD 83, IDAHO WEST ZONE, STATE PLANE COORDINATE SYSTEM, GEIOD 18 AS MEASURED BETWEEN THE NORTH QUARTER CORNER (N 1/4) COMMON TO SECTIONS 12 & 1, MONUMENTED BY A 2" ALUMINUM CAP PER CP&F #2178951000, TO THE SECTION CORNER COMMON TO SECTIONS 1, 12, 6 & 7, MONUMENTED BY A 1 1/2" ALUMINUM CAP PER CP&F #2513491000, SAID LINE BEARS: S 88° 46' 38" E.

ALL DISTANCES ARE GROUND USING A CAF OF 1.0000521141

LINE TABLE		
LINE #	BEARING	LENGTH
L1	N89° 59' 59"E	145.05'
L2	N64° 45' 32"E	47.70'
L3	S00° 50' 32"W	14.65'
L4	S89° 59' 53"E	98.66'
L5	S00° 24' 41"E	97.95'
L6	S53° 41' 23"E	11.81'
L7	S79° 56' 05"W	119.95'

CURVE TABLE				
CURVE #	DELTA	ARC LENGTH	CHORD LENGTH	RADIUS
C1	4°33'55"	163.22'	163.18'	N67°54'08"E 2048.50'
C2	24°22'56"	192.14'	190.69'	N77°48'38"E 451.50'
C3	0°25'26"	22.49'	22.49'	S25°01'45"E 3040.00'
C4	37°43'27"	201.16'	197.55'	S18°27'02"W 305.53'



**THE POINTE AT POST FALLS  
FOURTH ADDITION**

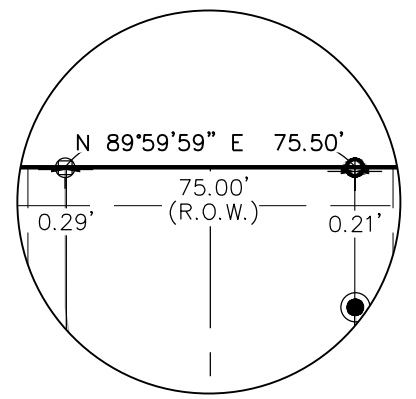
**HMH** engineering  
3882 North Schreiber Way Suite 104  
Coeur d'Alene, ID 83815  
(208) 635-5825

# THE POINTE AT POST FALLS FOURTH ADDITION

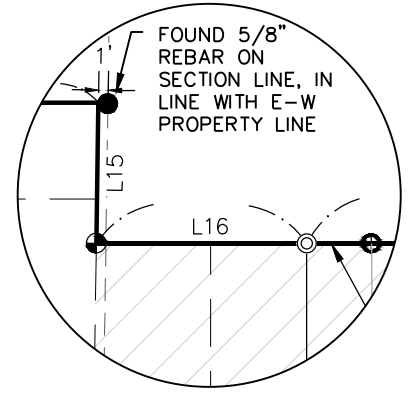
A PORTION OF THE S 1/2 OF THE SE 1/4 OF SECTION 1, AND THE N 1/2 OF THE NE 1/4 OF SECTION 12,  
TOWNSHIP 50 NORTH, RANGE 6 WEST,  
AND A PORTION OF GOV'T LOT 7 OF SECTION 6, AND GOV'T LOT 1 OF SECTION 7,  
TOWNSHIP 50 NORTH, RANGE 5 WEST,  
BOISE MERIDIAN, CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO

BOOK: \_\_\_\_\_ PAGE: \_\_\_\_\_

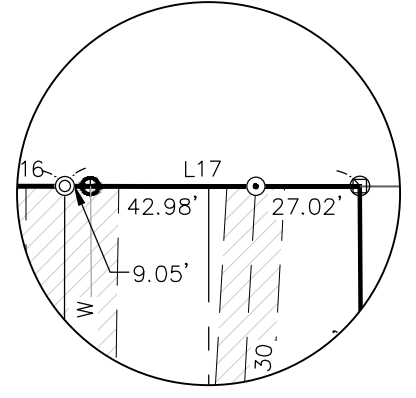
INST# \_\_\_\_\_



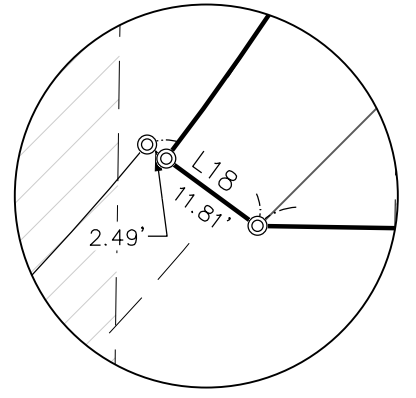
DETAIL 'A'  
1" = 50'



DETAIL 'B'  
1" = 20'



DETAIL 'C'  
1" = 50'



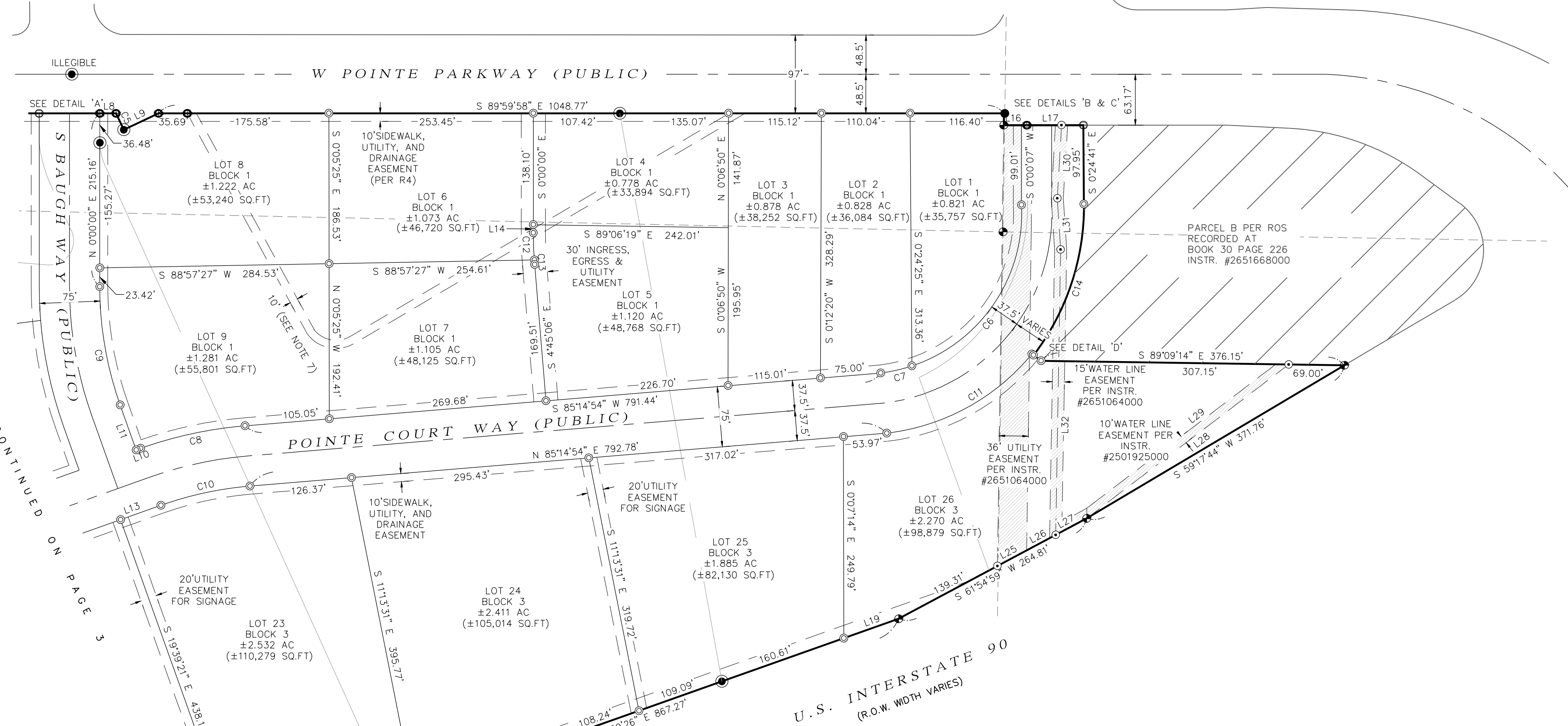
DETAIL 'D'  
1" = 20'

**LEGEND:**

- SUBJECT PROPERTY BOUNDARY
- INTERIOR LOT LINE
- PREVIOUSLY PLATTED LOT LINES, TO BE ABANDONED
- SECTION LINE
- RECORDED UTILITY EASEMENT
- CENTERLINE OF ROAD
- SET 5/8" x 24" REBAR W/ PURPLE PLASTIC CAP STAMPED "HMH-ENG PLS 19496"
- SET 1/2" REBAR W/ ORANGE PLASTIC CAP STAMPED "ESMT PLS 19496"
- FOUND 5/8" REBAR W/ PLASTIC CAP, PLS 12460, OR AS DESCRIBED
- FOUND 5/8" REBAR W/ NO CAP
- FOUND 1/2" REBAR W/ PLASTIC CAP, PLS 9717, OR AS DESCRIBED
- FOUND LEAD PLUG AND TACK IN CONCRETE
- FOUND MAG NAIL
- FOUND ALUMINUM CAP, I.T.D. RIGHT OF WAY MON, OR AS DESCRIBED

**NOTES:**

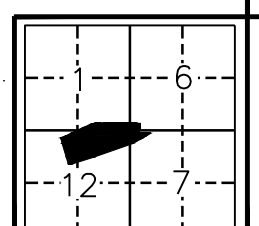
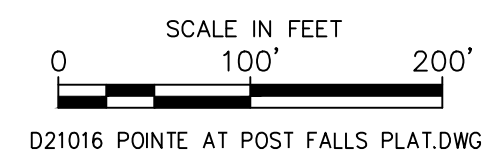
7. 10' UTILITY AND DRAINAGE EASEMENT PER INSTRUMENT No. 1914404, TO BE ABANDONED BY THE CITY OF POST FALLS.
8. 15' ELECTRIC EASEMENT PER INSTRUMENT No. 2311623000 TO BE ABANDONED BY AVISTA CORPORATION.
9. 30' INGRESS, EGRESS AND UTILITY EASEMENT, 20' UTILITY EASEMENTS FOR SIGNAGE, AND 10' SIDEWALK, UTILITY, AND DRAINAGE EASEMENTS ARE HEREBY DEDICATED TO THE CITY OF POST FALLS AND SERVING UTILITIES PER THIS PLAT, UNLESS OTHERWISE NOTED.
10. WIDTHS SHOWN ARE TO THE NEAREST FOOT WHICH REPRESENTS ACTUAL DIMENSIONS TO THE NEAREST HUNDREDTH OF A FOOT (I.E. 20' = 20.00').



LINE #	BEARING	LENGTH
L8	N89° 59' 59"E	20.05'
L9	N64° 45' 32"E	47.70'
L10	S70° 24' 22"W	5.86'
L11	N19° 35' 38"W	59.10'
L13	N70° 24' 22"E	53.11'
L14	S00° 00' 00"E	10.23'
L15	S00° 50' 32"W	14.65'
L16	S89° 59' 53"E	21.91'
L17	S89° 59' 53"E	76.75'
L18	S53° 41' 23"E	14.30'

LINE #	BEARING	LENGTH
L19	S70° 29' 26"W	71.67'
L20	N70° 29' 26"E	28.56'
L25	N61° 54' 59"E	41.12'
L26	N61° 54' 59"E	32.26'
L27	N61° 54' 59"E	52.12'
L28	N52° 42' 23"E	315.03'
L29	S52° 42' 23"W	294.45'
L30	S03° 16' 47"W	90.87'
L31	S03° 41' 43"E	63.62'
L32	S00° 59' 26"W	354.04'

CURVE TABLE					
CURVE #	DELTA	ARC LENGTH	CHORD LENGTH	CHORD BEARING	RADIUS
C5	0°25'26"	22.49'	22.49'	S25°01'45"E	3040.00'
C6	74°41'11"	259.51'	241.52'	N34°13'54"E	199.09'
C7	11°26'11"	39.74'	39.67'	N77°17'35"E	199.09'
C8	14°50'32"	132.76'	132.39'	S77°49'38"W	512.50'
C9	19°35'38"	149.62'	148.89'	N09°47'49"W	437.50'
C10	14°50'32"	113.33'	113.02'	N77°49'38"E	437.50'
C11	43°55'08"	210.09'	204.99'	N61°22'56"E	274.09'
C12	4°03'11"	33.60'	33.59'	S02°01'36"E	475.00'
C13	0°41'55"	5.79'	5.79'	S04°24'09"E	475.00'
C14	37°43'27"	201.16'	197.55'	S18°27'02"W	305.53'



THE POINTE AT POST FALLS  
FOURTH ADDITION

**HMH** engineering  
3882 North Schreiber Way Suite 104  
Coeur d'Alene, ID 83815  
(208) 635-5825

# THE POINTE AT POST FALLS FOURTH ADDITION

A PORTION OF THE S 1/2 OF THE SE 1/4 OF SECTION 1, AND THE N 1/2 OF THE NE 1/4 OF SECTION 12,  
TOWNSHIP 50 NORTH, RANGE 6 WEST,  
AND A PORTION OF GOV'T LOT 7 OF SECTION 6, AND GOV'T LOT 1 OF SECTION 7,  
TOWNSHIP 50 NORTH, RANGE 5 WEST,  
BOISE MERIDIAN, CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO

BOOK: \_\_\_\_\_ PAGE: \_\_\_\_\_

INST# \_\_\_\_\_

### LEGEND:

- SUBJECT PROPERTY BOUNDARY
- INTERIOR LOT LINE
- PREVIOUSLY PLATTED LOT LINES, TO BE REMOVED
- SECTION LINE
- RECORDED UTILITY EASEMENT
- CENTERLINE OF ROAD
- SET 5/8" x 24" REBAR W/ PURPLE PLASTIC CAP STAMPED "HMH-ENG PLS 19496"
- CALCULATED POINT, NOTHING FOUND OR SET
- FOUND 5/8" REBAR W/ PLASTIC CAP, PLS 12460, OR AS DESCRIBED
- FOUND 5/8" REBAR W/ NO CAP
- FOUND 1/2" REBAR W/ PLASTIC CAP, PLS 9717, OR AS DESCRIBED
- FOUND LEAD PLUG AND TACK IN CONCRETE
- FOUND MAG NAIL
- FOUND ALUMINUM CAP, I.T.D. RIGHT OF WAY MON, OR AS DESCRIBED

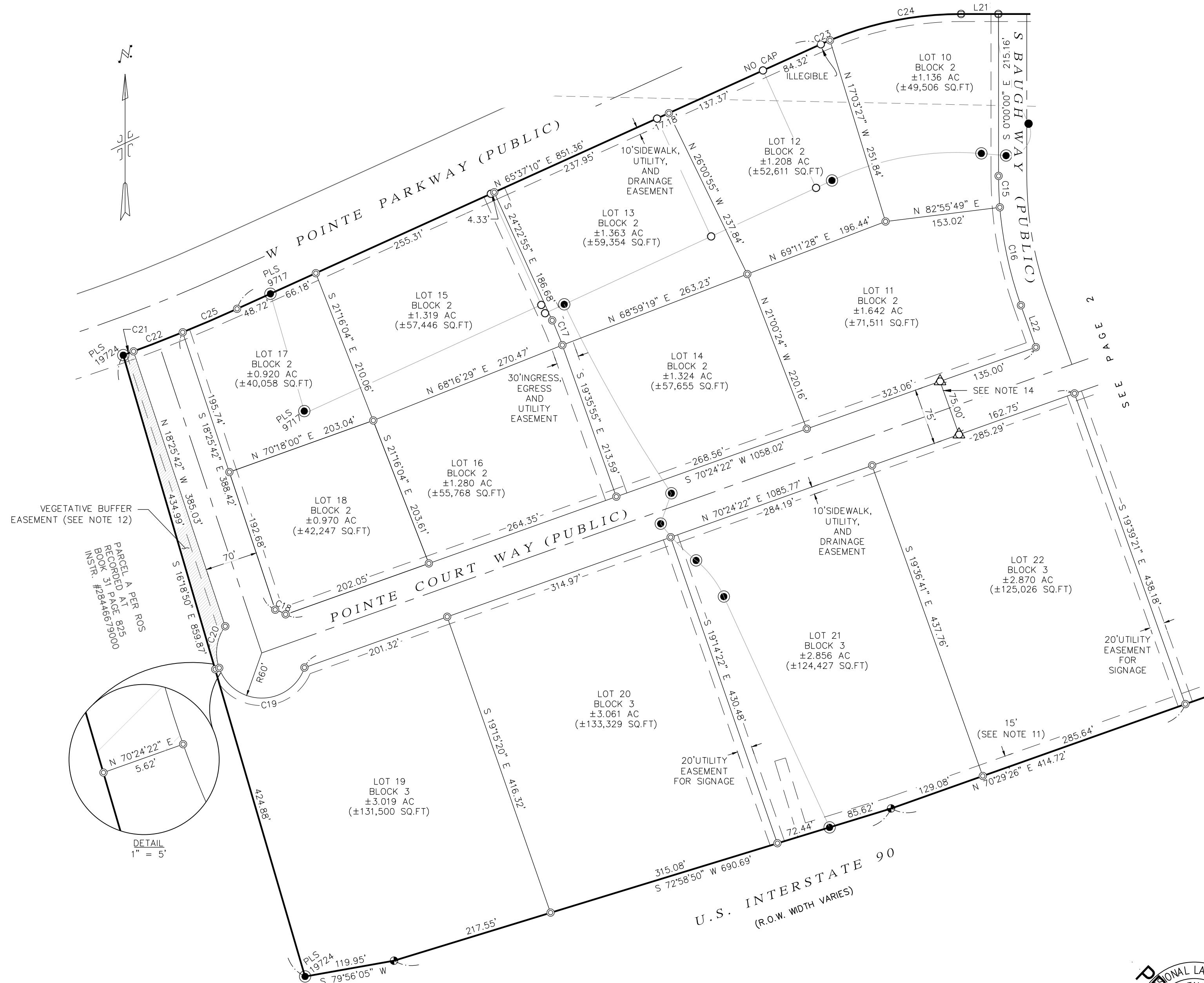
LINE TABLE		
LINE #	BEARING	LENGTH
L21	N89° 59' 59"E	49.79'
L22	N19° 35' 38"W	59.10'

CURVE TABLE					
CURVE #	DELTA	ARC LENGTH	CHORD LENGTH	CHORD BEARING	RADIUS
C15	4°40'17"	41.79'	41.77'	S02°20'09"E	512.50'
C16	14°55'21"	133.48'	133.10'	S12°07'58"E	512.50'
C17	4°17'51"	35.63'	35.62'	S22°13'59"E	475.00'
C18	14°28'01"	15.15'	15.11'	S65°30'35"E	60.00'
C19	141°19'04"	147.99'	113.23'	N89°44'50"E	60.00'
C20	55°28'49"	58.10'	55.86'	N08°08'46"E	60.00'
C21	0°24'26"	14.56'	14.56'	N69°58'52"E	2048.50'
C22	2°22'03"	84.65'	84.64'	N69°00'04"E	2048.50'
C23	1°40'58"	13.26'	13.26'	N66°27'39"E	451.50'
C24	22°41'59"	178.88'	177.71'	N78°39'07"E	451.50'
C25	2°11'52"	78.57'	78.57'	N66°43'06"E	2048.50'

### NOTES:

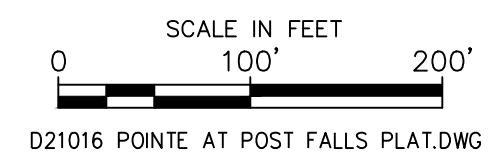
11. 15' ELECTRIC EASEMENT PER INSTRUMENT No. 2311623000 TO BE ABANDONED BY AVISTA CORPORATION.
12. 30' INGRESS, EGRESS AND UTILITY EASEMENT, 20' UTILITY EASEMENTS FOR SIGNAGE, AND 10' SIDEWALK, UTILITY, VEGETATIVE BUFFER AND DRAINAGE EASEMENTS ARE HEREBY DEDICATED TO THE CITY OF POST FALLS AND SERVING UTILITIES PER THIS PLAT, UNLESS OTHERWISE NOTED.
13. WIDTHS SHOWN ARE TO THE NEAREST FOOT WHICH REPRESENTS ACTUAL DIMENSIONS TO THE NEAREST HUNDREDTH OF A FOOT (I.E. 20' = 20.00').
14. POINTE COURT WAY TO BE CONSTRUCTED AND DEDICATED IN TWO STAGES. THE FIRST DEDICATION WILL CONSIST OF THE PORTION OF POINTE COURT WAY EASTERLY OF THE LINE SHOWN HEREON. THE SECOND STAGE WILL CONSIST OF THE PORTION OF POINTE COURT WAY WESTERLY OF SAID LINE, AND WILL BE DEDICATED IN THE FUTURE.

