



**PLANNING & ZONING COMMISSION
MEETING MINUTES**

**July 25, 2022
5:30 PM**

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

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.

SPECIAL MEETING – 5:30 PM

CALL TO ORDER

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PLEDGE OF ALLEGIANCE

ROLL CALL OF PLANNING & ZONING COMMISSION MEMBERS

Hampe, Davis, Ward, Kimball - Present
Carey, Steffensen, and Schlotthauer – Excused

CEREMONIES, ANNOUNCEMENTS, APPOINTMENTS, PRESENTATION:

- NATIONAL CULINARIANS DAY

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.

None

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

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 – July 12, 2022, Planning and Zoning Commission Meeting
- b. Zoning Recommendation – Barnum’s Addition Zone Change File No. ZC-22-3
- c. Reasoned Decision – KCF Station #3 Special Use Permit File No. SUP-22-1

Motion to approve as presented – Kimball

2nd by: Ward

Vote: Hampe – Yes; Ward – Yes; Davis – Yes; Kimball - Yes

Moved

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. 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.

None

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.

None

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. **Zoning Recommendation** for Froehlich Zone Change File No. ZC-22-5 – Laura Jones, Associate Planner, to present a request for a recommendation to City Council on a request to rezone approximately 1.88-acres from Single-Family Residential (R1) to Medium-Density Residential (R2) zoning designation. The requested action is to provide a recommendation to City Council for the zoning designation of Medium Density Residential (R2) from the existing Single-Family Residential (R1) zoning on approximately 1.88 acres.

Manley – Title 67, Chapter 65 is the Land Use Planning Act, LLUPA. It looks at protecting property rights, low-cost housing, and mobile home parks, looks to encourage urban and urban-type development within incorporated cities and to avoid undue concentration of population and overcrowding of land. I looked up the meaning of undue and it means unjustified, looks back to the Comp Plan, are you creating areas that are not supported by our Comp Plan. Are you countering the review criteria and countering the Comp Plan therefore being undue? The housing section within the planning duties is look at safe, sanitary, and adequate housing, low-cost conventional housing, and siting of manufactured housing and mobile homes in subdivisions as well as maintain a competitive market of each of those housing types.

Jones – Back to the Froehlich Zone Change, the project location is at the northwest corner of E 16th Ave and N. Cecil Rd. It is currently a large residential lot with no present topographical or hazardous conditions however, to note it is over the Rathdrum Prairie Aquifer. The water provider is Ross Point Water District, and the sewer would be provided by the City of Post Falls. The property is currently R1 with R1 zoning to the west and south and county directly north and to the east with some R2 to the far southeast along Charleville Rd. with commercial north of it.

Zone Change Review Criteria:

- The Future Land Use Map designates this site as Low-Density Residential. With medium density residential on the opposite southeast corner of this project. The principal use and character allow up to eight dwelling units per acre however, densities may vary as appropriate to location, street, and infrastructure capacities and the R2 is an implementing zone. The focus area is the Central Island that promotes infill development in this context area and supports development patterns that are interconnected, and that provide pedestrian connectivity to all multi-use paths and trails.
- Goal 1 to grow and sustain a balanced, resilient economy for Post Falls, providing community prosperity and fiscal health. Goal 2 maintain and improve the provision of high-quality, affordable, and efficient community services in Post Falls. Goal 6 maintain and improve Post Falls' transportation network, on pace and in concert with need and plan objectives. The developer is responsible for the frontage improvements along E. 16th and Cecil Rd. Goal 7 is to plan for and establish types and quantities of land uses in Post Falls supporting community needs and the City's long-term sustainability. Goal 12 is to maintain the City of Post Falls' long-term fiscal health. Policy 1 supports land use patterns that maintain or enhance community levels of service, foster the long-term fiscal health of the community maintain and enhance resident quality of life promote compatible, well-designed development and implement goals and policies of the comprehensive plan. Policy 2 to apply or revise zoning designations with careful consideration of factors including the future land use map and compatibility with surrounding land uses. We have touched on both, and we will get into the infrastructure, service plans and traffic patterns soon. Policy 8 to encourage compatible infill development and redevelopment of vacant and under-utilized properties within city limits; this is in an area that is currently undeveloped or underdeveloped. Policy 15 ensures that adequate land is available for future housing needs, helping serve residents of all ages, incomes, and abilities through provision of diverse housing types and price levels. Jon touched a little on the Land Use Planning Act. Policy 27 to work to

improve street connectivity in all areas of Post Falls, improve walkability, public health and safety, and transportation efficiency. I have mentioned the frontage improvements are the developer's responsibility if and when this property develops.

- This is over the Rathdrum Prairie Aquifer; we have talked about the future land use, and it is in a low-density residential area. Cecil Rd., a Major Collector Roadway, it is designed to accommodate traffic volumes of 4,000-12,000 vehicles per day. 16th Ave., a Major Collector Roadway, it is designed to accommodate traffic volumes of 4,000-12,000 vehicles per day. As the speed of roads increases you usually get higher intensity uses, commercial and industrial and as speeds reduce you would get the lower street classifications and lower intensity uses like single-family residential. With these being major collectors, they fall in the middle with that medium density use.
- Commercial and high-density criteria is not applicable.
- The location of this site is within that half mile area from both 41 and Mullan, it is a little further from the high intense urban areas.
- Industrial zoning is not being requested.

All agencies have been notified and Post Falls Police Department responded as neutral, Kootenai County Fire & Rescue reserves their comments for when the site develops, the Department of Environmental Quality had no comments for this stage, the School District is neutral, and the Post Falls Highway District is in support of the Zone Change.

Hampe – What is on the southeast corner, it's out of the city.

Ward – It's within the medium zoning.

Hampe – that is what the Future Land Use Map shows but it's not in the city.

Jones – It's not in the city, right on the corner looks like a multi-family site with single-family homes next to it.

Ward - It's the trailer park.

Hampe – What about the parcels across 16th St., how large are those?

Manley – To the west they look like the typical 6500 square foot lots and to the east they look marginally larger than those to the west if I had to guess.

Hampe – So a typical R1 size probably.

Manley – Maybe a little larger, to the north there is also a multi-family site that's in the county.

Hampe – Those are apartment housing.

Ward – they are apartments.

Hampe – If it were to be zoned R2, what is the maximum number of units that could be on that property?

Manley – They couldn't do multi-family but can-do duplexes, townhomes, or single-family homes.

Hampe – Okay, I don't think I have the right bulk and placement table.

Manley – One thing to note in your handouts, the implementing zones that are in it doesn't recognize R2, we have amended the comp plan and what you have was based off the original comp plan. The comp plan has been amended and does include the R2 as an implementing zone that occurred after we removed multi-family as an allowed use in the R2. Your current copy is on the original and not on the amended comp plan.

Hampe – Okay. Off the top of your head, how many possible units could be allowed.

Manley – I didn't calculate that; I don't know what the minimum lot size is for a townhome and then divide and take 1.8 acres and divide that by the minimum lot size. Plus, there

will be internal road, so you lose about 30% of the site to roads that factors in the calculation as well as the frontage improvements with the street trees, etc.

Hampe – Thank you.