PAGE 3 OF 4

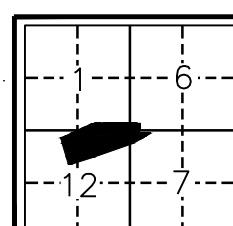


VEGETATIVE BUFFER EASEMENT (SEE NOTE 12)  
PARCEL A PER ROS RECORDED AT PAGE 825 BOOK #2644679000 INSTR. #2644679000

DETAIL  
1" = 5'



D21016 POINTE AT POST FALLS PLAT.DWG



THE POINTE AT POST FALLS  
FOURTH ADDITION

**HMH** engineering  
3882 North Schreiber Way Suite 104  
Coeur d'Alene, ID 83815  
(208) 635-5825

# THE POINTE AT POST FALLS FOURTH ADDITION

A PORTION OF THE S 1/2 OF THE SE 1/4 OF SECTION 1, AND THE N 1/2 OF THE NE 1/4 OF SECTION 12,  
TOWNSHIP 50 NORTH, RANGE 6 WEST,  
AND A PORTION OF GOV'T LOT 7 OF SECTION 6, AND GOV'T LOT 1 OF SECTION 7,  
TOWNSHIP 50 NORTH, RANGE 5 WEST,  
BOISE MERIDIAN, CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO

BOOK: \_\_\_\_\_ PAGE: \_\_\_\_\_

INST# \_\_\_\_\_

**OWNER'S CERTIFICATE:**

THIS IS TO CERTIFY THAT POINTE PARTNERS LLC, IS THE SOLE OWNER OF THE REAL PROPERTY DESCRIBED IN THIS CERTIFICATION AND HAS CAUSED THE SAME TO BE DIVIDED INTO LOTS. THE SAME TO BE KNOWN AS THE POINTE AT POST FALLS FOURTH ADDITION, LOCATED IN A PORTION OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 1, AND THE NORTH 1/2 OF THE NORTHEAST 1/4 OF SECTION 12, TOWNSHIP 50 NORTH, RANGE 6 WEST, AND A PORTION OF GOV'T LOT 7 OF SECTION 6, AND GOV'T LOT 1 OF SECTION 7, TOWNSHIP 50 NORTH, RANGE 5 WEST, BOISE MERIDIAN, CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 12, MONUMENTED BY A 2" ALUMINUM CAP PER CP&F #2178951000 (FROM WHICH THE SECTION CORNER COMMON TO SAID SECTIONS 1, 12, 6 AND 7, MONUMENTED BY A 1 1/2" ALUMINUM CAP PER CP&F #2513491000 BEARS S 88°46'38" E A DISTANCE OF 2646.05 FEET) THENCE S 38° 23' 02" E A DISTANCE OF 462.40 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF W POINTE PARKWAY, MONUMENTED BY A 5/8" REBAR WITH PLASTIC CAP, STAMPED PLS 12460, SAID POINT BEING THE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE LEFT A DISTANCE OF 163.22 FEET, HAVING A DELTA ANGLE OF 04° 33' 55", HAVING A RADIUS OF 2048.50 FEET, AND WHOSE LONG CHORD BEARS N 67° 54' 08" E FOR A DISTANCE OF 163.18 FEET TO A 5/8" REBAR WITH PURPLE PLASTIC CAP STAMPED "HMH-ENG PLS 19496";

THENCE, N 65° 37' 10" E FOR A DISTANCE OF 851.36 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT, MONUMENTED BY A 5/8" REBAR WITH NO CAP;

THENCE ALONG SAID CURVE TO THE RIGHT A DISTANCE OF 192.14 FEET, HAVING A DELTA ANGLE OF 24° 22' 56", HAVING A RADIUS OF 451.50 FEET, AND WHOSE LONG CHORD BEARS N 77° 48' 38" E FOR A DISTANCE OF 190.69 FEET TO A POINT MONUMENTED WITH A LEAD PLUG AND TACK SET IN CONCRETE;

THENCE, N 89° 59' 59" E FOR A DISTANCE OF 145.05 FEET TO THE BEGINNING OF A NON-TANGENTIAL CURVE, MONUMENTED BY A MAG NAIL;

THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 22.49 FEET, HAVING A DELTA ANGLE OF 0°25'26", HAVING A RADIUS OF 3040.00 FEET, AND WHOSE LONG CHORD BEARS S 25° 01' 45" E FOR A DISTANCE OF 22.49 FEET TO A 5/8" REBAR WITH PLASTIC CAP, PLS 12460;

THENCE, N 64° 45' 32" E FOR A DISTANCE OF 47.70 FEET TO A MAG NAIL;

THENCE, S 89° 59' 58" E FOR A DISTANCE OF 1048.77 FEET TO A 5/8" REBAR WITH NO CAP;

THENCE, S 00° 50' 32" W FOR A DISTANCE OF 14.65 FEET TO AN ALUMINUM CAP (ITD RIGHT OF WAY MONUMENT);

THENCE, S 89° 59' 53" E FOR A DISTANCE OF 98.66 FEET TO A LEAD PLUG AND TACK SET IN CONCRETE;

THENCE LEAVING SAID RIGHT OF WAY, S 00° 24' 41" E FOR A DISTANCE OF 97.95 FEET TO THE BEGINNING OF A CURVE, MONUMENTED BY A 5/8" REBAR WITH PURPLE PLASTIC CAP STAMPED "HMH-ENG PLS 19496";

THENCE ALONG SAID CURVE TO THE RIGHT A DISTANCE OF 201.16 FEET, HAVING A DELTA ANGLE OF 37° 43' 27", HAVING A RADIUS OF 305.53 FEET, AND WHOSE LONG CHORD BEARS S 18° 27' 02" W FOR A DISTANCE OF 197.55 FEET TO A 5/8" REBAR WITH PURPLE PLASTIC CAP STAMPED "HMH-ENG PLS 19496";

THENCE, S 53° 41' 01" E FOR A DISTANCE OF 11.82 FEET TO A 5/8" REBAR WITH PURPLE PLASTIC CAP STAMPED "HMH-ENG PLS 19496";

THENCE, S 89° 09' 14" E FOR A DISTANCE OF 376.15 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY OF US INTERSTATE 90, MONUMENTED BY AN ALUMINUM CAP (ITD RIGHT OF WAY MONUMENT);

THENCE ALONG SAID RIGHT OF WAY, S 59° 17' 44" W FOR A DISTANCE OF 371.76 FEET TO AN ALUMINUM CAP (ITD RIGHT OF WAY MONUMENT);

THENCE, S 61° 54' 59" W FOR A DISTANCE OF 264.81 FEET TO AN ALUMINUM CAP (ITD RIGHT OF WAY MONUMENT);

THENCE, S 70° 29' 26" W FOR A DISTANCE OF 1281.99 FEET TO AN ALUMINUM CAP (ITD RIGHT OF WAY MONUMENT);

THENCE, S 72° 58' 50" W FOR A DISTANCE OF 690.69 FEET TO A 5/8" REBAR WITH PURPLE PLASTIC CAP STAMPED "HMH-ENG PLS 19496";

THENCE, S 79° 56' 05" W FOR A DISTANCE OF 119.95 FEET TO AN ALUMINUM CAP (ITD RIGHT OF WAY MONUMENT);

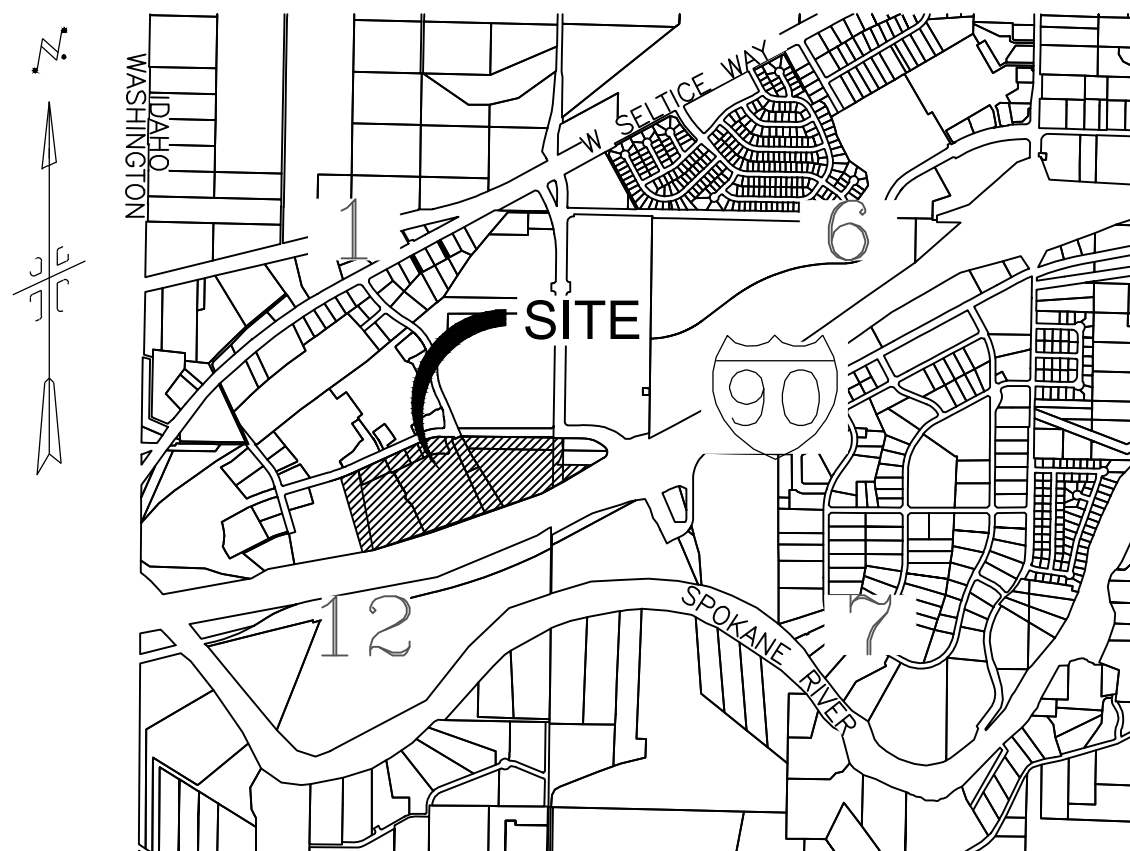
THENCE LEAVING SAID RIGHT OF WAY, N 16° 18' 50" W A DISTANCE OF 859.87 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS 47.308 ACRES (2,060,752 SQUARE FEET), MORE OR LESS, AND IS SUBJECT TO ANY EXISTING EASEMENTS, COVENANTS, CONDITIONS, RIGHTS, RESERVATIONS, RESTRICTIONS OR ENCUMBRANCES OF RECORD OR IN USE.

BE IT FURTHER KNOWN THAT:  
SANITARY SEWER FOR THIS PLAT IS TO BE PROVIDED BY THE CITY OF POST FALLS.  
DOMESTIC WATER FOR THIS PLAT IS TO BE PROVIDED BY THE CITY OF POST FALLS.  
DEDICATING THE RIGHT-OF-WAY OF S BAUGH WAY AS SHOWN HEREON TO THE PUBLIC FOREVER.  
DEDICATING THE RIGHT-OF-WAY OF POINTE COURT WAY (IN STAGES AS DESCRIBED IN NOTE 14) TO THE PUBLIC FOREVER.

GRANTING THE EASEMENTS AS SHOWN HEREON AND RESERVING ANY OTHER SUCH EASEMENTS AS MAY BE OF RECORD OR IN VIEW.  
INGRESS, EGRESS, SIDEWALK, UTILITY, AND DRAINAGE EASEMENTS, AS SHOWN HEREON ARE HEREBY GRANTED TO THE CITY OF POST FALLS AND THE SERVING UTILITIES.

THE POINTE PARTNERS, LLC, A UTAH LIABILITY COMPANY \_\_\_\_\_ DATE  
NATE BALLARD



**NOTARY PUBLIC CERTIFICATE:**

ACKNOWLEDGEMENT

STATE OF IDAHO  
COUNTY OF KOOTENAI

MALINDA BECKER  
COMM. #20203294  
NOTARY PUBLIC  
STATE OF IDAHO

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, IN THE YEAR OF 2021, BEFORE ME PERSONALLY APPEARED NATE BALLARD, KNOW OR IDENTIFIED TO ME TO BE THE PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE WITHIN INSTRUMENT, AND ACKNOWLEDGE TO ME THAT THEY EXECUTED THE SAME. I HAVE HEREUNTO SET MY HAND AND SEAL THE DATE LAST ABOVE WRITTEN.

NOTARY PUBLIC: \_\_\_\_\_

MY COMMISSION EXPIRES: \_\_\_\_\_

**COUNTY SURVEYOR'S CERTIFICATE:**

I, HEREBY CERTIFY THAT I HAVE EXAMINED THE HEREIN PLAT OF "THE POINT AT POST FALLS FOURTH ADDITION" AND CHECKED THE PLAT AND COMPUTATIONS THEREON AND HAVE DETERMINED THAT THE REQUIREMENTS OF THE IDAHO STATE CODE PERTAINING TO PLATS AND SURVEYS HAVE BEEN MET.

DATED THIS \_\_\_ DAY OF \_\_\_\_\_, 2021.

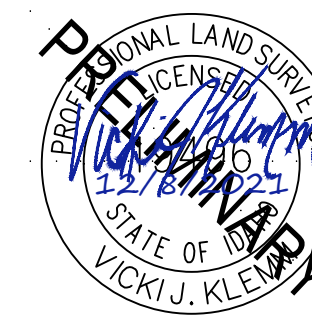
KOOTENAI COUNTY SURVEYOR \_\_\_\_\_ DATE

**SURVEYOR'S CERTIFICATE:**

THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECTION, AND IS BASED UPON AN ACTUAL FIELD SURVEY, IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 13, TITLE 50 OF THE IDAHO CODE AT THE REQUEST OF THE POINTE PARTNERS, LLC. I HEREBY CERTIFY THAT ALL CORNERS AND MONUMENTS SHOWN HERON HAVE BEEN ESTABLISHED ON THE GROUND; THAT ALL PROVISIONS OF APPLICABLE SATE LAW AND LOCAL ORDINANCE, HAVE BEEN COMPLIED WITH.

DATED THIS \_\_\_ DAY OF \_\_\_\_\_, 2021.

VICKI J. KLEMM, PLS 19496 \_\_\_\_\_ DATE



**RECORDER'S CERTIFICATE:**

FILED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2021.

AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M. IN BOOK \_\_\_\_\_ OF PLATS AT PAGE \_\_\_\_\_

AT THE REQUEST OF HMH ENGINEERING

INSTRUMENT NO. \_\_\_\_\_ FEE: \_\_\_\_\_

KOOTENAI COUNTY RECORDER

**CITY OF POST FALLS CERTIFICATE:**

THIS PLAT HAS BEEN APPROVED AND ACCEPTED BY THE CITY OF POST FALLS, IDAHO, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2021.

CITY ENGINEER

THIS PLAT HAS BEEN APPROVED AND ACCEPTED BY THE POST FALLS CITY COUNCIL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2021.

MAYOR

CITY CLERK

**PANHANDLE CERTIFICATE:**

SANITARY RESTRICTIONS, AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13 HAVE BEEN SATISFIED. SANITARY RESTRICTIONS MAY BE REIMPOSED, IN ACCORDANCE WITH SECTION 50-1326, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL.

DATED THIS THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2021.

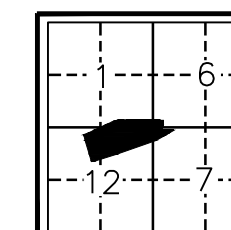
PANHANDLE DISTRICT

**COUNTY TREASURER'S CERTIFICATE:**

I, HEREBY CERTIFY THAT THE REQUIRED TAXES ON THE HEREIN DESCRIBED PROPERTY HAVE BEEN FULLY PAID UP TO AND INCLUDING THE YEAR 2021 DATED THIS DAY OF \_\_\_\_\_, 2021.

DATED THIS \_\_\_ DAY OF \_\_\_\_\_, 2021.

KOOTENAI COUNTY TREASURER \_\_\_\_\_ DATE



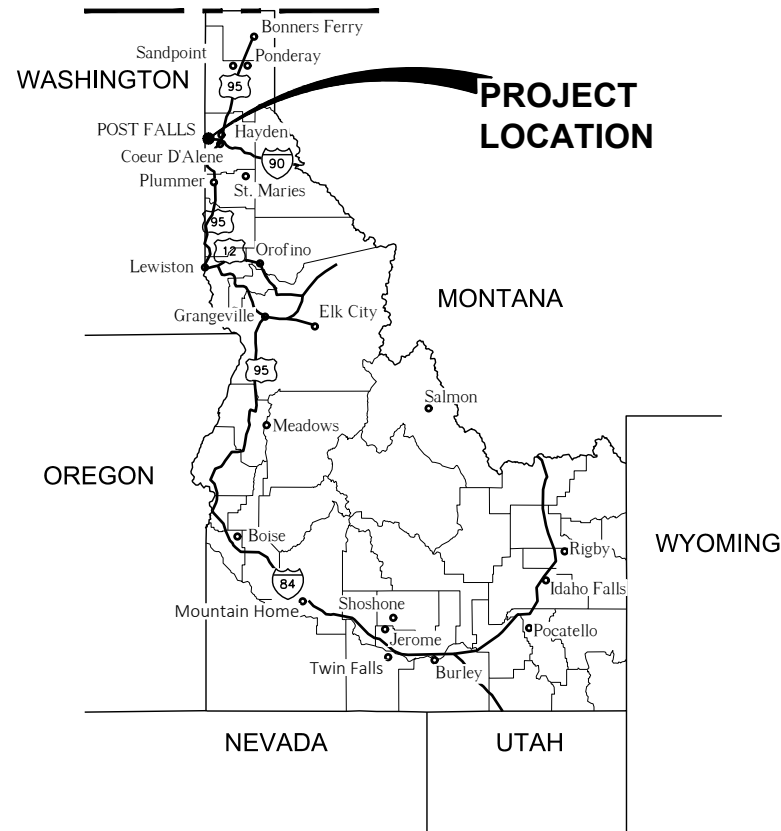
**HMH** engineering  
3882 North Schreiber Way Suite 104  
Coeur d'Alene, ID 83815  
(208) 635-5825

# POINTE AT POST FALLS - FOURTH ADDITION SUBDIVISION PLAN

CITY OF POST FALLS  
KOOTENAI COUNTY, IDAHO

**CONTACT:**

WADSWORTH DEVELOPMENT GROUP  
166 E. 14000, SUITE 210  
DRAPER, UT 84020



**VICINITY MAP**  
SCALE: NTS

Sheet Index		
NUMBER	DRAWING	TITLE
GENERAL (G)		
1	G-001	COVER
2	G-002	DRAWING MANAGEMENT
3	G-003	PROJECT NOTES
4	G-100	OVERALL DEVELOPMENT
5	G-101	PHASE 1: ROAD
6	G-102	PHASE 1: UTILITY
CIVIL (C): CIVIL DETAILS (CD)		
7	C-401	TYPICAL ROAD SECTIONS
8	C-501	DETAILS
9	C-502	DETAILS
10	C-503	DETAILS
11	C-504	DETAILS
12	C-505	DETAILS

POINTE AT POST FALLS - FOURTH ADDITION  
 SUBDIVISION PLAN  
 WADSWORTH DEVELOPMENT GROUP  
 CITY OF POST FALLS  
 KOOTENAI COUNTY, IDAHO

NOT APPROVED  
**PRELIMINARY**  
 FOR CONSTRUCTION

PRELIMINARY

1"  
SCALE: (11X17 ONLY)

DWG:  
PROJECT NO: D21016  
DRAWN BY: J.TILLET  
CHECKED BY: S.METTS  
DATE: 2021/12/08

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REVISIONS

NO.	DATE	BY	DESCRIPTION

COVER

DRAWING:  
G-001  
SHEET: 1 OF 12

Exhibit A-4





3882 N. Schreiber Way, Suite 104  
Coeur d'Alene, ID 83815  
(208) 635-5825

POINTE AT POST FALLS - FOURTH ADDITION  
 SUBDIVISION PLAN  
 WADSWORTH DEVELOPMENT GROUP  
 CITY OF POST FALLS  
 KOOTENAI COUNTY, IDAHO

NOT APPROVED  
**PRELIMINARY**  
 FOR CONSTRUCTION

PRELIMINARY

1"  
SCALE: (11X17 ONLY)

DWG:  
PROJECT NO: D21016  
DRAWN BY: J.TILLET  
CHECKED BY: S.METTS  
DATE: 2021/12/08

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REVISIONS  
NO. DATE BY DESCRIPTION

LEGEND

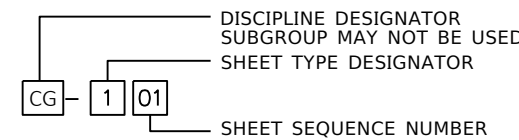
DRAWING: G-002  
SHEET: 2 OF 12

ABBREVIATIONS	
LF	LINEAR FEET
TYP	TYPICAL
EL	ELEVATION
RD	ROAD
STA	STATION
ELEV	ELEVATION
N	NORTHING
E	EASTING
PERF	PERFORATED PIPE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
NTS	NOT TO SCALE
MIN	MINIMUM
MAX	MAXIMUM
OC	ON CENTER
R/W	RIGHT OF WAY
ε	CENTERLINE
PPF	PERFORATED DRAIN PIPE
SS/SAN	SANITARY SEWER
SD	STORM DRAIN