Applicant, Tessa Vogel, Assistant Land Use Planner, Ruen-Yeager – My fellow representative is also here, Laura Winter for any engineer questions. – We are asking for a rezone from R1 to R2 for a possible subdivision of the property. The subject site has existing home with outbuildings and is expected to be subdivided off onto its own property the remainder has not been determined yet whether they will be townhomes, single-family or duplex. The minimum lot size for each townhome is 2400, single-family is 3000, and duplex is 3600 square feet. The internal roads and other improvements will take up space and if the applicant wants a community type open space that will also take up acreage. Looking at surrounding developments, there is the church to the west, single-family to the north, a mass housing development south with some rural development and then to the east is that county island. As stated, this designation request is within the future land use map the county shows it to be medium density. Further east is there the R2 zoning is where E. Solena Ave is located, within your policies and goals states county islands should be annexed into the city this area would be a transition, allow for transition to go with that E. Solena Ave through this county island. If it were to be R2 up and connect to Cecil and further to the east is commercial zoning which would give this easy access. Based on the staff report both Cecil and 16th are not near their capacities, they are well under them. This project will not negatively impact the transportation network. This site will be serviced by the City of Post Falls for the sewer and Ross Point Water District for the water, Avista Utilities or Kootenai Co-Op for the power. The Central Island area of the city is showing successful development of this area and incorporation into City limits will likely rely on incentives rewarding developers with higher density or modified design standards in exchange for forward-thinking integration of the land into its surrounding context. This will fit in with this area, it is close to schools for walkability, great transition into that commercial area with the higher densities.

Ward – The development will egress onto Cecil?

Vogel – There are 2 points, one is on 16th and the other is on Cecil, this will be determined by planning.

Ward – Do you have an idea in your plans how far the exit for the neighborhood is from the stop sign at Cecil and 16th?

Vogel – We don't have plans yet, however, we will meet the requirements and take into consideration the city's suggestions at that time.

Manley – We have city design standards that regulate the proximity depending on the development type to intersections for public safety. One thing to note, Herrington did some math and without any road dedications you could yield about 15 lots, they will need to incorporate internal roads and do frontage improvements though.

Testimony

In Favor - None

Neutral – Howard Burns – I do think we need R2 in the city, I was at a presentation recently that showed what was happening in the city and if I am not mistaken there is a giant church next to this. Am I correct? It says it's R1 but in fact it is a church.

Commission it is a church, yes

Burns – I think that's important when thinking about this, it says it is R1 land and should be rezoned to match the use that it currently is. The county also approved some multi-family to the north not sure how many units but with Mr. Manley's estimate taking 1.88 times 43560 and then pick the lot size and get 24 to 15 units. I don't know if you can condition a zone change to have a maximum number of units, I think this would be an applicable thing to say, we agree it's R2. There is also another item to consider, and many cities are facing it, the problem is people don't have houses to buy, they can rent because companies buy them up and turn around and rent them out. I believe you can add an HOA and say it can be an R2 with a condition in the HOA rules individuals that buy must live in the unit for a minimum of 2 years before it can be rented.

In Opposition – John Leonhardt – My back fence faces this property directly across the street from it. In speaking with my neighbors about the drag strip also known as 16th St. with the construction of 41 people use this road like a drag strip. The church next to this request is call His Place Church, which is a relatively small church, the mega church is north of this. There is another church to the south on 12th and Cecil. All afternoon there is just an exhaust smell coming over my fence and you put more people in there... The other properties you're asking about are single family homes, they are mobile homes yes, but they are single-family dwellings. There are just single-family homes all the way down the street, there is even horse property in this area. I am happy the Fire Department have been approved to add a new fire station, but we have enough in this area we don't need to add to the mess. There is the elementary school, the high school, the traffic is just a joke through here. I don't think this area needs to be annexed in with an R2, there are many beautiful homes in this area. There have been at least 4 fires around this intersection in the las couple of years. There is no way you can put 15 houses in there maybe 4-5, they are going to be tiny lots, in my opinion you shouldn't approve this.

Rebuttal – Tessa Vogel – As it sits now, with minimal design standards we could shove approximately 12 lots on this property at the current zoning. We are proposing R2 however, that doesn't mean every lot will be as small as possible. This zone will give them options however, in my experience property owners ask for rezones so they can parcel their lot out smaller and then create other lots to fit the surrounding buildout. It sounds like there is some excessive speeds on this road and that is not something the applicant can control it sounds like the local police need to be involved with better restrictions.

Hampe – The lot the church is on, it looks like it goes from 16th up to Horsehaven, correct?

Jones – It appears to be.

Hampe – Something would have to happen for them to divide that?

Jones – To divide the church?