CONTACTS		
OWNER	WADSWORTH DEVELOPMENT GROUP	(801) 748-4088
ENGINEER	HMH ENGINEERING	(208) 635-5825
COUNTY	KOOTENAI COUNTY	(208) 446-1070
CITY	CITY OF POST FALLS	(208) 773-8708
SEWER DISTRICT	CITY OF POST FALLS	(208) 777-9857
WATER DISTRICT	CITY OF POST FALLS	(208) 777-9857
FIRE DISTRICT	K.C. FIRE & RESCUE STATION	(208) 777-8500

**SHEET NUMBERING**

SAMPLE: C-101



SHEET TYPE DESIGNATORS	
DESIGNATOR	SHEET TYPE
0	GENERAL (SYMBOLS, LEGENDS, NOTES, ETC.)
1	PLANS (HORIZONTAL VIEWS)
2	ELEVATIONS, PROFILES, COMBINED PLAN & PROFILES
3	SECTIONS (SECTIONAL VIEWS)
4	LARGE-SCALE VIEWS (PLANS, ELEVATIONS, ECT.)
5	DETAILS OR COMBINED DETAILS AND SECTIONS
6	SCHEDULES AND DIAGRAMS
7	USER DEFINED
8	USER DEFINED
9	3D REPRESENTATIONS (ISOMETRICS, PERSPECTIVES, PHOTOS)

DISCIPLINE DESIGNATORS		
G		GENERAL
V		SURVEY/MAPPING
C		CIVIL
	CG	CIVIL GRADING
	CP	CIVIL PAVING, ROADWAY
	CU	CIVIL UTILITIES
	CD	CIVIL DETAILS
S		STRUCTURAL
A		ARCHITECTURAL
E		ELECTRICAL
I		INSTRUMENTATION
M		MECHANICAL
P		PLUMBING

UTILITY LEGEND	
SYMBOL	DESCRIPTION
	FIRE HYDRANT
	WATER GATE VALVE, AS SPECIFIED
	2" WATER CURB VALVE
	SANITARY SEWER MANHOLE
	EXISTING WATER
	8" C900 PVC WATER MAIN
	6" C900 PVC FIRE LINE
	8" PVC SEWER MAIN
	2" WATER SERVICE LINE (IF NOT SPECIFIED)
	4" PVC SEWER SERVICE LINE
	SEWER SERVICE CLEANOUT
	UNDERGROUND GAS LINE (SIZE VARIES)
	UNDERGROUND TELEPHONE / FIBER LINE
	UNDERGROUND ELECTRIC LINE
	OVERHEAD POWER LINE
	STORMWATER INLET
	TELEPHONE PEDESTAL
	ELECTRIC TRANSFORMER
	ELECTRIC METER
	STREET LIGHT
	STREET SIGN, AS DESCRIBED
	TREE, AS DESCRIBED
	IRRIGATION VAULT
	UTILITY POLE

SITE LEGEND	
SYMBOL	DESCRIPTION
	PROPOSED ASPHALT PAVEMENT
	EXISTING ASPHALT PAVEMENT
	PROPOSED CONCRETE
	PROPOSED CONCRETE APPROACH
	PROPOSED RIGHT-OF-WAY
	PROPOSED UTILITY EASEMENT
	PROPOSED PARCEL LINES
	PHASE 1 CONSTRUCTION LIMITS
	FOUND PROPERTY PIN

Plot Date: 12/8/2021 4:00 PM Plotted By: Brett Berger  
 Path: Z:\DOCUMENTS\PROJECTS\2021\021016 POINTE AT POST FALLS\CAD\PLAN SHEETS\D21016\POINTEATPOSTFALLS\_SHEETSET.DWG



**GENERAL NOTES:**

- All work shall conform to the "Idaho Standards For Public Works Construction", (ISPWC) current edition, and the City Of Post Falls Standard Drawings and Specifications. In the case of conflict, the most stringent standard shall apply.
- No revisions shall be made to these plans without the approval of the City Engineer. All proposed revisions shall be submitted by the Engineer of Record for review and approval by the City.
- No revisions shall be made to the City Standard Drawings or Notes without written approval of the City Engineer. Revisions of City Standard Drawings shall be clearly identified upon the approved drawings; revisions or additions to Standard Notes shall be provided only within the Supplemental Notes.
- All safety standards and requirements shall be the responsibility of the Contractor and complied with as set forth by OSHA.
- Existing utilities shall be located by contacting CALL BEFORE YOU DIG at 811, at least 48 hours prior to starting any excavations. The Contractor shall notify the appropriate utility companies prior to starting work near any facilities and shall coordinate their work with company representatives.
- Work shall not begin until a permit and notice to proceed is issued by the City.
- The Contractor shall notify the City Engineering Inspector at least 48 hours prior to starting work or proceeding with new phases of construction. All inspections shall be scheduled with a minimum 24-hour notice prior to testing.
- An approved set of improvement plans shall be kept on the job site at all times.
- The Contractor shall maintain the streets, sidewalks, and all other public rights-of-way in a clean, safe and useable condition. All soil, rock, or construction debris shall be promptly removed from the publicly owned property during construction, and upon completion of the project. All adjacent property, private or public, shall be maintained in a clean, safe and useable condition.
- Existing property corners or survey monuments shall be protected during the course of construction. Any damaged or obliterated corners or monuments shall be re-established by professional surveyors, licensed to work in the State of Idaho, prior to final acceptance.
- Trees not identified for removal shall be preserved or protected in an approved manner prior to commencement of grading operations.
- The Engineer of Record shall verify the adequacy of erosion and sedimentation control measures prior to the start of construction, and as necessary during the course of the project. Erosion and sedimentation control measures shall be installed in accordance with these plans, and the "Catalog of Storm Water Best Management Practices for Idaho Cities and Counties" as prepared by the Idaho Division of Environmental Quality.
- All projects having the potential for runoff discharge to any surface water body; shall file a Notice of Intent (NOI), with the ~~FW~~ *IDEQ*. Copies of any required Storm Water Pollution Prevention Plans (SWPPP) or NOI shall be provided to the City prior to start of construction.
- All concrete, unless otherwise specified, shall be commercial grade Portland Cement with air entrainment (6.5% +/- 1.5%), and a minimum 28-day compressive strength of 3000 psi.
- All underground utility laterals shall be installed and approved before construction of curbs, cross gutters, sidewalks or the surfacing of streets.
- Surface restoration of roadway cuts shall comply with the City's roadway cut Permanent roadway patching shall be placed within 7 days of the initial roadway cut. Temporary patching that utilizes a minimum of 2 inches of asphalt concrete (cold mix) shall be placed within 24 hours of the initial roadway cut. The Contractor shall be responsible for the maintenance of all temporary patching and shall warrant all permanent patching for a period of 2
- All trenches and roadway cuts within public easements or rights-of-way shall be compacted in accordance with SD 301. Compaction test results shall be certified by the Engineer of Record and submitted to the City Engineer for approval prior to any paving and final acceptance of work.
- All operations conducted on the premises shall be restricted to the hours between 6:00 a.m. and 10:00 p.m., unless otherwise approved by the City. This includes the warming up, repair, arrival, departure or running of trucks, earthmoving equipment, construction equipment or any other associated equipment.
- All improvements shall be joined or matched in a manner satisfactory to the City Engineer. This includes all utility connections and necessary saw cutting, removal, replacement, extension, and capping associated with curb and gutter, sidewalks, swales, asphalt, concrete or other paving.
- The Engineer of Record shall be responsible for all project inspections, including materials testing and quality control. Copies of daily reports and test results shall be made available to the City Engineer for review on a weekly basis, failure to provide reports may result in suspension of construction. Project certification and as-built drawings shall be submitted to the City Engineer prior to final acceptance and in conformance with the City's electronic submittal standards.
- The Contractor shall be responsible for all traffic control, in accordance with the M.U.T.C.D., current edition. At least 48 hours prior to disruption of any traffic, traffic control plans shall be prepared and submitted to the City Engineering Division for approval. No work shall commence until a permit is issued and all approved traffic control is in place.
- All landscaping maintained by the Property Owners Association shall have an irrigation installed and functioning.
- All disturbed areas of the public rights-of-way shall be top coated with a minimum of 1 inch of topsoil and seeded with a dry land mix equivalent to the City's storm drainage standards.
- All paving projects will need to adhere to the City of Post Falls Pavement Cut Policy.

**DOMESTIC WATER:**

- Water mains ~~upto~~ *GREATER THAN* 12 inches in diameter shall be PVC AWWA C905, DR 18 pipe and shall utilize gate valves, water mains ~~greater~~ *LESS* than 12 inches in diameter shall utilize C900, DR 18 pipe and shall utilize butterfly valves. All water mains shall be constructed with the top of pipe 4.5 feet below finish grade, except where otherwise indicated with specific elevations and approved by the City Engineer. Water services shall be constructed of polyethylene tubing conforming to AWWA C901, 250 PSI located and sized as shown on the construction plans.
- 48 hours prior to disruption, shut-off or connection to existing water systems; the Contractor shall inform and receive approval from the City Engineering Division. Any connection points shall be exposed at least 24 hours prior to connection, to verify location and fitting requirements.
- At least 24 hours prior to shut-off, the Contractor shall notify all affected properties utilizing flyers, door hangers or letters. Notifications shall contain at a minimum: date and time of shutoff, anticipated duration, Contractor's name and phone number, and an emergency contact person and phone number. A copy of the notification shall be provided to the City Engineering Division.
- No connections for the purpose of obtaining water supply during construction shall be made, without first obtaining a permit from the City Water Division.
- Any and all fittings or appurtenances removed from the City of Post Falls' water lines, as part of the project, shall be salvaged and returned to the City of Post Falls Water Division by the Contractor.
- All water mains and services shall be installed with continuous tracer wire and plastic marker tape. Plastic marker tape shall be installed 2 feet above the water main. Tracer wire shall be installed along the top of the water main and shall be tested prior to sub-grade approval.
- All water mains shall be separated at least ten feet horizontally from sanitary or storm sewer systems. Crossing of water mains and sewer systems shall have a minimum 18-inch vertical separation, with the water main being centered over the sewer. Any anticipated separation differing from the minimum standards contained herein, shall conform to the Idaho Rules for Waste Water (IDAPA 58.01.16).
- Maximum limits of water main joint and pipe deflection shall be obtained from the manufacturer, and submitted to the Engineer of Record and City Engineer prior to construction. Where laying conditions require pipe/joint deflection in excess of limits specified by the manufacturer, a thrust blocked fitting shall be used.
- All thrust blocking shall be formed in place against undisturbed or compacted soil, and conform to the minimum dimensions shown in SD 403. The use of pre-cast thrust blocks is prohibited. All bolts and nuts shall be free of concrete and accessible by wrench.
- All water mains, fire mains, valves, fire hydrants, services and appurtenances shall be installed, hydro static tested at 150psi for a minimum of 2 hours, bacteria tested, and approved, in accordance with referenced standards in the General Notes and City Requirements, prior to paving. Results of chlorination and bacteria tests shall be submitted and approved by the City Engineering Division and City Water Division, prior to operating valves to put new mains into service.
- All water main taps shall be a minimum of 16 inches apart and 16 inches from the bell and stab ends of the pipes.

**GRADING AND GEOTECHNICAL NOTES:**

- All cuts and fills shall be confined to the limits indicated within the approved grading plans.
- The Contractor shall insure that all temporary slopes are stable and that appropriate erosion measures are in place and maintained.
- Groundwater or unanticipated geologic conditions shall be reported to the Geotechnical Engineer for assessment and recommendations.
- All compaction efforts shall be monitored and tested by an experienced Soils Technician, under the supervision of a Licensed Geotechnical Engineer representing the Owner.
- All mass grading shall be monitored, tested, and certified by a Licensed Professional Engineer (Geotechnical Engineer).
- Contractor is to notify the Geotechnical Engineer, the Engineer of record and City Engineering Inspector 48 hours prior to each and every start or stopping of construction, each time a lift of grading is ready for inspection, and each and every time the Contractor is requesting grading inspection from City. Failure to notify may result in Contractor removing any material that has not been inspected.
- All areas shall be stripped of organic top soil and non-engineered fill; in addition to all brush, stumps, and roots. Onsite disposal of organic materials is not allowed. The Geotechnical Engineer shall review and approve all stripped and cleared areas prior to placement of fill. Prior to placing fill, the cleared areas shall be scarified and compacted.
- Fills shall consist of well graded sands and gravels, with a maximum particle size of six inches, and no more than 20% passing the No. 200 sieve. The Geotechnical Engineer shall pre-approve all import soil sources.
- Boulders and cobbles greater than 6 inches appearing in the excavation to a depth of at least 4 inches below subgrade shall be removed.
- All fill material shall be dried or moistened to within 2% of the optimum moisture, prior to placement. Lifts shall not exceed eight inches. All fill shall be compacted to at least 90% of Modified Proctor (ASTM D-1557, AASHTO T-180), with the top 12 inches within the roadway prism compacted to 95% of the modified proctor. Material too coarse to test per the specified standards shall be placed in controlled lifts under a performance based method, as outlined within ISPWC.
- Embankments shall not be constructed on frozen or snow-covered foundations, or with the use of frozen materials.
- Embankments constructed on slopes greater than 5 horizontal to 1 vertical shall be keyed into the undisturbed ground with horizontal benches of sufficient width to allow for the proper operation of compaction equipment.
- The final limits of cut and fill shall be recorded with the boundary topography and survey by the Engineer or Record. The Geotechnical Engineer shall submit a certification of the fill, along with copies of observations and testing.
- In the event that any unforeseen conditions not covered by these notes are encountered during grading operations, the Engineer of Record shall be immediately notified in order to provide guidance to Contractor.

**SANITARY SEWER:**

- Sanitary sewer mains up to 15-inch diameter shall be PVC, ASTM D 3034, SDR 35 with flexible gasketed joints. Sewer service connections shall be made by a tap to an existing main, or a tee branch from a new main connected above the spring line of the pipe. Service connections less than 45" above horizontal shall be allowed only when approved by the City Engineer, and at those locations indicated on the plans. Service connections to manholes are prohibited.
- Force mains shall be PVC AWWA C905 DR 18 pipe. All force mains shall be constructed to the line and grade indicated on the approved plans, and have a minimum bury of 4.5 feet to the top of the pipe from finish grade. Force mains shall be hydrostatically tested per ISPWC, Section 401.
- Force mains shall be installed with continuous tracer wire and plastic marking tape. Tracer wire shall be tested prior to sub grade approval, locating balls (available to be purchased from the City of Post Falls Public Works Department) shall be place at each bend.
- Sewer services shall be sized as shown on the construction plans, and field staked for grade and alignment. A minimum invert depth of 5 feet below top of curb at the property line is required. As-built plans shall show services with stationing, off-set and depth.
- Sewer services shall be at right angles to the sewer main, except in cul-de-sacs or street knuckles.
- Disruption of existing sewer services while making connection to existing mains is prohibited, without the specific approval of the City Engineer.
- All sewer mains shall be marked with continuous plastic marking tape. The ends of all services shall be marked with a marker indicating the depth of bury to the nearest inch, and a locating ball (locating balls available to be purchased from the City of Post Falls Public Works Department).
- All public sewer lines shall be video inspected, and an electronic copy along with a transcript submitted to the Engineer of Record for review. Upon review, the Engineer of Record shall forward the video and transcript, along with a letter detailing recommendations for remediation or approval to the City Engineer. Paving shall not progress without the City Engineer's approval.
- The Contractor shall be responsible for cleanup of any debris within newly constructed pipes, or their connections to existing systems. All lines and manholes shall be cleaned and inspected prior to paving. Hydrant flushing of sewers is not an acceptable means of cleaning.
- All sewer mains shall be air tested in accordance with ISPWC, Section 501.
- All thrust blocking shall be formed in place against undisturbed or compacted soil, and conform to the minimum dimensions shown in SD 403. The use of pre-cast thrust blocks is prohibited. All bolts and nuts shall be free of concrete and accessible by wrench.
- All sanitary sewer mains shall be separated a minimum of 10 feet horizontally from domestic water lines. Crossings of water mains and sewer systems shall have a minimum 18-inch vertical separation with the water main being centered over the sanitary sewer. Any anticipated separation differing from the minimum standards contained herein shall conform to the Idaho Rules for Waste Water, (IDAPA 58.01.16)
- The internal coating of sewer force main fittings shall be 40 mils of Protector 401 ceramic epoxy coating as manufactured by Pacific States Cast Iron Pipe Co. or an approved equal.
- For force mains that have a 12-inch diameter or larger plug valves shall be utilized, for force that have a diameter less than 12 inches gate valves shall be utilized.

**STORMWATER DRAINAGE:**

- Temporary erosion control and water pollution measures shall be installed, in accordance with the plans and accepted best management practices. adjustments to accommodate differing field conditions shall be made, as necessary, throughout the construction process. At no time, will silts and/or debris be allowed to drain into an existing or newly installed facility.
- Swales within areas of mass grading shall be scarified a minimum of 24 inches prior to shaping, and after installation of curb and gutter.
- All disturbed areas shall receive a minimum 1-inch dressing of top soil and be hydro seeded or sodded, as indicated on the plans. Seeded areas will not be accepted until the seed has germinated, and the grass is thoroughly established. Sodded areas will not be accepted until the roots have taken hold, and the grass has received two cuttings.
- Care shall be taken to prevent compaction of the sub-grade in the grass infiltration areas of swales. In the event the sub-grade should be compacted or insufficient percolation is observed, testing of the sub-grade may be required at the discretion of the City Engineer. If a sufficient percolation is not observed, the sub-grade must be removed and replaced, or scarified to a minimum depth of 24" and retested.
- Topsoil placed within the swales shall be free draining, and placed at a depth greater than 1-inch and less than 3-inches. At concrete spillways, finished top soil shall be kept 1"-2" below the finished concrete surface. To prevent compaction of the sub-grade and topsoil, wheeled equipment should not be used within the swale area. The minimum percolation rate through a constructed swale shall meet design requirements. Testing of percolation rates through a constructed swale may be required at the discretion of the City Engineer.
- Drywells shall be installed to the elevations indicated on the plans. The elevation of the drywell rim shall be at least 0.2 feet below lowest adjoining curb cut. Finished top soil adjacent to the drywell shall be at least 2-inches below the drywell rim.
- Grass infiltration areas shall be hydro seeded with 50 lb. / 1,000 square feet, consisting of a mixture with equal portions of Canada Bluegrass, Crested Wheatgrass, Hard Fescue and Sheep Fescue. Seeded areas shall be fertilized with a commercial fertilizer per the manufactures specifications and mulched with "Silva Fiber Plus", or approved equal wood fiber cellulose at a rate of 1 ton per acre.
- All sewer mains shall be air tested in accordance with ISPWC, Section 501.
- Storm sewer pipes and drywells shall be separated a minimum of 10 feet horizontally from domestic water mains. Crossings of water mains and sewer systems shall have a minimum 18-inch vertical separation. Any anticipated separation less than minimum standards contained herein, shall conform to the Idaho Rules for Waste Water, (IDAPA 58.01.16).
- Flood testing of all swales shall be conducted prior to final acceptance if required by the City Engineer.

**STREETS:**

- All fill placed within the roadway prism shall be compacted to 90% of the modified proctor, with the exception of the top 12 inches of sub-grade that shall be compacted to 95% of the modified proctor (ASTM D-1557).
- Prior to placing base material, the following shall be completed:
  - All public utilities shall be installed, tested and approved.
  - The Engineer of Record shall certify and provide copies of compaction test results to the City Engineer, for all trenches and sub-grade.
  - The line and grade of the sub-grade shall be inspected and approved.
  - A proof-roll of the sub-grade shall be performed and observed by the Engineer of Record and City Engineering Inspector.
  - Obtain authorization from the Engineer of Record and City Engineering Inspector, to proceed with placement of base material. The City Engineering Inspector shall be notified at least 24 hours prior to placement of base material.
- Crushed aggregate base shall conform to the Idaho Standards for Public Works Construction, Section 802, (type 1) ¾-inch maximum aggregate size, and shall be compacted to the following specifications:
  - Roadway: 95%-modified proctor.
  - Curb base and driveway approaches: 92%-modified proctor.
  - Sidewalks or trails: 90%-modified proctor.
- Prior to placing asphalt concrete, the following shall be completed:
  - The Engineer of Record shall certify and provide compaction test results for base material to the City Engineer.
  - All utilities shall be adjusted to grade and thickened collars installed.
- Obtain authorization from the Engineer of Record and City Engineer to proceed with asphalt paving. The City Engineering Inspector shall be notified at least 24 hours prior to placement of asphalt pavement.
- Asphalt pavement shall conform with Idaho Transportation Department (ITD) specifications for Superpave. Pavement shall be SP3 PG 58-28 with ¾" max aggregate size. Pavements with a Section of 3" or less may be placed with 1 lift. Pavements with a section greater than 3" shall be placed with multiple lifts. Minimum lift thickness of 1.5" and maximum thickness of 3".
- No asphalt shall be placed on wet or frozen surfaces, or when the air or ground temperature is less than 40°F. Top courses or pavement thickness less than 2.5 inches shall not be placed when air or ground temperature is less than 50°F, without approval by the City Engineer.
- A tack coat shall be applied to all adjacent curbs and joints, prior to placement of asphaltic concrete.
- During paving operations, the Engineer of Record shall observe paving operations, and perform compaction and quality control testing.
- The City Engineer may require the pavement sections shown on the plans to be verified by "R" value tests taken from exposed sub-grade.
- Extraction, coring, and gradation tests may be required at the discretion of the City Engineer to verify pavement thickness, compaction, and or to verify compliance of materials to specifications.
- Forms, sub-grade and string-line inspection is required prior to pouring concrete. A minimum notice of 24 hours is required prior to inspection.
- Concrete shall not be placed on frozen surfaces, ice or snow, or surfaces with a temperature greater than 90°F. Unless otherwise authorized by the City Engineer, concrete placement shall be discontinued when air temperatures reach 35°F and falling.
- Curb and gutter shall be constructed with full depth construction expansion joints adjacent to catch basins, at cold joints, and at all returns. Weakened plane joints are required every 10 feet.
- Sidewalks shall be constructed with full depth expansion joints every 20 feet, at cold joints, and adjacent to structures. Weakened plane joints shall be located every 5 feet. Joints in the sidewalk shall be aligned with curb joints, as nearly as practical.



3882 N. Schreiber Way, Suite 104  
Coeur d'Alene, ID 83815  
(208) 635-5825

POINTE AT POST FALLS - FOURTH ADDITION  
SUBDIVISION PLAN  
WADSWORTH DEVELOPMENT GROUP  
CITY OF POST FALLS  
KOOTENAI COUTNRY, IDAHO

NOT APPROVED  
PRELIMINARY  
FOR CONSTRUCTION

PRELIMINARY

1"  
SCALE: (11X17 ONLY)

DWG:

PROJECT NO: D21016

DRAWN BY: J.TILLET

CHECKED BY: S.METTS

DATE: 2021/12/08

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REVISIONS

NO.	DATE	BY	DESCRIPTION
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NOTES

DRAWING: G-003  
SHEET: 3 OF 12

Plot Date: 12/8/2021 4:00 PM Plotted By: Brett Berger  
Path: Z:\DOCUMENTS\PROJECTS\2021\021016 POINTE AT POST FALLS\CIVIL\CAD\PLAN SHEETS\021016POINTEATPOSTFALLS\_SHEETSET.DWG



NOT APPROVED  
**PRELIMINARY**  
FOR CONSTRUCTION

PRELIMINARY

1"  
SCALE: (11X17 ONLY)

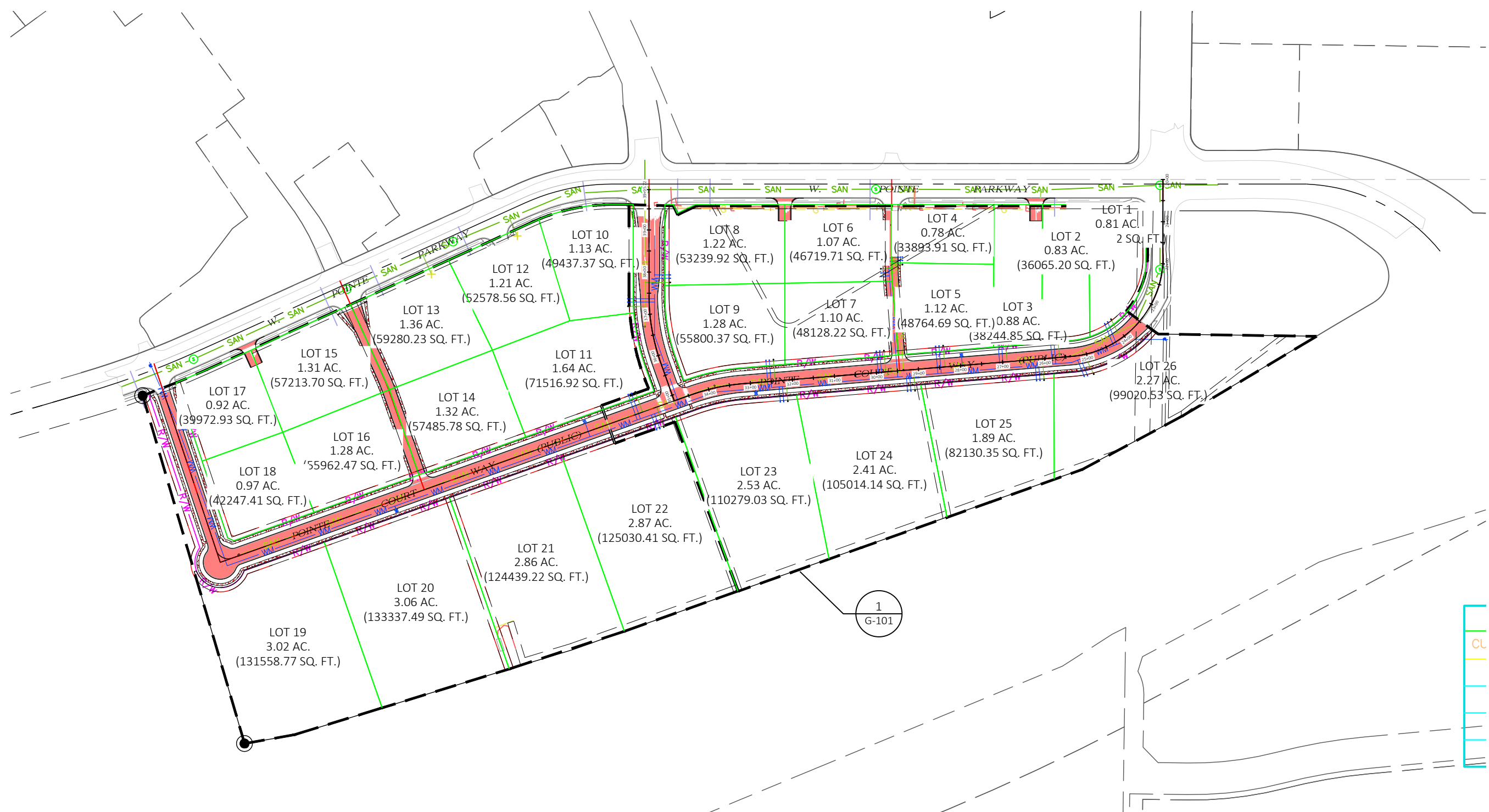
DWG:  
PROJECT NO: D21016  
DRAWN BY: J.TILLET  
CHECKED BY: S.METTS  
DATE: 2021/12/08

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REVISIONS			
NO.	DATE	BY	DESCRIPTION

OVERALL  
DEVELOPMENT

DRAWING:  
C-101  
SHEET: 4 OF 12



Plot Date: 12/8/2021 4:00 PM Plotted By: Brett Berger  
Path: Z:\DOCUMENTS\PROJECTS\2021\021016 POINTE AT POST FALLS\CAD\PLAN SHEETS\D21016\POINTEATPOSTFALLS\_SHEETSET.DWG



Know what's below.  
Call before you dig.



**1**  
C-101 OVERALL DEVELOPMENT PLAN  
SCALE: AS SHOWN



**GENERAL NOTES:**

- ALL PROPOSED ROAD HAVE BEEN DESIGN TO CITY OF POST FALLS STANDARDS
- SOUTH BAUGH WAY: MINOR COLLECTOR, 80' R-O-W SEE TYPICAL ROAD SECTION 1 ON SHEET C-401.
- POINTE COURT: COMMERCIAL/LOCAL, 75' R-O-W, SEE TYPICAL ROAD SECTION 2 ON SHEET C-401.
- UN-NAMED/PRIVATE ROAD: PRIVATE, N/A SEE TYPICAL SECTION 3 ON SHEET C-401.



NOT APPROVED  
**PRELIMINARY**  
FOR CONSTRUCTION

PRELIMINARY

1"  
SCALE: (11X17 ONLY)

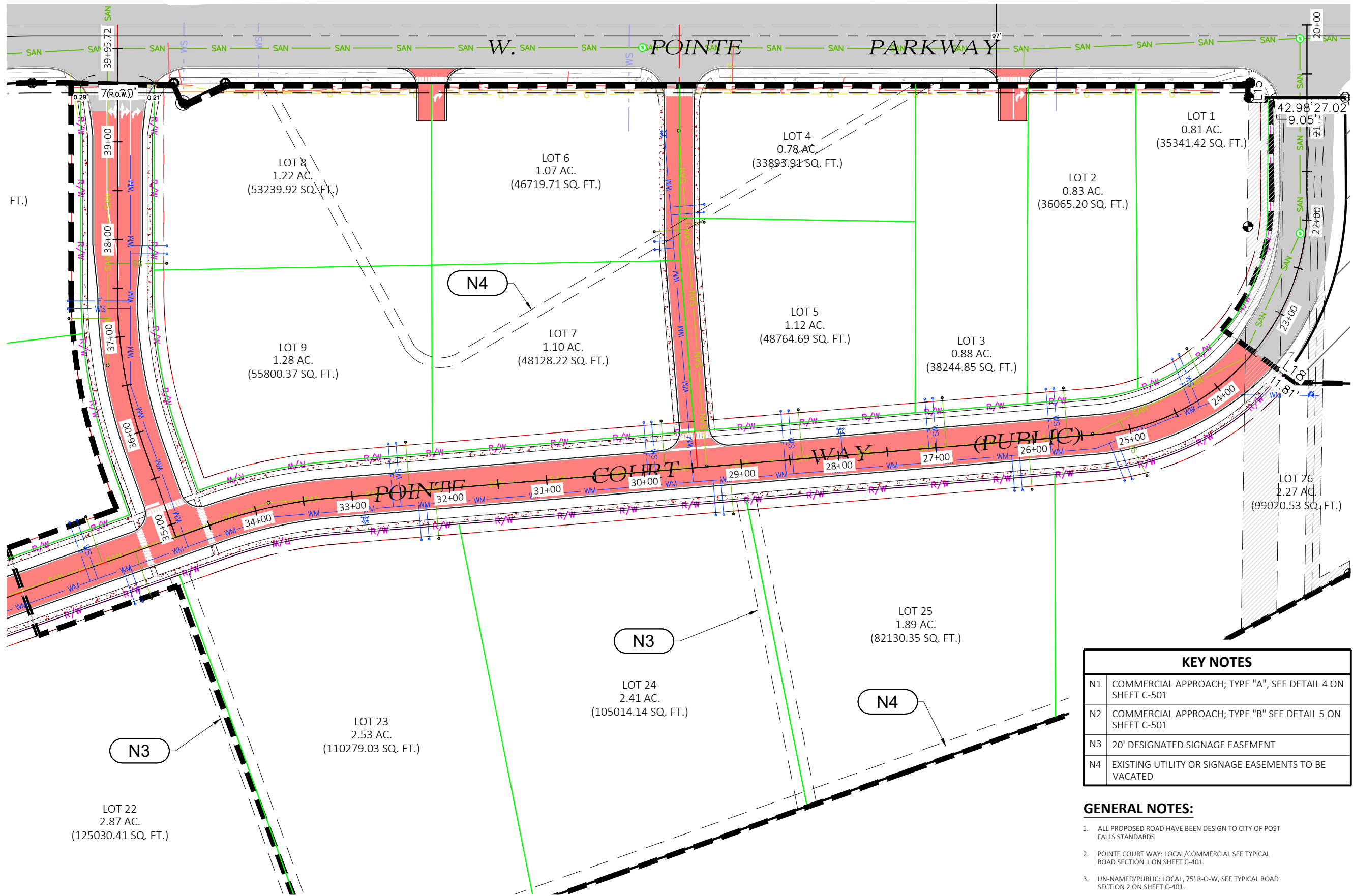
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PROJECT NO: D21016  
DRAWN BY: J.TILLET  
CHECKED BY: S.METTS  
DATE: 2021/12/08

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NO.	DATE	BY	DESCRIPTION

PHASE 1  
ROAD PLAN

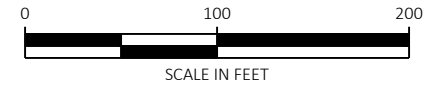
DRAWING:  
C-201  
SHEET: 5 OF 12



KEY NOTES	
N1	COMMERCIAL APPROACH; TYPE "A", SEE DETAIL 4 ON SHEET C-501
N2	COMMERCIAL APPROACH; TYPE "B" SEE DETAIL 5 ON SHEET C-501
N3	20' DESIGNATED SIGNAGE EASEMENT
N4	EXISTING UTILITY OR SIGNAGE EASEMENTS TO BE VACATED

- GENERAL NOTES:**
- ALL PROPOSED ROAD HAVE BEEN DESIGN TO CITY OF POST FALLS STANDARDS
  - POINTE COURT WAY: LOCAL/COMMERCIAL SEE TYPICAL ROAD SECTION 1 ON SHEET C-401.
  - UN-NAMED/PUBLIC: LOCAL, 75' R-O-W, SEE TYPICAL ROAD SECTION 2 ON SHEET C-401.

**1** PHASE 1 CONSTRUCTION - ROAD PLAN  
C-201 SCALE: AS SHOWN



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**PRELIMINARY**  
FOR CONSTRUCTION

PRELIMINARY

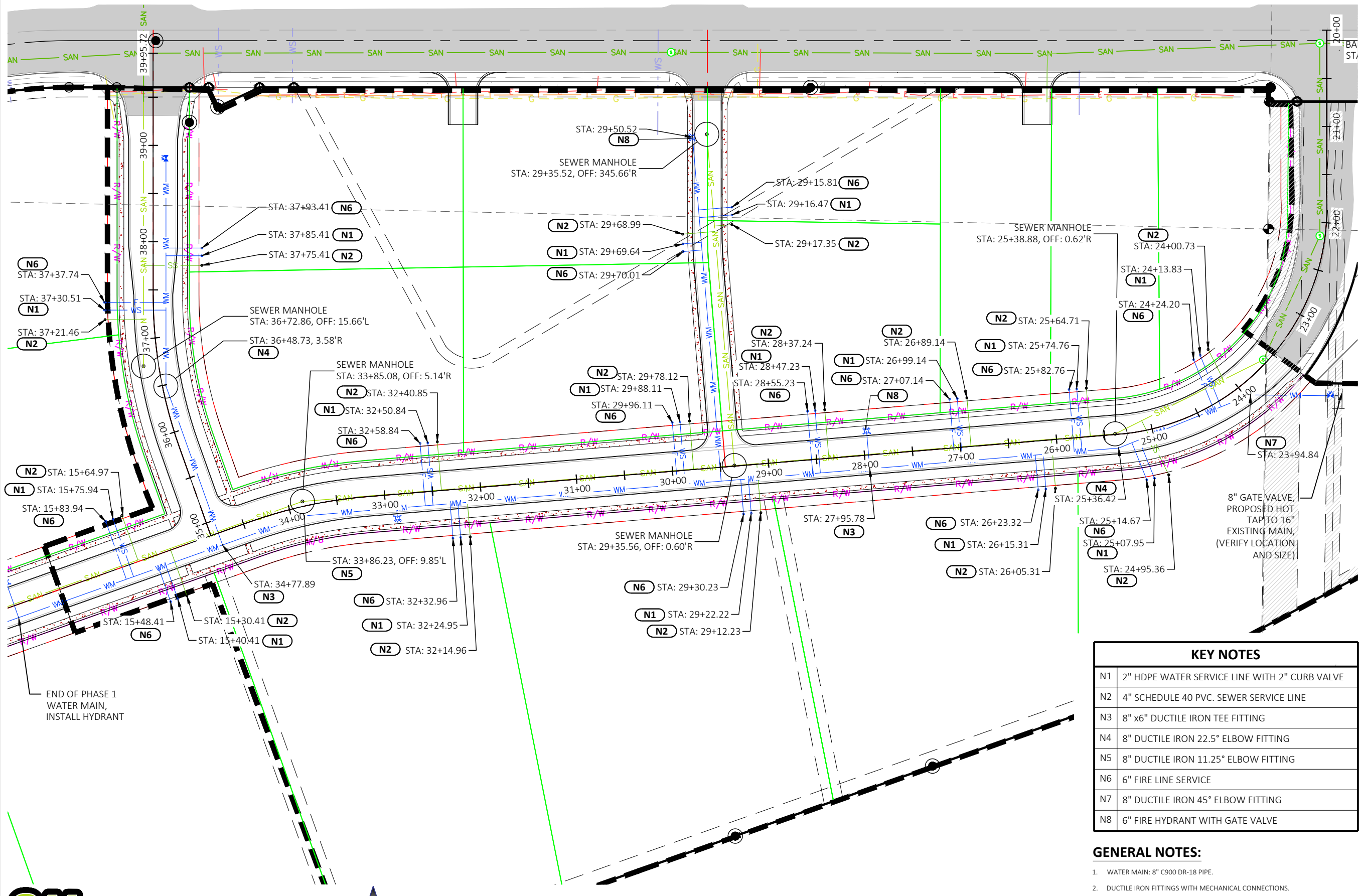
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SCALE: (11X17 ONLY)

DWG:  
PROJECT NO: D21016  
DRAWN BY: J.TILLET  
CHECKED BY: S.METTS  
DATE: 2021/12/08

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PHASE 1  
UTILITY PLAN

DRAWING:  
CU-101  
SHEET: 6 OF 12



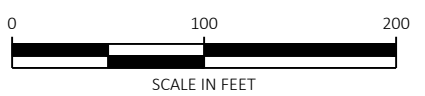
KEY NOTES	
N1	2" HDPE WATER SERVICE LINE WITH 2" CURB VALVE
N2	4" SCHEDULE 40 PVC. SEWER SERVICE LINE
N3	8" x6" DUCTILE IRON TEE FITTING
N4	8" DUCTILE IRON 22.5° ELBOW FITTING
N5	8" DUCTILE IRON 11.25° ELBOW FITTING
N6	6" FIRE LINE SERVICE
N7	8" DUCTILE IRON 45° ELBOW FITTING
N8	6" FIRE HYDRANT WITH GATE VALVE

- GENERAL NOTES:**
1. WATER MAIN: 8" C900 DR-18 PIPE.
  2. DUCTILE IRON FITTINGS WITH MECHANICAL CONNECTIONS.
  3. MAINTAIN 4' MINIMUM BURY DEPTH.
  4. NO VERTICAL FITTINGS ARE ANTICIPATED, APPLY DEFLECTION AS REQUIRED TO MAINTAIN MINIMUM BURY.
  5. SEWER MAIN CONNECTIONS GASKET/WATER TIGHT.
  6. SEWER MAIN: 8" PVC D 3034, SDR-35, DESIGN SLOPE 0.4% MINIMUM.

Plot Date: 12/8/2021 4:01 PM Plotted By: Brett Berger  
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**1** PHASE 1 CONSTRUCTION - UTILITY PLAN  
CU-101 SCALE: AS SHOWN



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**PRELIMINARY**  
FOR CONSTRUCTION

PRELIMINARY

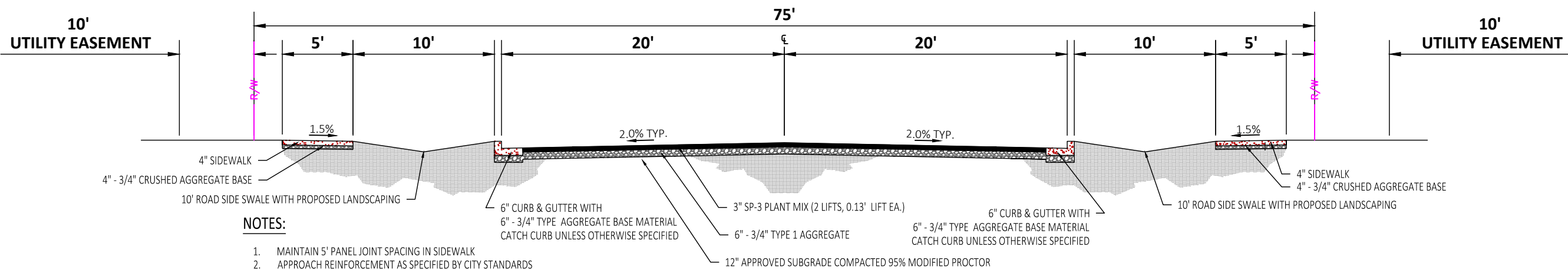
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PROJECT NO: D21016  
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TYPICAL ROAD SECTIONS

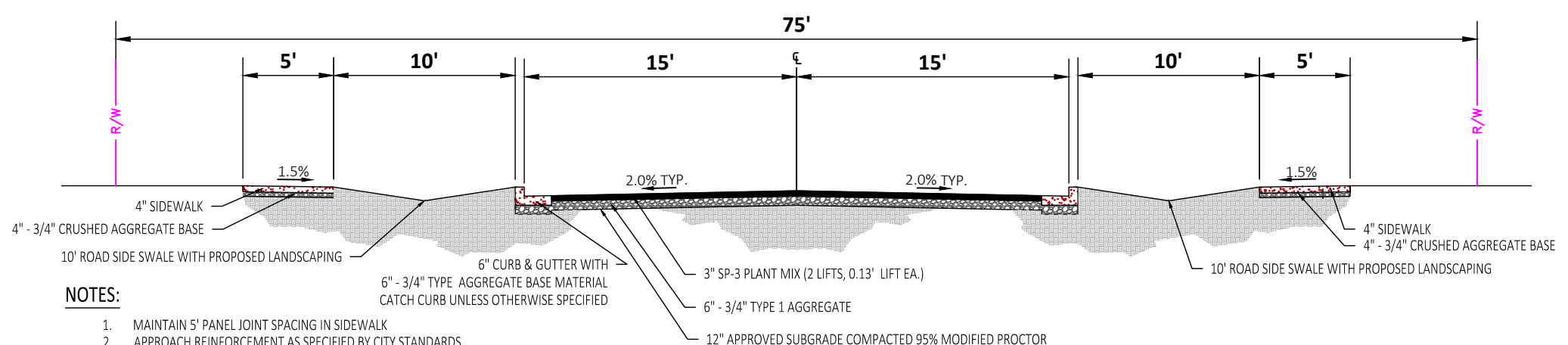
DRAWING:  
C-400  
SHEET: 7 OF 12



**NOTES:**

1. MAINTAIN 5' PANEL JOINT SPACING IN SIDEWALK
2. APPROACH REINFORCEMENT AS SPECIFIED BY CITY STANDARDS
3. COMMERCIAL APPROACH WIDTH: 36' TYP. - 48' MAX.
4. CONCRETE SHALL BE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.