Hampe – From the map, it doesn't look like the church is on the entire parcel. I am wondering what the potential is for that if it is more lots?

Jones – Well without more information I could guess that it appears to be just one lot, and if they decided to develop into more lots they would come back before the Commission for an approval of a subdivision depending on how many lots they would ask for. Typically, we require a Special Use Permit for Churches to be constructed within an R1 zone, I don't know the history of this church and when it was established so it may not have received a Special Use Permit. But yes, if it were to develop it would go through a site plan review if it was part of the church or a public hearing.

Hampe – That is what I wanted to know, thank you.

Davis – Mr. Manley, as far as conditions placed on number of units and things of that nature, we're simple in a zoning recommendation tonight so we're simply recommending to council that if they choose to annex the recommendation would be for an R2, correct if we motioned it that way, correct? That would be more for council?

Manley – I would note that the comp plan does call out being low density residential of the cap of 8 dwelling units per acre so to subdivide they would show that as part of their subdivision how they would be consistent with that aspect and so you'd be looking at that as being the regulatory element of being part of the comp plan.

Herrington – As well as city code.

Kimball – It is also not an annexation it is just a zone change tonight.

Hampe – So, that means this isn't the place for trying to cap it.

Herrington – Our code drives our bulk and placement table with the lot sizes and stuff, and it drives the policy consideration that's how we apply those things.

Hampe – Okay.

Manley – One reason why we have minimum lot sizes in our mixed zone of 4 acres to enter a development agreement to have enough land mass to controlling different things in different aspects. The mixed zones are where we get into the development agreements and having restrictions before it goes back to the code being more Euclidean based R1 type zoning that falls into the bulk and placement standards.

Comments

Zone Change Criteria:

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

Kimball – The Future Land Use Map calls that area out as low density residential and R2 is an implementing zone, so it meets this criteria.

2. Amendments to the zoning map should be consistent with the goals and policies found in the Comprehensive Plan.

Hampe – It has the right road classification being on those roads I think it is better having a little higher density as a buffer as we talked about buffering, and I like R2 as opposed to something denser as R3.

Kimball – The staff report went through the goals and policies very well and we haven't heard much to the contrary.

3. 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.

Hampe – I think we covered it.

Kimball – I think it's important to look at the existing development pattern there is a church to the west which is all days of the week except Sunday generally speaking low intensity use and then on Sundays it's a little higher intensity use. There are apartments to the east and just northeast of it so even though that's in the county it has a higher intensity use. Even though an R2 isn't a high intensity use it does fit there on the corner. It is also important to understand that when we have traffic issues it's never on the main drag it is always at the intersections. So, when we get development that improves those intersections it is beneficial to our transportation system as a whole. It happens at a cost to the developer not the taxpayers or the City of Post Falls.

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

Not Applicable

5. 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.

Kimball – I think it is far enough away from the Highway 41 corridor and is close enough to be that medium zone yet far enough away that it's not going to compete with them.

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

Not Applicable

Motion to recommend approval to City Council from R1 to R2 finding meets approval criteria in PFMC as outlined in our deliberations and ask staff to draft a Zoning Recommendation. - Hampe

2nd by: Ward

Vote: Kimball – Yes; Davis – Yes; Ward – Yes; Hampe - Yes

Moved

- B. **Zoning Recommendation** for Joseph Family Trust Annexation File No. ANNX-22-7 – Jon Manley, Planning Manager, to present a request for a recommendation to City Council on a request for a zoning designation of Community Commercial Services (CCS) on 20.74-acres and Community Commercial Mixed (CCM) on 20.60-acres for a total of approximately 41-acres which requires a Development Agreement. Requested action is to forward a recommendation of approximately 20 acres of CCS and 20 acres of CCM to City Council. The location is on the northeast corner of N. Greensferry Rd. and W. Prairie Ave. The current uses are 5–10-acre residential lots in the county with no significant topology or vegetation matters and it is over the aquifer. The water provider would be Ross Point Water District and the sewer would be provided by the City of Post Falls. Zone Change Review Criteria:

- This area on the future land use map is designed as transitional it also shows that this area is potentially suitable for commercial uses. The purpose of the commercial node was to have a more neighborhood commercial location, so the residents don't have to drive to 41 or down to Seltice Way or Mullan for services. These areas also promote walkability and civic third place type of functionality. The Transitional purpose is due to timing for growth is undetermined, but guidance can be located within the associated focused area. This is located on the very western edge of the 41 North Focus Area with a focused provision for multi-family, commercial, and tech uses near higher classified roadways. Development should provide pedestrian connectivity to all multi-use paths and trails, including the Prairie Trail. So, at time of development, you would end up getting the improvements along the north side of Prairie and the east side of Greensferry and that also includes either a multi-use path and or a sidewalk providing connectivity north, south, east, and west.
- Grow and sustain a balanced, resilient economy for Post Falls providing community prosperity and fiscal health; maintain and improve Post Falls' small-

town scale, charm, and aesthetic beauty. Maintain and improve Post Falls' transportation network, on pace and in concert but needed the plan objectives. For Goal 6; Greensferry is a Minor Arterial, Prairie is a Principal Arterial and Highway 41 is about half mile east. For what was approved in the area, the southwest corner was annexed in with commercial with intent to do an agg commercial, to the southeast there was a recent annexation with limited commercial which will be neighborhood commercial and church, with R2 to the east most of the R2 is single-family development. To the east is the Technology Mixed which allows for a mix of commercial, multi-family, and industrial. So, with the development agreement for this area, they put a cap on percentage of site so to the west of the future extension of Cecil would be the multi-family development of the Tech Park. The elaboration of Goal 6 is to show the improvements along the north side of Prairie i.e., the sidewalks, trails, also shows future connections at Lynn St., Cecil Rd, Charleville, and Bogie. So, as you can see, we would have some sections that would remain unimproved without development in the city. With roads that have higher speed generally speaking would have higher end uses along them because there aren't as many points of conflict. The roads with lower speeds would facilitate lower end uses because they would have more points of conflict.

Hampe- You may have said this, what is the denied RM?

Manley – Within the last two years, I believe it was Copper Basin, came forward for an annexation of RM and that was denied and so I was trying to denote there that until that gets annexed and developed you would not get the improvements along that property.

Hampe – So, that is still county.

Manley – At this point that is still county. But, with that potential development in the future, we would have majority of the road widening project for Prairie between Greensferry and Highway 41.

Hampe – So that is what we're waiting for to actually widen that road is the development on the north side.

Manley - At this point in time, yes. You have a road classification, and it may be a 2-lane road circa 2010 but looking at the grid system and its road classification and how it's going to function long-term. When development comes forward for an annexation and the road is widened that is how it meets the long-term growth counter to that growth still occurs regionally not just in Post Falls. You still end up with people encumbering the system and so when you have a county road that's unimproved with 2 lanes it also creates an encumbrance for a period of time until that gets widened it does create and opportunity for safety hazards when they don't get improved in concert with regional growth.

Hampe – Right, so it would still just be improved in those sections, widen Prairie because eventually it will be 5 lanes.

Manley – It will likely be 5 lanes eventually from Pleasant View to 41.

Hampe – The land will be given for that improvement when it could all get done.

Manley – When they develop, they dedicate right-of-way, and they do the improvements as well as pay the impact fees at the time of development towards any sort of regional infrastructure elements too.

Hampe – Okay, wouldn't it be kind of hit and miss then?

Manley – That generally how it occurs and why we have county pockets in Post Falls. Other states do it differently but in Idaho growth does their development in pace with their development.

Hampe – Okay.

Manley – 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. Protect and maintain Post Falls' natural resources including clean air, soils, river, and aquifer, and minimizing light and noise pollution citywide. Maintain the City of Post Falls' long-term fiscal health. Policy 1, support land use patterns, I have touched on much of this one and policy 2 apply or revise zoning designations with careful consideration of factors of which I went over this policy in depth as well. Policy 3 and 7 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. Encourage the development of off-corridor access and circulation for commercial and mixed-use areas abutting limited-access arterials. I went over these two policies as well.