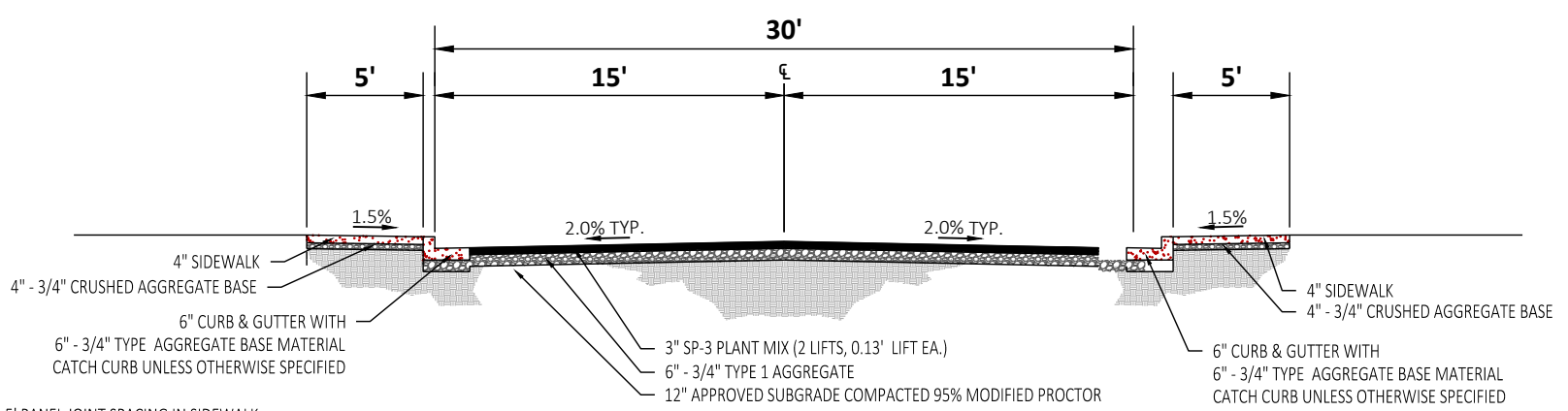
**1** TYPICAL ROADWAY SECTION - POINTE COURT WAY  
##### SCALE: NOT TO SCALE



**NOTES:**

1. MAINTAIN 5' PANEL JOINT SPACING IN SIDEWALK
2. APPROACH REINFORCEMENT AS SPECIFIED BY CITY STANDARDS
3. COMMERCIAL APPROACH WIDTH: 36' TYP. - 48' MAX.
4. CONCRETE SHALL BE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.

**2** TYPICAL ROADWAY SECTION - PUBLIC ROAD (UNNAMED)  
##### SCALE: NOT TO SCALE



**NOTES:**

1. MAINTAIN 5' PANEL JOINT SPACING IN SIDEWALK
2. APPROACH REINFORCEMENT AS SPECIFIED BY CITY STANDARDS
3. COMMERCIAL APPROACH WIDTH: 36' TYP. - 48' MAX.
4. CONCRETE SHALL BE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.

**3** TYPICAL ROADWAY SECTION - PRIVATE ROAD (UNNAMED)  
##### SCALE: NOT TO SCALE

Plot Date: 12/8/2021 4:01 PM Plotted By: Brett Berger  
Path: Z:\DOCUMENTS\PROJECTS\2021\021016 POINTE AT POST FALLS\CAD\PLAN SHEETS\021016\POINT AT POST FALLS\021016\POINT AT POST FALLS\_SHEETSET.DWG



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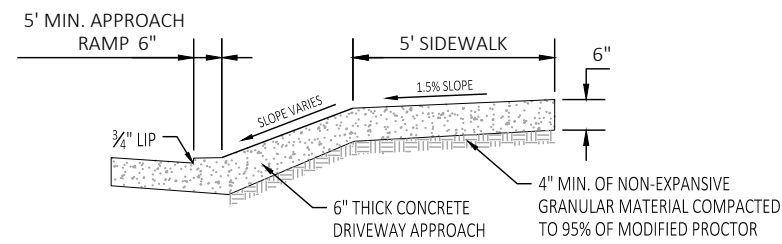
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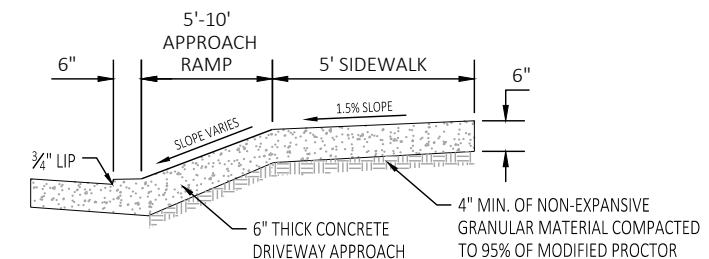
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PROJECT NO: D21016  
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CIVIL DETAILS

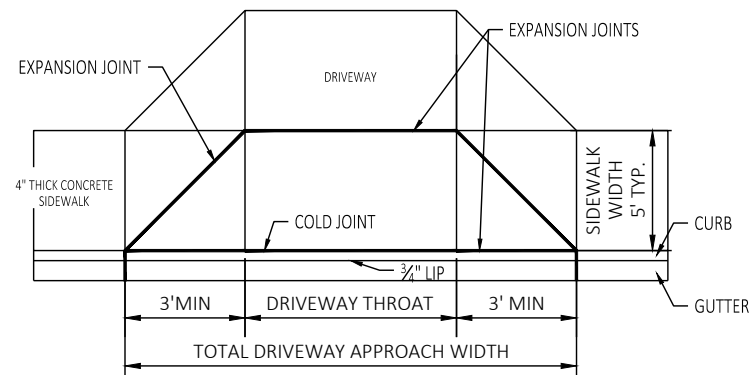
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C-501  
SHEET: 8 OF 12



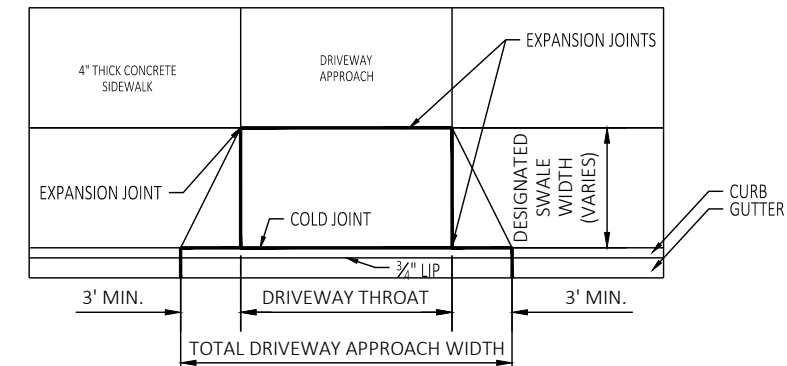
APPROACH SECTION



APPROACH SECTION



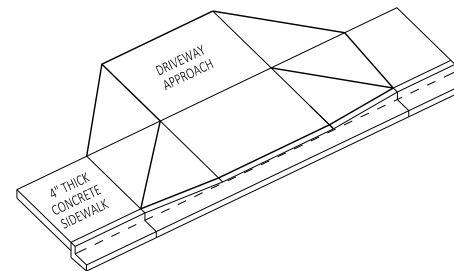
APPROACH PLAN



APPROACH PLAN

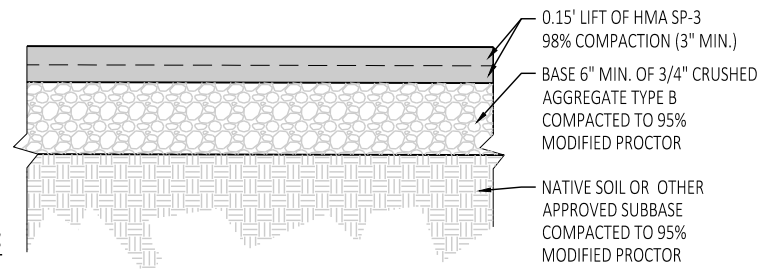
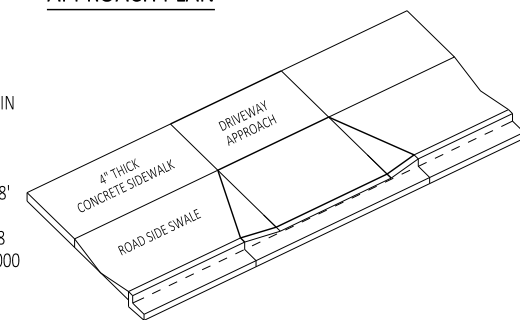
NOTES:

1. MAINTAIN 5' PANEL JOINT SPACING IN SIDEWALK THROUGH APPROACH
2. STEEL REINFORCEMENTS AS SPECIFIED BY CITY STANDARDS
3. RESIDENTIAL APPROACH WIDTH: 16' MIN. - 36' MAX.
4. COMMERCIAL APPROACH WIDTH: 18' MIN. - 40' MAX.
5. CONCRETE SHALL BE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.



NOTES:

1. MAINTAIN 5' PANEL JOINT SPACING IN SIDEWALK THROUGH APPROACH
2. RESIDENTIAL APPROACH WIDTH: 16' MIN. - 36' MAX.
3. COMMERCIAL APPROACH WIDTH: 18' MIN. - 40' MAX.
4. CONCRETE SHALL BE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.

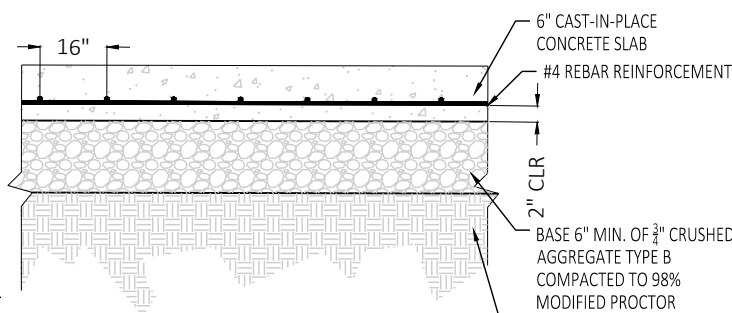


NOTES:

1. HMA (HOT MIX ASPHALT) MIX MUST BE APPROVED BY ENGINEER PRIOR TO PLACEMENT
2. TAC-COAT MUST BE USED BETWEEN EACH ASPHALT LIFT. PLACE IN ACCORDANCE WITH MUTCD SPECIFICATIONS FOR FLEXIBLE PAVEMENT.

**1** TYPICAL ASPHALT SECTION

##### SCALE: NOT TO SCALE

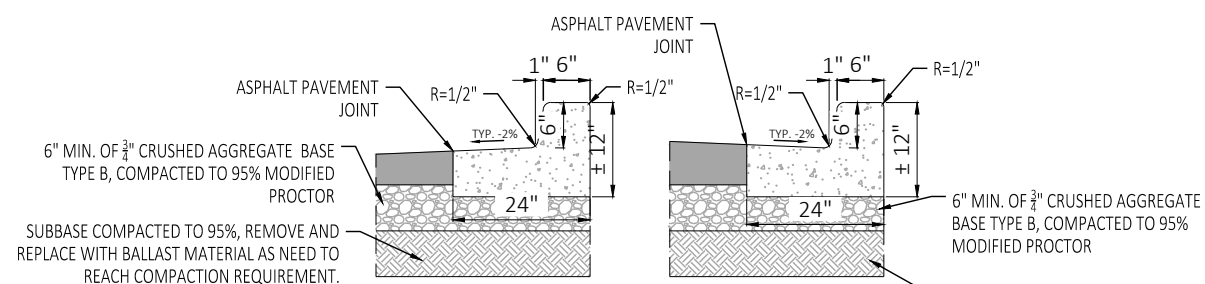


NOTES:

1. CONCRETE COMPRESSIVE STRENGTH 4000 PSI MINIMUM.
2. ALL REINFORCEMENTS ARE #4 BAR, WITH 16" GRID SPACING.
3. MAINTAIN 2" CLEAR COVER ON ALL REINFORCEMENTS.

**2** TYPICAL REINFORCED CONCRETE SECTION

##### SCALE: NOT TO SCALE



NOTES:

1. TRANSITION BETWEEN CATCH AND SPILL OVER 10 FEET MIN.
2. PROVIDE 6 INCHES OF AGGREGATE BASE UNDER CURB AND GUTTER, UNLESS THE CURB IS PLACED ON PAVEMENT.
3. CONCRETE CURB ON FLEXIBLE PAVEMENT:  
CONCRETE CURBS MAY BE PINNED TO THE PAVEMENT IN LIEU OF THE KEYING. DRILL THE PAVEMENT AND PLACE PINS BEFORE THE CURB IS CONSTRUCTED
- CONCRETE CURB ON RIGID PAVEMENT:  
USE AN EPOXY BONDING AGENT. NO KEY IS NEEDED.
4. EXPANSION JOINTS SHALL BE PLACED 10 FOOT INTERVALS AND SHALL HAVE A MINIMUM DEPTH OF 3/4" AND MINIMUM WIDTH OF 1/2".
5. 1/2" INCH EXPANSION JOINT MATERIAL SHALL BE PLACED AT ALL P.C. AND P.T. LOCATIONS. THE EXPANSION MATERIAL SHALL EXTEND THROUGH THE FULL DEPTH OF THE CURB AND GUTTER.
6. COMPRESSIVE STRENGTH OF CONCRETE MUST BE 4000 PSI MINIMUM.

**3** TYPICAL CURB & GUTTER SECTION

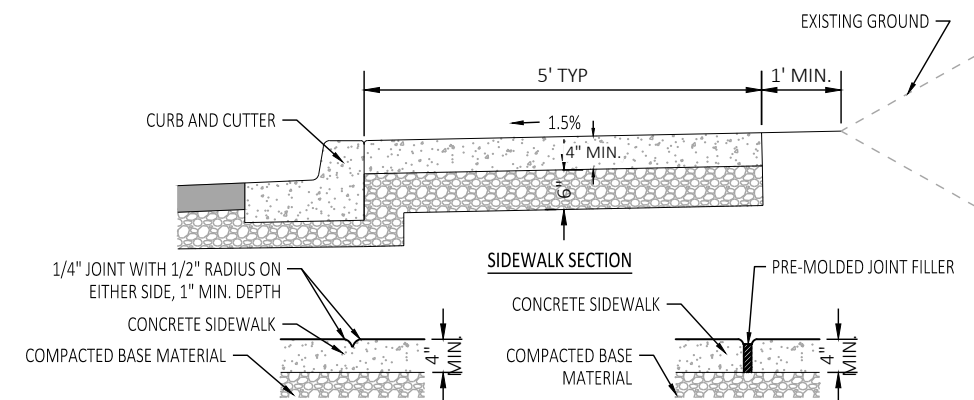
##### SCALE: NOT TO SCALE

**4** TYPICAL APPROACH - TYPE A

##### SCALE: NOT TO SCALE

**5** TYPICAL APPROACH - TYPE B

##### SCALE: NOT TO SCALE



NOTES:

1. MAINTAIN 5' PANEL SPACING (CONTRACTION JOINTS SHALL NOT EXCEED 5')
2. EXPANSION JOINTS SHALL EXTEND THROUGH THE FULL CROSS-SECTION OF SIDEWALK AND CURB OR CURB & GUTTER
3. EXPANSION JOINT SPACING SHALL NOT EXCEED 15'
4. EXPANSION JOINTS ARE REQUIRED WHEN CONNECTING TO EXISTING SIDEWALKS
5. 6" OF 3/4" CRUSHED AGGREGATE, TYPE 2. COMPACTED TO 95% MODIFIED PROCTOR.
6. 28 DAY CONCRETE COMPRESSIVE STRENGTH 4000 PSI MIN.
7. MAINTAIN 1.2% MIN. AND 2.0% MAX. CROSS SLOPE, NO ADDITIONAL CONSTRUCTION TOLERANCE WILL BE ALLOWED

**6** TYPICAL CONCRETE SIDEWALK

##### SCALE: NOT TO SCALE



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FOR CONSTRUCTION

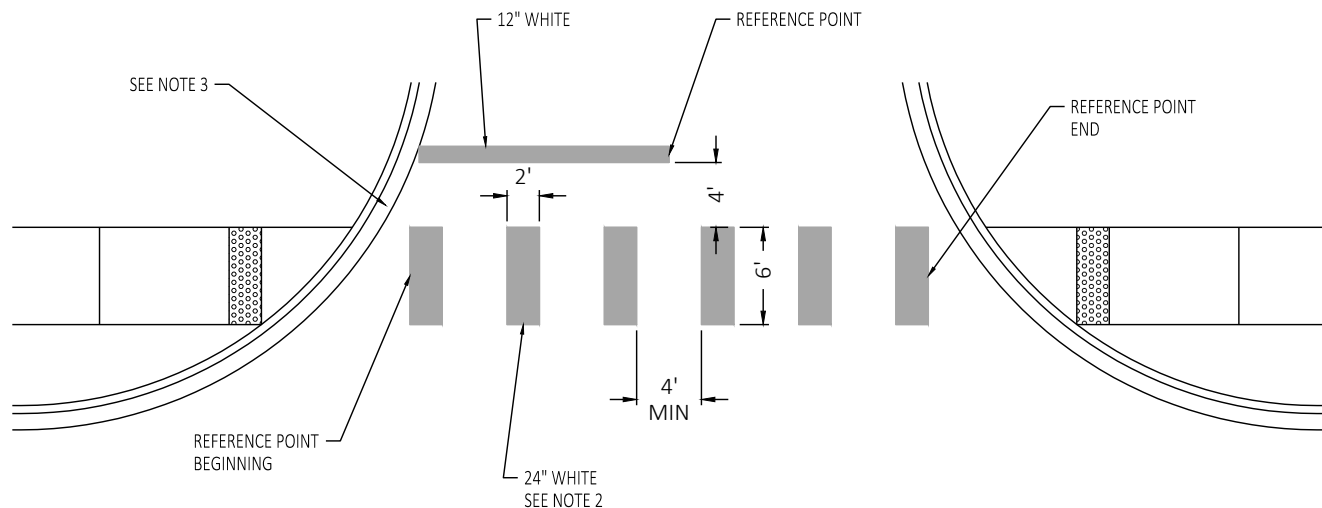
PRELIMINARY

1"  
SCALE: (11X17 ONLY)

DWG:  
PROJECT NO: D21016  
DRAWN BY: J.TILLETT  
CHECKED BY: S.METTS  
DATE: 2021/12/08  
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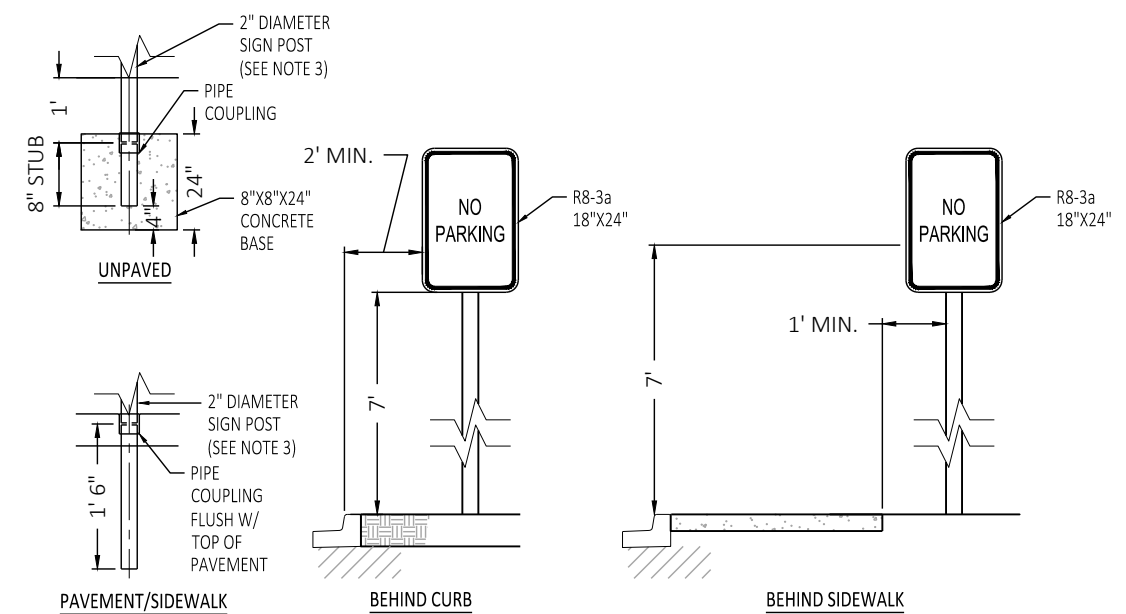
CIVIL DETAILS

DRAWING:  
C-502  
SHEET: 9 OF 12



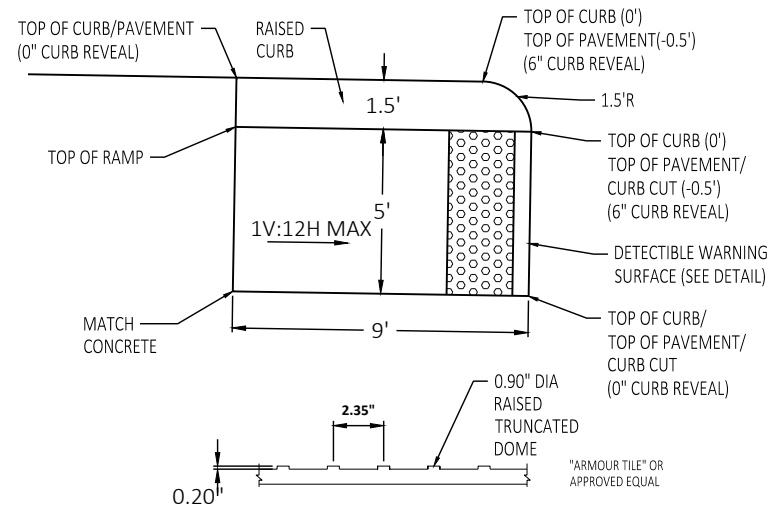
- NOTES:**
1. ALL STOP BAR, CROSSWALK, AND LANE ARROW PAVEMENT MARKINGS SHALL BE THERMOPLASTIC. ALL OTHER PAVEMENT MARKINGS SHALL BE WATERBORNE.
  2. CROSSWALK PAVEMENT MARKINGS SHALL BE CENTERED ON THE PROPOSED PEDESTRIAN RAMPS. CROSSWALK PAVEMENT MARKINGS SHALL NOT BE LOCATED IN THE WHEELPATH OF TRAFFIC.
  3. CROSSWALK AND STOP BAR PAVEMENT MARKINGS SHALL NOT BE PERMITTED WITHIN THE GUTTER PAN.

**1 CROSSWALK AND STOP BAR PAVEMENT STRIPING**  
##### SCALE: NOT TO SCALE



- NOTES:**
1. THE SIGN SHALL BE CLEARLY VISIBLE AT ALL TIMES, FIXED TO A POST OR PERMANENT STRUCTURE, AND LOCATED AS CLOSE TO THE CURB AS POSSIBLE BUT SHALL NOT BLOCK.
  2. SIGN TYPE AS SPECIFIED IN PLANS.
  3. THE SIGN SHALL FACE PERPENDICULAR TO THE DIRECTION OF TRAVEL.
  4. SIGN POSTS SHALL BE SCHEDULE 40 HOT DIP GALVANIZED PIPE MEETING ASTM A-53A & THREADED AT BOTH ENDS. POSTS SHALL BE PLUMB.

**3 STREET SIGN PLACEMENT DETAIL**  
##### SCALE: NOT TO SCALE

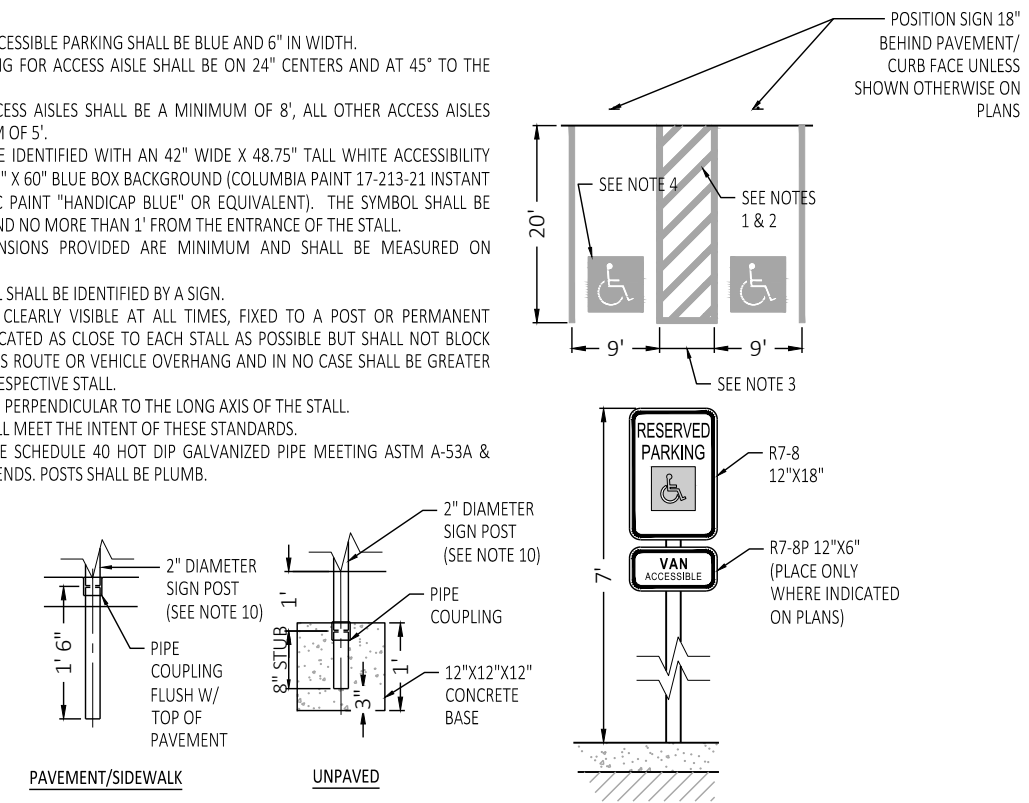


- NOTES:**
1. TACTILE WARNING SURFACES CAST IRON UNITS AS MANUFACTURED BY ADVANTAGE CAST IRON OR TOUGH TILE. TRUNCATED DOME SIZE AND SPACING SHALL COMPLY WITH THE ACCESS BOARD GUIDELINES FOR PUBLIC RIGHT-OF-WAY (SECTION R304). UNITS SHALL BE INSTALLED PER MANUFACTURERS RECOMMENDATIONS.
  2. TACTILE WARNING SURFACES SHALL BE 24" MIN. IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE RAMP, EXCLUDING FLARES. RAMP WIDTH SHALL BE THE SAME WIDTH AS THE ADJACENT PEDESTRIAN FACILITY.
  3. A 4' MINIMUM LANDING SHALL BE PROVIDED BEHIND ALL PEDESTRIAN RAMPS.
  4. ALL WORK SHALL COMPLY WITH THE ACCESS BOARD GUIDELINES FOR PUBLIC RIGHT-OF-WAY (SECTION R304). NO WORK OUTSIDE OF THE DESIGN TOLERANCES, CONTAINED IN SAID GUIDELINES, WILL BE EXCEPTED.
  5. THE CENTER OF THE RAMP SHALL BE GENERALLY ALIGNED TO THE DIRECT THE USER OF THE RAMP TO A RECEIVING RAMP.

**2 ADA PEDESTRIAN SIDEWALK RAMP**  
##### SCALE: NOT TO SCALE

**NOTES:**

1. ALL STRIPING FOR ACCESSIBLE PARKING SHALL BE BLUE AND 6" IN WIDTH.
2. CROSSHATCH STRIPING FOR ACCESS AISLE SHALL BE ON 24" CENTERS AND AT 45° TO THE LONG AXIS.
3. VAN ACCESSIBLE ACCESS AISLES SHALL BE A MINIMUM OF 8', ALL OTHER ACCESS AISLES SHALL BE A MINIMUM OF 5'.
4. EACH STALL SHALL BE IDENTIFIED WITH AN 42" WIDE X 48.75" TALL WHITE ACCESSIBILITY SYMBOL WITHIN A 60" X 60" BLUE BOX BACKGROUND (COLUMBIA PAINT 17-213-21 INSTANT DRY ACRYLIC TRAFFIC PAINT "HANDICAP BLUE" OR EQUIVALENT). THE SYMBOL SHALL BE CENTERED WITHIN AND NO MORE THAN 1' FROM THE ENTRANCE OF THE STALL.
5. ALL STRIPING DIMENSIONS PROVIDED ARE MINIMUM AND SHALL BE MEASURED ON CENTER(S).
6. EVERY PARKING STALL SHALL BE IDENTIFIED BY A SIGN.
7. THE SIGN SHALL BE CLEARLY VISIBLE AT ALL TIMES, FIXED TO A POST OR PERMANENT STRUCTURE, AND LOCATED AS CLOSE TO EACH STALL AS POSSIBLE BUT SHALL NOT BLOCK ANY DISABLED ACCESS ROUTE OR VEHICLE OVERHANG AND IN NO CASE SHALL BE GREATER THAN 8' FROM THE RESPECTIVE STALL.
8. THE SIGN SHALL FACE PERPENDICULAR TO THE LONG AXIS OF THE STALL.
9. ANGLE PARKING SHALL MEET THE INTENT OF THESE STANDARDS.
10. SIGN POSTS SHALL BE SCHEDULE 40 HOT DIP GALVANIZED PIPE MEETING ASTM A-53A & THREADED AT BOTH ENDS. POSTS SHALL BE PLUMB.



**4 ADA PARKING AND SIGNAGE**  
##### SCALE: NOT TO SCALE

Plot Date: 12/8/2021 4:01 PM Plotted By: Brett Berger  
Path: Z:\DOCUMENTS\PROJECTS\2021\021016 POINTE AT POST FALLS\CAD\PLAN SHEETS\021016POINTEATPOSTFALLS\_SHEETSET.DWG



NOT APPROVED  
**PRELIMINARY**  
FOR CONSTRUCTION

PRELIMINARY

1" SCALE: (11X17 ONLY)

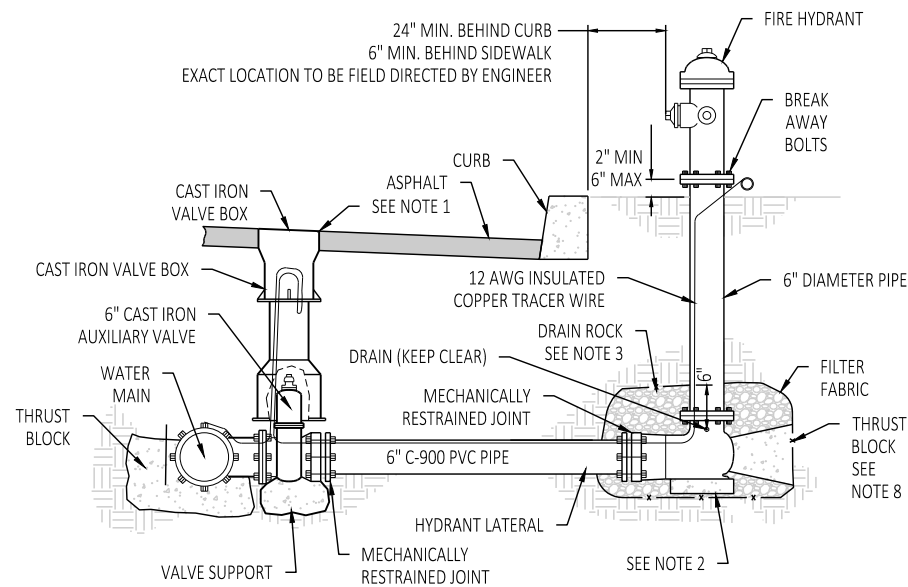
DWG: PROJECT NO: D21016  
DRAWN BY: J.TILLETT  
CHECKED BY: S.METTS  
DATE: 2021/12/08

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NO.	DATE	BY	DESCRIPTION

WATER DETAILS

DRAWING: C-503  
SHEET: 10 OF 12



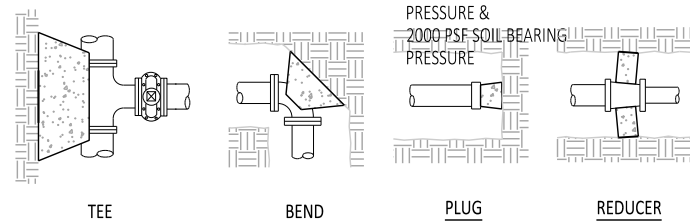
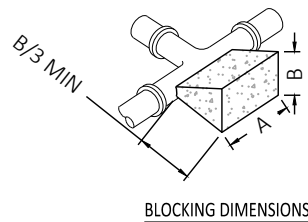
**NOTES:**

1. VALVE BOX TO BE INSTALLED 1/4" BELOW ASPHALT SURFACE, AND NOT LOCATED WITHIN THE CURB SECTION.
2. CONCRETE PAD UNDER HEEL SHALL BE A MIN. 4"X15"X15" AND CAN BE EITHER PRECAST OR POURED ONSITE.
3. 1" DRAIN ROCK EXTENDS 12" HORIZONTALLY FROM EACH SIDE OF CONCRETE BASE AND THRUST BLOCK AND VERTICALLY TO 6" ABOVE ANY WEEP HOLES.
4. FIRE HYDRANT SHALL BE "WATEROUS" WB-67, "MUELLER" SUPER CENTURION.
5. FINISHED GROUND WITHIN A 3-FOOT RADIUS OF THE HYDRANT SHALL BE LEVEL AND AT LEAST 2-INCHES AND NO GREATER THAN 6-INCHES BELOW THE BREAKAWAY BOLTS
6. HYDRANT SHALL BE SUPPLIED WITH A HYDRANT LOCK AND MARKER: USABUEBOOK HYDRANTLOK #22529, USABUEBOOK SPRING STEEL MARKER #75193 OR APPROVED EQUAL.
7. HYDRANTS TO BE FITTED WITH 5-INCH STORZ ADAPTERS.
8. MINIMUM OF 4 QU. FT. OF THRUST BLOCK.

**1 TYPICAL FIRE HYDRANT DETAIL**  
##### SCALE: NOT TO SCALE

**NOTES:**

1. THRUST BLOCK SHALL BE CAST IN PLACE AGAINST UNDISTURBED OR COMPACTED SOIL.
2. ALL CONCRETE TO BE MINIMUM 2500 PSI.
3. ALL BOLTS SHALL BE LEFT FREE OF CONCRETE AND ACCESSIBLE BY WRENCH.
4. MINIMUM 4 MIL PLASTIC SHALL BE PLACED BETWEEN FITTING AND THRUST BLOCK.
5. JOINT RESTRAINT DEVICES MAY BE USED AS AN ALTERNATE TO THRUST BLOCK WITH ENGINEER'S APPROVAL, WHERE SOIL SUPPORT IS UNAVAILABLE, SUCH AS ON FILL SLOPES.



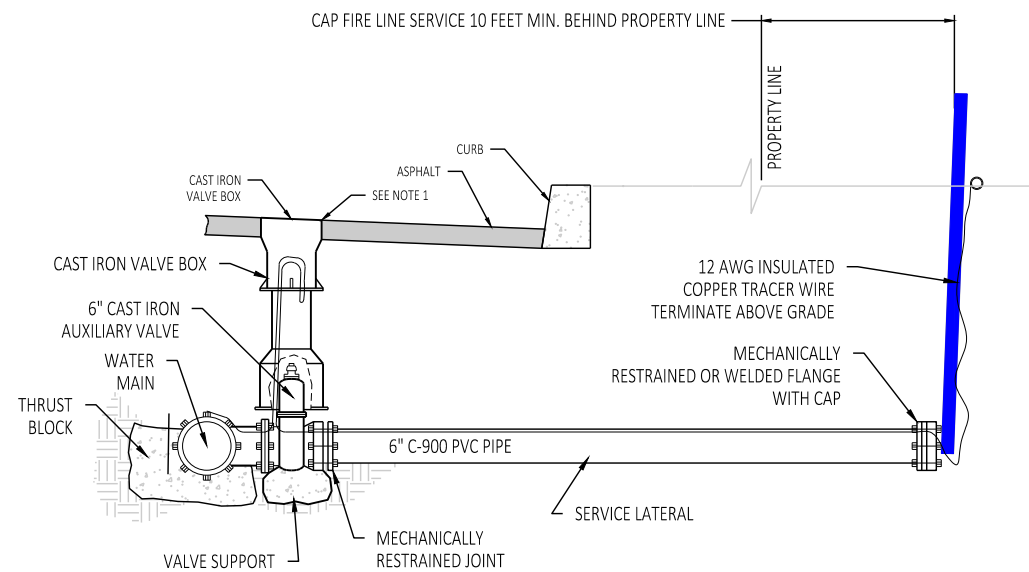
**2 THRUST BLOCKING**  
##### SCALE: NOT TO SCALE

DIMENSIONS FOR THRUST BLOCKING*				
FITTING SIZES	TEE & PLUG A B		90° BEND A B	
4"	2'-0"	1'-6"	2'-0"	1'-6"
6"	2'-0"	2'-0"	2'-6"	2'-6"
8"	3'-0"	2'-6"	3'-6"	3'-0"
10"	3'-6"	3'-6"	4'-0"	4'-0"
12"	4'-0"	4'-0"	5'-0"	5'-0"
14"	5'-0"	4'-0"	6'-6"	5'-0"

FITTING SIZES	45° BEND & WYE A B		REDUCER & 22 1/2° BEND A B	
4"	2'-0"	1'-0"	2'-0"	0'-6"
6"	2'-0"	2'-0"	2'-0"	1'-0"
8"	2'-6"	2'-6"	2'-0"	1'-6"
10"	3'-0"	3'-0"	2'-6"	2'-0"
12"	4'-0"	3'-6"	3'-0"	2'-6"
14"	5'-0"	3'-6"	3'-6"	2'-6"

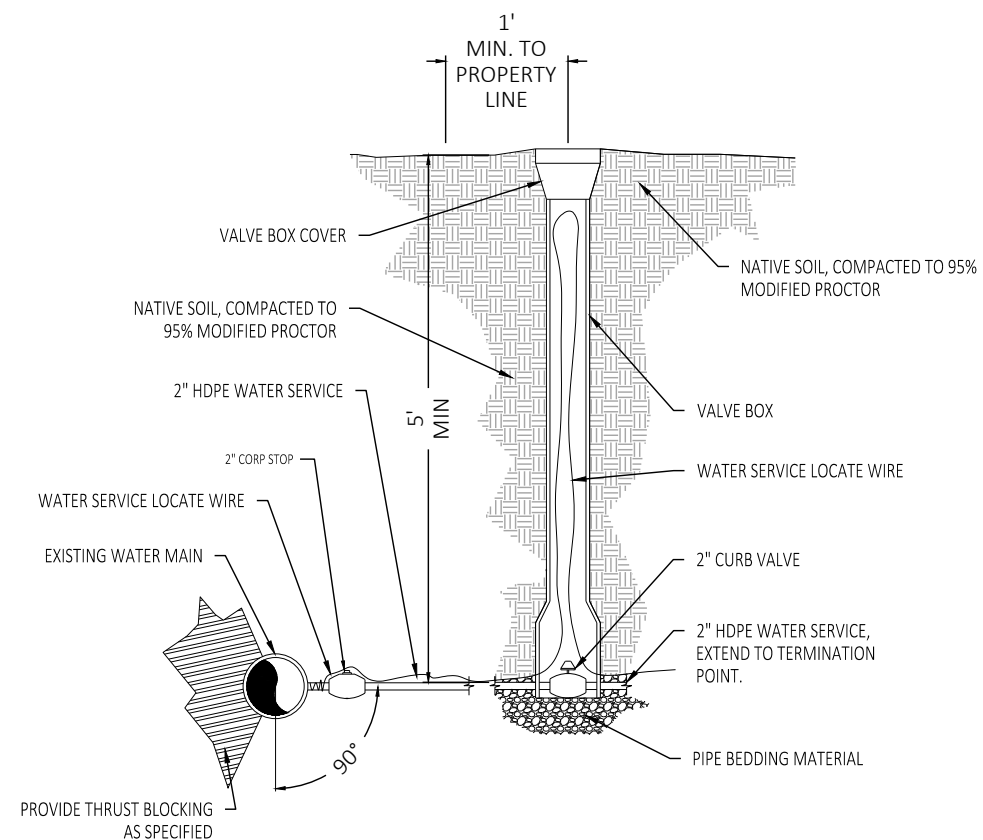
\*BASED ON 150 PSI MAIN PRESSURE & 2000 PSF SOIL BEARING PRESSURE



**NOTES:**

1. VALVE BOX TO BE INSTALLED 1/4" BELOW ASPHALT SURFACE, AND NOT LOCATED WITHIN THE CURB SECTION.
2. ALL THRUST BLOCKS SHALL BE PLACED PER SD-403.
3. SERVICE MARKER SHALL BE PAINTED BLUE AND EXTEND AT LEAST 12" ABOVE ADJACENT GROUND AND TRACER WIRE TERMINATED AT BASE.

**3 TYPICAL 6-INCH FIRE SUPPRESSION LINE**  
##### SCALE: NOT TO SCALE



**4 TYPICAL 2-INCH WATER SERVICE CONNECTION**  
##### SCALE: NOT TO SCALE

NOT APPROVED  
**PRELIMINARY**  
FOR CONSTRUCTION

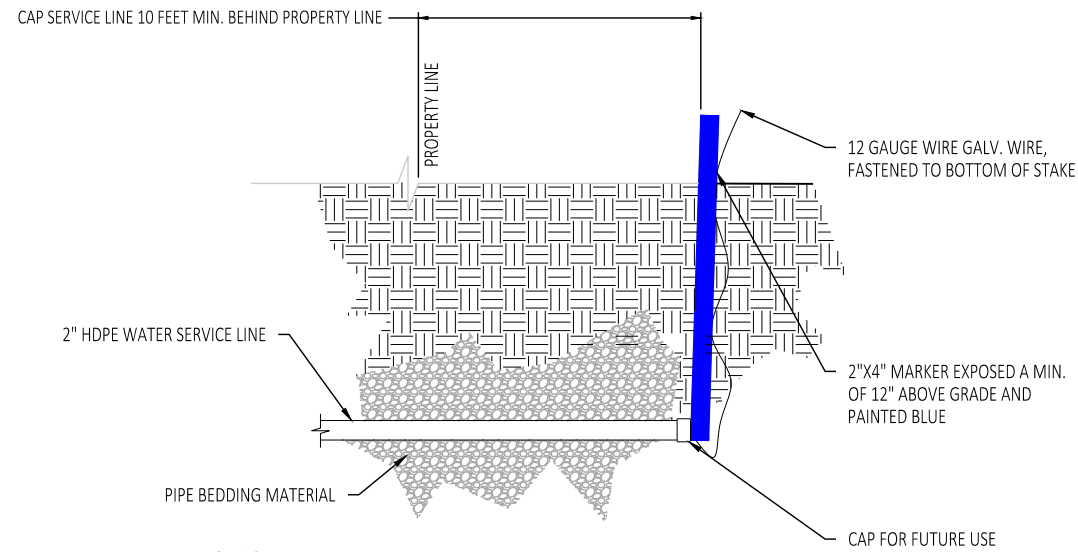
PRELIMINARY

1"  
SCALE: (11X17 ONLY)

DWG:  
PROJECT NO: D21016  
DRAWN BY: J.TILLETT  
CHECKED BY: S.METTS  
DATE: 2021/12/08  
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REVISIONS  
NO. DATE BY DESCRIPTION

WATER DETAILS

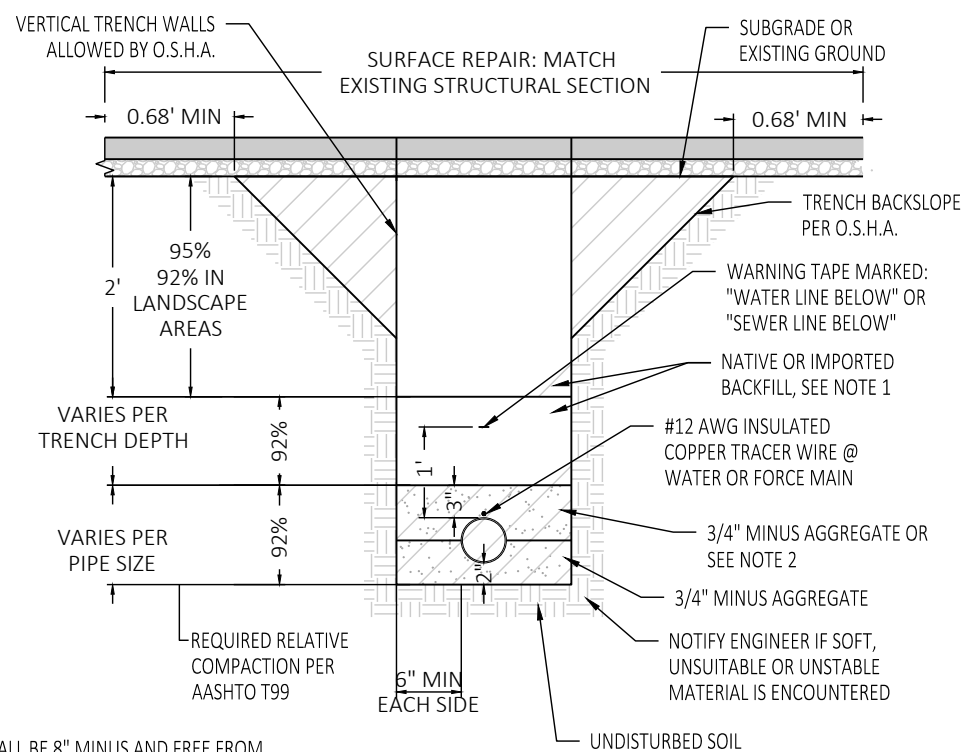
DRAWING:  
C-504  
SHEET: 11 OF 12



**NOTES:**

1. VALVE BOX TO BE INSTALLED 2" ABOVE ADJACENT GRADE, AND NOT LOCATED WITHIN THE CURB OR SIDEWALK SECTION.
2. SERVICE MARKER SHALL BE PAINTED BLUE AND EXTEND AT LEAST 12" ABOVE ADJACENT GROUND AND TRACER WIRE TERMINATED AT BASE.

**1** TYPICAL WATER SERVICE TERMINATION  
##### SCALE: NOT TO SCALE



**NOTES:**

1. BACKFILL SHALL BE 8" MINUS AND FREE FROM CINDERS, ASHES, REFUSE, ORGANIC OR OTHER UNSUITABLE MATERIALS.
2. SAND WITH 100% PASSING #4 SIEVE AND LESS THAN 3% PASSING THE #200 SIEVE OR 3" MINUS BALLAST MATERIAL WITH LESS THAN 12% PASSING THE #100 SIEVE ARE ALSO ACCEPTABLE.

**2** TYPICAL UTILITY TRENCH  
##### SCALE: NOT TO SCALE

**NOTES:**

1. SANITARY SEWER MAINS MUST MAINTAIN 10' MIN. HORIZONTAL SEPARATION AND 18" VERTICAL SEPARATION FROM WATER MAINS.
2. ZONE 2 AND ZONE 3 PLACEMENTS ARE NOT ALLOWED WITHOUT A WAIVER GRANTED BY DEQ.
3. WATER LINES MUST BE 10' FROM OUTSIDE OF ALL MANHOLES

**ZONE 1:**

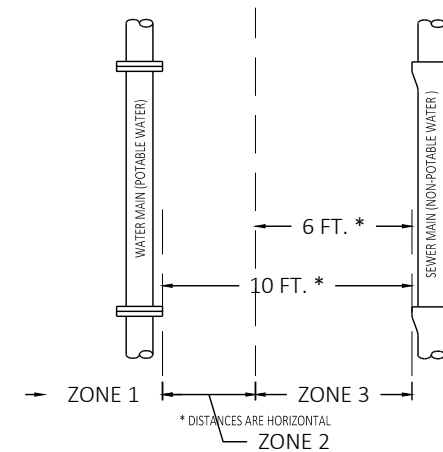
NO SPECIAL REQUIREMENTS.

**ZONE 2:**

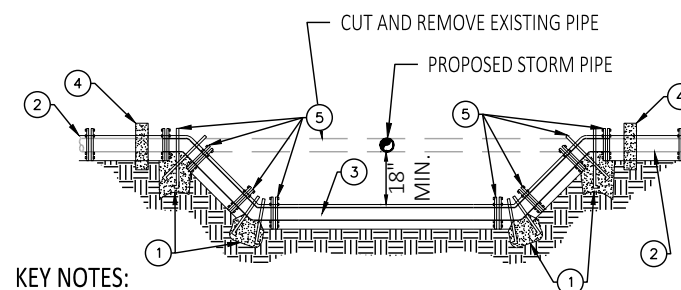
- A) NO SPECIFIC REQUIREMENTS FOR POTABLE OR NON-POTABLE SERVICE
- B) WATER AND NON-POTABLE WATER LINES SEPARATED BY AT LEAST 6 FEET AT OUTSIDE WALLS.
- AND C) WATER AT LEAST 18 INCHES HIGHER IN ELEVATION THAN THE NON-POTABLE WATER LINE.
- AND EITHER D) NON-POTABLE WATER LINE CONSTRUCTED TO WATER MAIN STANDARDS AND PRESSURE TESTED FOR WATERLINE TIGHTNESS.
- OR E) SITE SPECIFIC REQUIREMENTS APPROVED BY DEQ.

**ZONE 3:**

NOT ALLOWED WITHOUT DEQ WAIVER.



**3** TYPICAL POTABLE AND NON-POTABLE LINE SEPARATION  
##### SCALE: NOT TO SCALE



**KEY NOTES:**

1. FOR VERTICAL PIPE BENDS, GRAVITY THRUST BLOCKS MUST PROVIDE A VOLUME OF CONCRETE POURED AGAINST UNDISTURBED EARTH WHICH IS SIZED FOR EXPECTED FORCES WITH A MINIMUM 1.5 FACTOR OF SAFETY.
2. NO. 12 COPPER FINDER WIRE . SEE ISPCWC SD-514 FOR SPLICING.
3. PIPE
4. HAMMERHEAD THRUST BLOCK
5. ANCHOR BARS (1/2" Ø MIN.)

**NOTES:**

1. COVER BOLTS AND FLANGES WITH PLASTIC TO PROTECT FROM CONCRETE ADHERENCE DURING CONSTRUCTION OF THRUST BLOCKS.
2. SEE CHART FOR MINIMUM THRUST BLOCK BEARING AREAS.
3. ALL CONCRETE TO BE 2500 P.S.I. STRENGTH POURED AGAINST UNDISTURBED EARTH.

**4** TYPICAL POTABLE AND NON-POTABLE LINE VERTICAL SEPARATION  
##### SCALE: NOT TO SCALE

TABLE 1  
THRUST AREA FOR HORIZONTAL BENDS \*\*\*

SOIL BEARING PRESSURE - 2000 PSF  
WORKING PRESSURE RATING - 150 PSI  
SAFETY FACTOR - 1.5

MINIMUM SQUARE FEET OF THRUST AREA ONTO UNDISTURBED EARTH \*

PIPE SIZE	TEE, PLUG OR VALVE	90° BEND **	45° BEND	22.5°, 11.25° BENDS OR REDUCER
3	0.8	1.1	0.6	0.3
4	1.4	2.0	1.1	0.6
6	3.2	4.5	2.4	1.2
8	5.7	8.0	4.3	2.2
10	8.8	12.5	6.8	3.4
12	12.7	18.0	9.7	5.0
14	17.3	24.5	13.3	6.8
16	22.6	32.0	17.3	8.8
18	28.6	40.5	21.9	11.2

\* MUST BE INCREASED BASED ON DIFFERENT CONDITIONS (HIGHER WORKING PRESSURE OR LOWER SOIL BEARING STRENGTH).  
\*\* OR TEE ACTING AS A 90° BEND  
\*\*\* THRUST BLOCK DEPTH TO BE A MINIMUM OF 12" FOR PIPE SIZES 3"-8" AND 18" FOR PIPE SIZES 10"-18" OR THE SQUARE ROOT OF THE REQUIRED BEARING AREA, WHICHEVER IS GREATER



Know what's below.  
Call before you dig.

NOT APPROVED  
**PRELIMINARY**  
FOR CONSTRUCTION

PRELIMINARY

1"  
SCALE: (11X17 ONLY)

DWG:  
PROJECT NO: D21016  
DRAWN BY: J.TILLET  
CHECKED BY: S.METTS  
DATE: 2021/12/08

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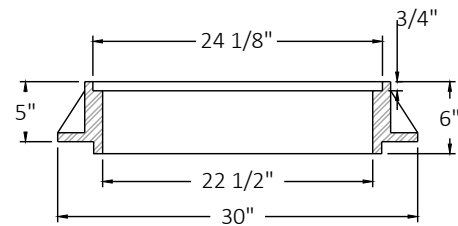
NO.	DATE	BY	DESCRIPTION

SEWER DETAILS

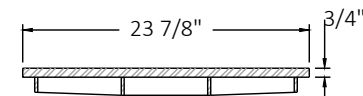
DRAWING:  
C-505  
SHEET: 12 OF 12

**NOTES:**

1. MANHOLE MATERIALS SHALL COMPLY WITH ASTM C478.
2. THIS DETAIL TO BE USED WHEN THE DEPTH IS 4 FEET OR GREATER AND THE PIPE DIAMETER IS 24" OR LESS.
3. THICKENED COLLARS SHALL BE INSPECTED DURING INSTALLATION. SEE SD 404
4. MANHOLE LIDS SHALL BEAR THE CITY OF POST FALLS LOGO AS INDICATED IN THE LID DETAIL.
5. FRAMES AND COVERS TO HAVE A TOLERANCE OF 1/4" OR LESS. MINIMUM WEIGHT OF FRAME AND COVER = 251 LBS.
6. REPLACE ALL COVERS THAT RATTLE OR VIBRATE WHEN TRAVELED UPON.



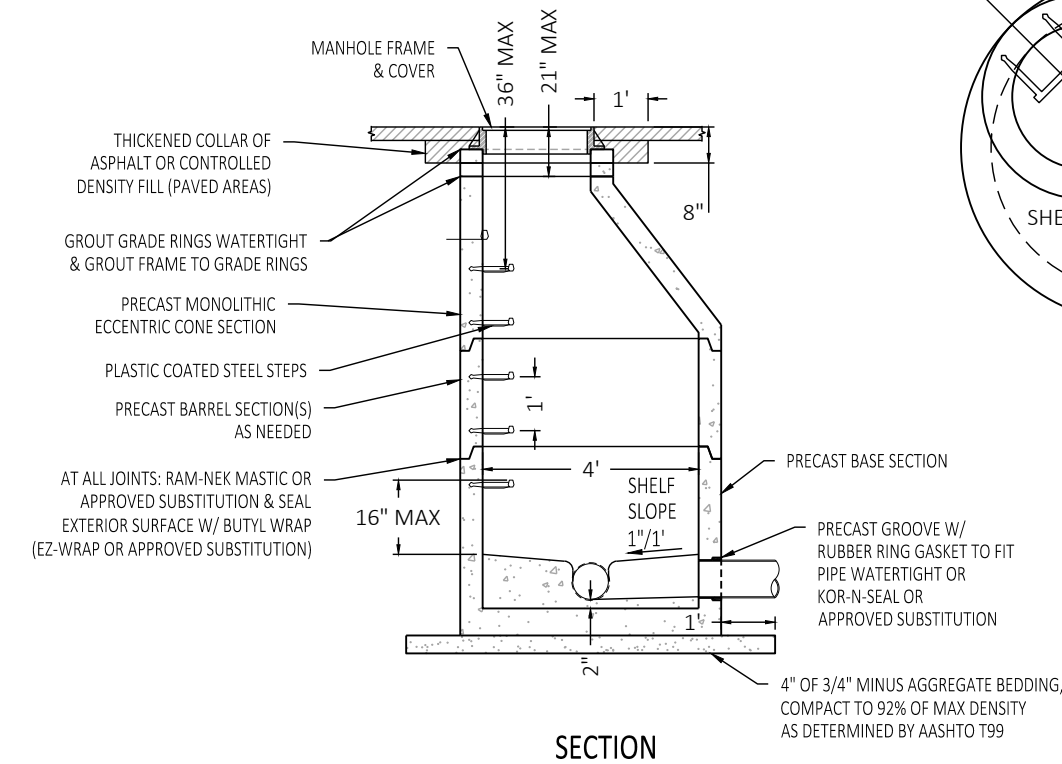
**FRAME**



**COVER**

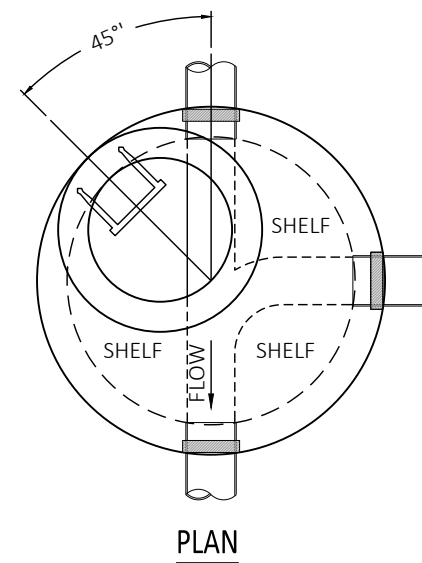


**PLAN**

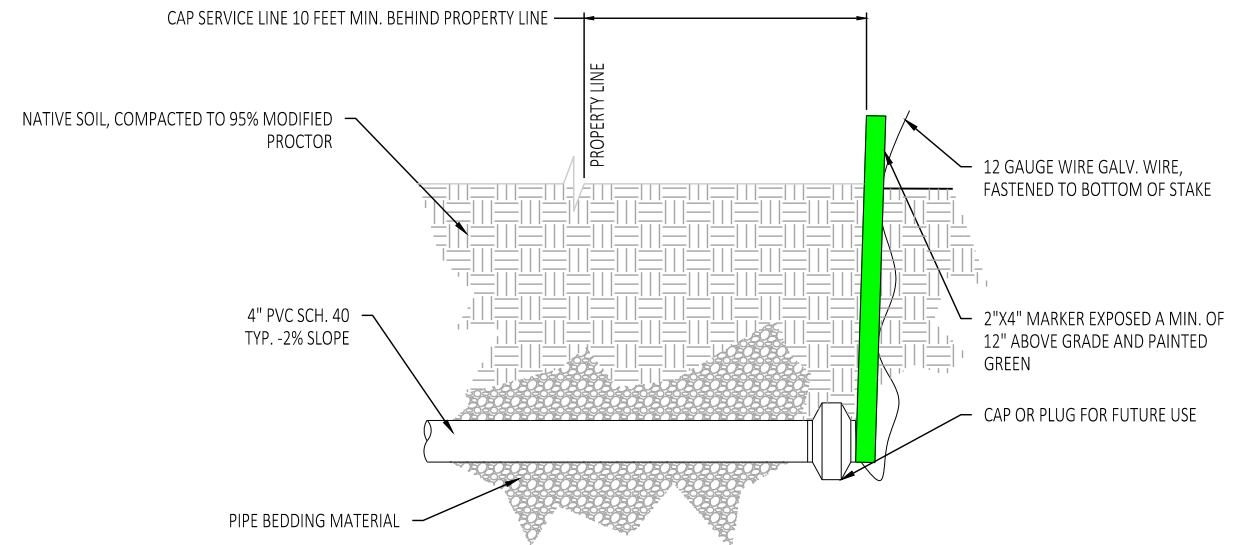


**SECTION**

**1 STANDARD PRECAST MANHOLE**  
##### SCALE: NOT TO SCALE



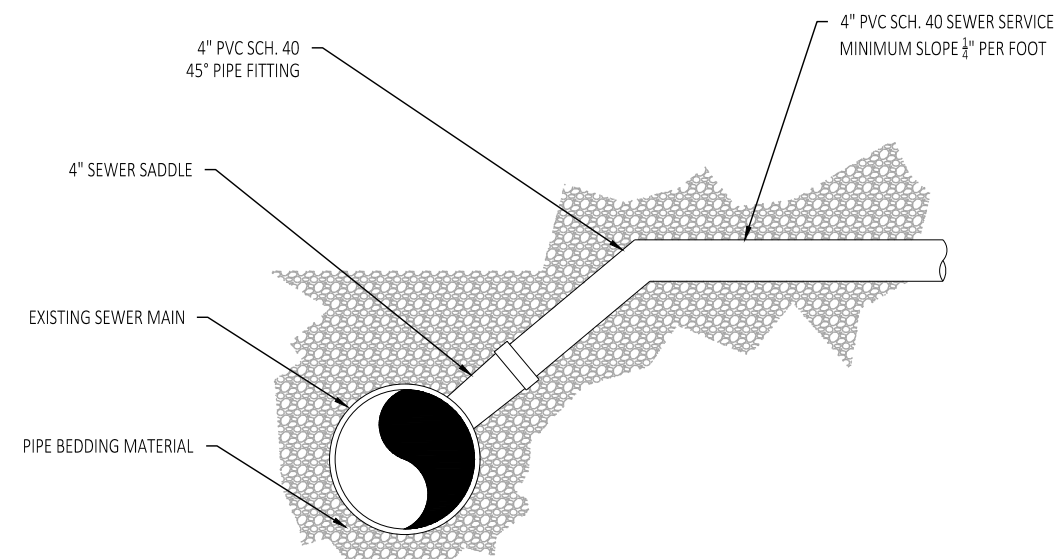
**PLAN**



**NOTES:**

1. SERVICE MARKER SHALL BE PAINTED GREEN AND EXTEND AT LEAST 12" ABOVE ADJACENT GROUND AND TRACER WIRE TERMINATED AT BASE.

**2 TYPICAL SEWER SERVICE TERMINATION**  
##### SCALE: NOT TO SCALE

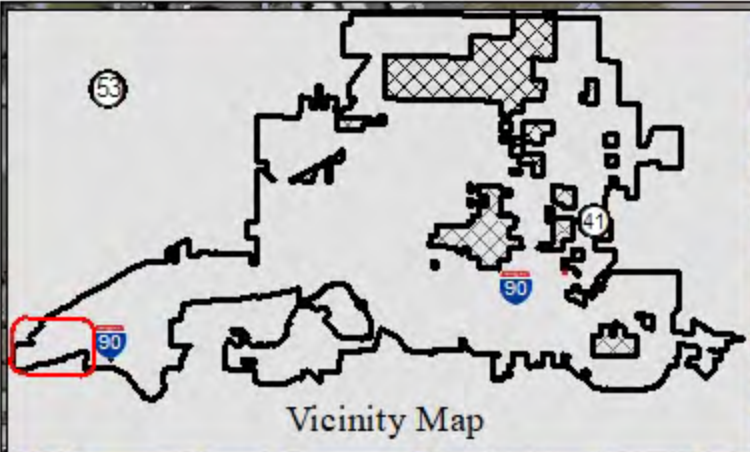


**3 TYPICAL SEWER SERVICE CONNECTION**  
##### SCALE: NOT TO SCALE

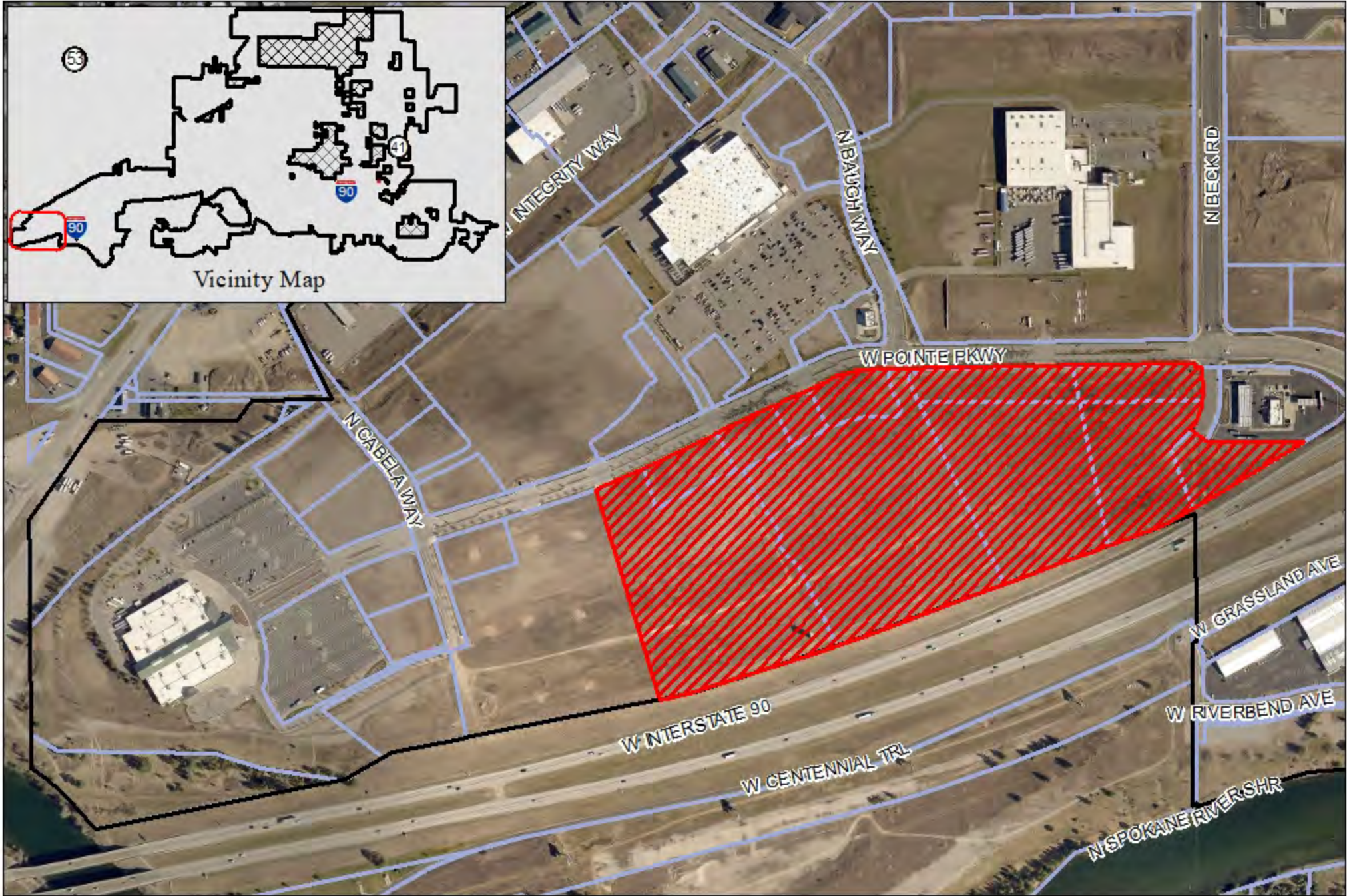


### **Will Serve Letter – Justification**

The scope of this project will require approval from the City of Post Falls prior to obtaining a formal will service letter for the proposed subdivision. We have included the preliminary utility plan for review by the city prior. It is our hope that the City of Post Falls can provide our client with a notice to proceed with the outline work related to phase 1 construction for Pointe at Post Falls - Fourth Addition.






Vicinity Map



Vicinity Map  
 POINTE AT POST FALLS  
 FOURTH ADD  
 SUBD-0018-2021



-  Subject Site
-  City Boundary
-  Tax Parcels





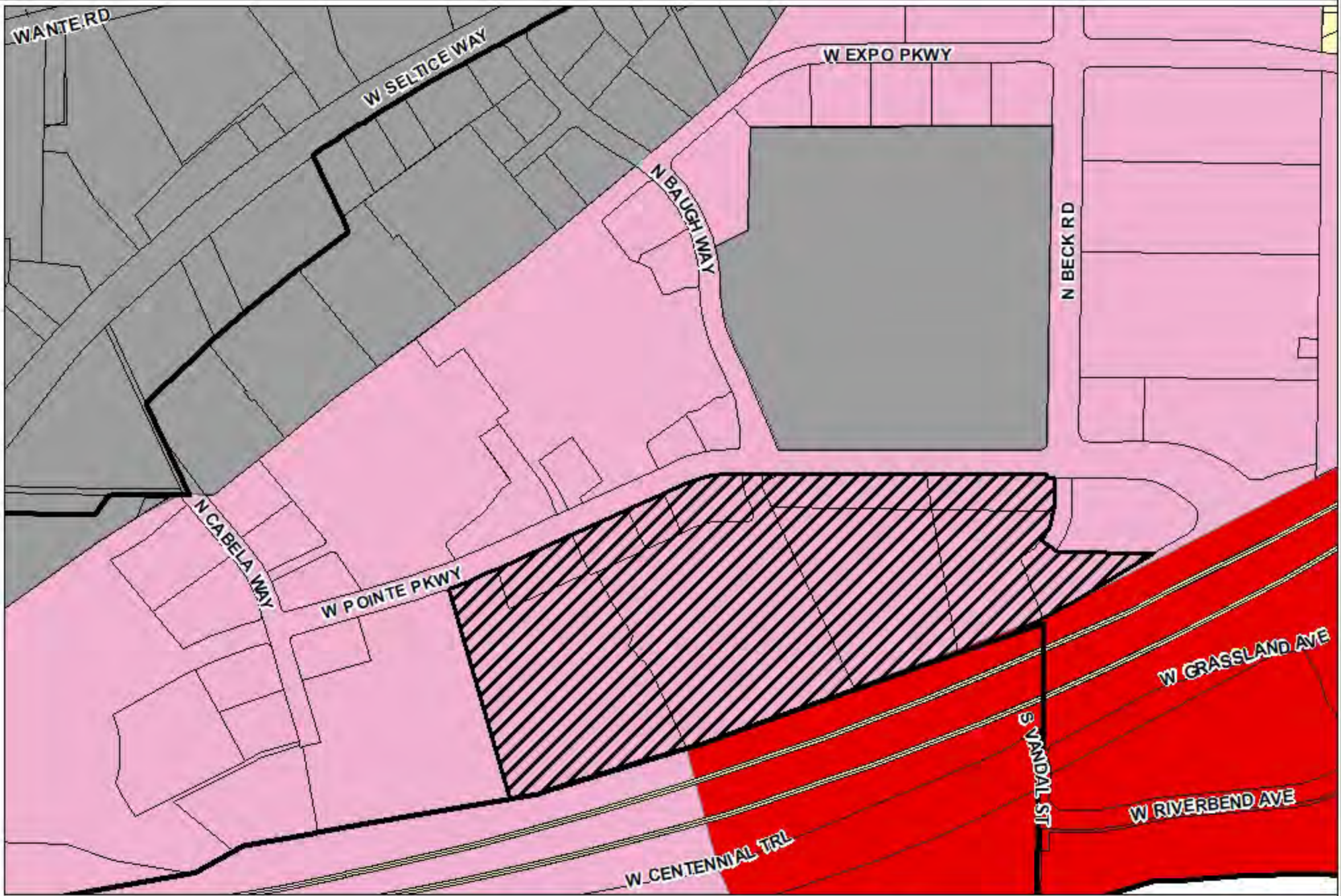
Zoning Map  
 POINTE AT POST FALLS FOURTH ADD  
 SUBD-0018-2021



- City Boundary
- Subject Site
- CCS
- SD1

Exhibit S-2





Future Land Use Map  
 POINTE AT POST FALLS FOURTH ADD  
 SUBD-0018-2021



-  City Boundary
-  Subject Site
-  Business/Industrial
-  Commercial
-  Business/Commercial
-  Low Density Residential





1717 E Polston Ave. ♦ Post Falls, ID 83854 ♦ Phone (208) 773-3517 ♦ Fax (208) 773-3200

December 20<sup>th</sup>, 2021

Amber Blanchette  
Planning Administrative Specialist  
[amberb@postfallsidah.org](mailto:amberb@postfallsidah.org)

Re: Pointe at Post Falls 4th Add Subdivision SUBD-0018-2021

The Police Department has reviewed the above listed subdivision plan and will remain Neutral on this request. Please accept this letter as the Police Department's response to this request for both Planning and Zoning as well as City Council.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mark J. Brantl".

Mark J. Brantl  
Captain  
Post Falls Police Department

## Amber Blanchette

---

**From:** Stacy Simkins <Stacy.Simkins@itd.idaho.gov>  
**Sent:** Tuesday, December 21, 2021 11:00 AM  
**To:** Amber Blanchette  
**Subject:** RE: [EXTERNAL] Pointe at Post Falls 4th Add Subdivision SUBD-0018-2021

Hi Amber,

Below is the comment back from ITD.

We want some focus placed on making sure the intersection of Pointe Parkway and Beck Road receives any necessary changes to maintain efficiency/mobility. I don't know if the Department can dictate any potential changes, but the City should take the opportunity to require any necessary improvements be made to the intersection (at minimum, the southern leg) and have modifications made to the signal, by the developer, to accommodate existing, and future inbound and outbound traffic. Further, given the addition of the proposed commercial development and build out of the surrounding parcels, analysis should be made whether or not the current intersection geometrics is appropriate (i.e. Does it have a proper lane configuration, or is a signal still a good choice over, say, a roundabout?). I am sure this development will also affect the signal at Baugh Way too, so coordination of any changes made to signals is imperative so mobility within The Pointe commercial district and along the Pointe Parkway and Beck Road corridors to maintain proper vehicular flows.

The interchange overall is was designed/constructed the way it is in anticipation of commercial growth in the area, so I have little concerns about it other than dealing with signal timing.

Thank you,

Stacy Simkins  
Idaho Transportation Department  
Project Coordinator / District 1 Permits  
600 W. Prairie Ave.  
Coeur d'Alene, ID 83815  
208-772-1297 Office  
208-287-3873 Fax  
[Stacy.simkins@itd.idaho.gov](mailto:Stacy.simkins@itd.idaho.gov)

Please submit your complete application packages to our central email address for set up and processing at: [D1permits@itd.idaho.gov](mailto:D1permits@itd.idaho.gov)

---

**From:** Amber Blanchette <amberb@postfallsidaho.org>  
**Sent:** Monday, December 20, 2021 1:53 PM  
**To:** Ali Marienau <AMarienau@kmpo.net>; Andy Obermueller <aobermueller@cdapress.com>; audie.neuson@williams.com; Avista <c01\_Real\_Estate@avistacorp.com>; Bill Melvin <bmelvin@postfallsidaho.org>; William Roberson <William.Roberson@itd.idaho.gov>; Brittany Stottlemire <brittany.stottlemire@avistacorp.com>; CDA GARBAGE <jennifer@cdagarbage.com>; CDA Press <BBLITZ@cdapress.com>; Charles Lane <Charles.Lane@charter.com>; CHARTER <DLwest-pnw-construction@charter.com>; Chris Riedeman



## DEQ Response to Request for Environmental Comment

Date: January 4, 2022  
Agency Requesting Comments: City of Post Falls  
Date Request Received: December 20, 2021  
Applicant/Description: SUBD-0018-2021

Thank you for the opportunity to respond to your request for comment. While the Idaho Department of Environmental Quality (DEQ) does not review projects on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at <https://www.deq.idaho.gov/assistance-resources/environmental-guide-for-local-govts/>

DEQ has not completed a thorough review of the documents provided, therefore, the following general comments should be applied as appropriate to the specific project:

### 1. Air Quality

- **Fugitive Dust** - The City should consider requiring reasonable controls on fugitive dust emitting activity during all phases of the project (including but not limited to; roadway construction, vehicle traffic on unpaved roads, land clearing activity, topsoil management, vegetation management). All reasonable precautions shall be taken to prevent particulate matter (dust) from becoming airborne, as required in IDAPA 58.01.01.651.
- **Land Clearing** - During the land clearing and construction phases of the project the applicant should consider alternatives to open burning of the vegetative debris that is generated. Mechanical processing of land clearing debris avoids generating smoke and offers the greatest flexibility for timely project progress. Mechanical processing is not required by DEQ however.
- **Open Burning** - If open burning of land clearing debris is incorporated into the land clearing phase, smoke management practices to protect air quality as described in the Idaho Department of Lands regulation IDAPA 20.02.01.071.03 and DEQ's regulation IDAPA 58.01.01.614 must be implemented by the applicant. Local fire protection permits may also be required. The City should consider requiring a smoke management plan be developed if open burning is used on this project.
- **Construction Debris** - The City should consider requiring a project plan that commits to the proper disposal of demolition and construction debris. Open burning of demolition or

construction debris is not an allowable form of open burning as defined by IDAPA 58.01.01.600. Demolition and construction debris must be treated in accordance with state solid waste regulations.

- For questions, contact Shawn Sweetapple, Air Quality Manager, at (208) 769-1422.
- **Air Quality Permits** - IDAPA 58.01.01.201 requires an owner or operator of a facility to obtain an air quality permit to construct prior to the commencement of construction or modification of any facility that will be a source of air pollution in quantities above established levels. DEQ asks that cities and counties require a proposed facility to contact DEQ for an applicability determination on their proposal to ensure they remain in compliance with the rules.

For permitting questions, contact the DEQ Air Quality Permitting Hotline at 1-877-573-7648.

## **2. Wastewater**

- DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect ground water.
- If connecting to an existing wastewater utility, DEQ recommends verifying that there is adequate capacity to serve this project prior to approval. Please contact the sewer provider for a will-serve letter stating the provider's capacity to serve the project, willingness to serve this project, and a declining balance of available connections.
- IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.
- All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.

For questions, contact Matt Plaisted, DEQ Water Quality Engineering Manager, at (208)769-1422.

## **3. Drinking Water**

- DEQ recommends using an existing drinking water system whenever possible or construction of a new drinking water system. Please contact DEQ to discuss this project and to explore options to best serve the future residents of this development and provide for protection of ground water resources.
- If connecting to an existing public or non-public drinking water system, DEQ recommends



verifying that there is adequate capacity to serve this project prior to approval. Please contact the water provider for a will-serve letter stating the provider's capacity to serve the project, willingness to serve this project, and a declining balance of available connections.

- IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval. All projects for construction or modification of public drinking water systems require preconstruction approval.
- If any private wells will be included in the proposed project, DEQ recommends at a minimum testing the private well for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.

For questions, contact Matt Plaisted, DEQ Water Quality Engineering Manager, at (208) 769-1422.

#### **4. Surface Water**

- **Water Quality Standards.** Site activities adjacent to waters of the United States (US) must comply with Idaho's Water Quality Standards (WQS) (IDAPA 58.01.02). The WQS provide limits to pollutants to assure water quality for the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water. The federal Clean Water Act (CWA) requires states to list current conditions of all state waters (required by §305(b)), including publicly-owned lakes (required by §314), and to list waters that are impaired by one or more pollutants (required by §303(d)).
  - WQS: <http://www.deq.idaho.gov/water-quality/surface-water/standards/>
  - Current conditions of state waters (with interactive map): <http://www.deq.idaho.gov/water-quality/surface-water/monitoring-assessment/integrated-report/>
- **Point Source Discharges.** Site activities that discharge pollutants into waters of the US in Idaho may require Idaho Pollution Discharge Elimination System (IPDES) coverage (IDAPA 58.01.25) or the Environmental Protection Agency (EPA) National Pollution Discharge Elimination Program (NPDES) coverage.
  - <http://www.deq.idaho.gov/permitting/water-quality-permitting/ipdes/>
- **Construction activities.** Construction activities should implement Best Management Practices (BMPs) to control, prevent, or minimize pollution. Construction activities disturbing areas greater than one acre of land that may discharge stormwater directly or indirectly into waters of the US require development and implementation of a Stormwater Pollution Prevention Plan (SWPP) under a Construction General Permit with EPA NPDES.
  - <http://www.deq.idaho.gov/water-quality/wastewater/stormwater/>
- **Stream channel/lakeshore alteration and dredge and fill activities.** Site activities that disturb ground below the ordinary high water mark (OHWM) within streams/lakeshores must have a permit under IDAPA 37.03.07 (administered by Dept. of Lands) and IDAPA 58.13 (administered

by Dept. of Water Resources). Activities that discharge fill material below the OHWM must have a permit under Section 404 of the CWA (administered by US Army Corps of Engineers). All activities must also comply with Idaho Water Quality Standards.

- Idaho Department of Water Resources permits: <https://idwr.idaho.gov/streams/>
- Idaho Department of Lands permits: <https://www.idl.idaho.gov/lakes-rivers/lake-protection/index.html>
- US Army Corp of Engineers permits: <https://www.nww.usace.army.mil/Business-With-Us/Regulatory-Division/>

For questions, contact Robert Steed, Surface Water Manager at (208) 769-1422.

## **5. Solid/Hazardous Waste And Ground Water Contamination**

- **Hazardous Waste.** The types and number of requirements that must be complied with under the federal Resource Conservations and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.
- **Solid Waste.** The disposal of all solid waste must comply with Idaho's Solid Waste Management Rules (IDAPA58.01.06). No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards, Rules and Regulations for Hazardous Waste, and Rules and Regulations for the Prevention of Air Pollution.
- **Water Quality Standards.** Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852).

Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.

- **Ground Water Contamination.** DEQ requests that all activities comply with Idaho's Ground Water Quality Rules (IDAPA 58.01.11), which states that "No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in accordance with a permit, consent order or applicable best management practice, best available method or best practical method."

- **Underground Storage Tanks.** DEQ requests that the installation of all underground storage tanks and piping along with any required testing and owner/operator training comply with Idaho's Rules Regulating Underground Storage Tank Systems (IDAPA 58.01.07)

## 6. Additional Notes

- If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, the site should be evaluated to determine whether the UST is regulated by DEQ. The Panhandle Health District regulates all ASTs over the Rathdrum Prairie aquifer. EPA regulates ASTs at all other areas. UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at 769-1422, or visit the DEQ website (<http://www.deq.idaho.gov/waste-mgmt-remediation/storage-tanks.aspx>) for assistance.
- If applicable to this project, DEQ recommends that BMPs be implemented for any of the following conditions: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, and ponds. Please contact DEQ for more information on any of these conditions.  
For questions, contact Gary Stevens, Waste & Remediation Manager, at (208) 769-1422.

We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any of our technical staff at (208)769-1422.

Dan McCracken, Regional Administrator, Coeur d'Alene