- Once again, the surrounding zoning the Tech Park Mixed area goes up to Hayden from Prairie I believe. With commercial to the south and the limited commercial and R2 zoned corner which has not been recorded into the city just yet. To the north, west, and the parcel directly to the east are all county land. The more commercial developed area is along Seltice and Mullan with some activity on the north end of Highway 41 and out at the Pointe with some commercial activity along Prairie near this request. There is a planned Pleasant View Rd. Interchange that's planned and scheduled to be done over Hwy 53. If any of you went this way and have tried to take that left towards Beck Rd, it's pretty dangerous. Once this interchange is done, I'd take this route to get my kids to school at East Valley and I'd be willing to wager more residents would take this route as well. Which would mean Prairie Ave. will be used more than it does currently as it may be faster to get to a job or something similar.
- Prairie Ave is a Principal Arterial and Greensferry Rd. is a Minor Arterial.
- This is in a location in transition, once on the outskirts of Post Falls will evolve into a major east/west arterial corridor.
- Industrial zoning isn't being requested so the last criteria is not applicable.

Some things that I still need to mention is the north portion of the requested area that they are requesting a CCS zone on there are some infrastructure limitations, sewer grade issues with that so I know the applicant intends to put a use that does not demand much sewer. From what I hear they would like to do a storage use there as not much sewer is needed for that use. To the south, closer to Prairie they are asking for CCM, there is a section that shows CCM-MF, as both are options. In the CCM you're allowed up to 50% of multi-family within the Development Agreement. I believe in the draft Development Agreement they call out approximately 17% of multi-family and currently would be impossible to construct to the north of this request due to the limitations of infrastructure. We sent notice to all the agencies and the Police remain neutral, Kootenai County Fire will review as part of the permitting process, Department of Environmental Quality have not commented at this time, the Post Falls School District remains neutral, and the Post Falls Highway District supports the annexation.

Hampe – Did you say because of the sewer limitations it was unlikely that the 40 acres could not likely go any higher than 17% at the high-density multi-family?

Manley – The 17% was established due to what you have mentioned, however, the CCS they could request a Special Use Permit, they are not going down that path though. As they are entering into a Development Agreement for the entire request of 41 acres which is more binding. With that 17% proposed in the area that has been requested which an exhibit will be attached to the agreement depicting the requested areas.

Hampe – So, 17% of the CCS?

Manley – 17% of the 41 acres as a whole. It is 17% of the entire annexation area.

Hampe – So, 7 or 8 acres I'm not sure what 17% is.

Manley – I am sure the applicant knows.

Kimball – To clarify a development agreement is typically for a CCM but not a CCS, is this a special case where that would occur?

Manley – Our ordinance is designed to help with development of the typical zoning designations and similar with a PUD we have agreements for any special conditions for the mixed zones and we found it to be amenable to incorporate the entirety of the 41 request with the CCS and CCM within the one Development Agreement.

Applicant, Jeramie Terzulli, Olson Engineering – I will be focusing on the first 4 criteria as we are not requesting industrial or limited commercial. So, everything in my presentation came from the Post Falls Comprehensive Plan and is just my interpretation and how it affects the city. This is located at the northeast corner of Greensferry and Prairie and is assigned the transitional designation going into the focus areas to gain some guidance on how this area should be zoned. This request is right on the border of both the 41 North and Central Prairie Focus Areas. Some of the key points overlap between the two areas in showing consistency that major arterials, principal arterials, and minor arterials are areas that are suited for higher density residential as well as commercial uses. In the comp plan it also shows this corner as a commercial node, those that helped create the comp plan realized the benefit of having these commercial nodes in the strategic locations on Principal arterials. This request is consistent with the future land use map. Creating a balance in the land use and zoning designations as well as provide opportunities for local businesses to flourish we believe this request would provide an opportunity for these neighborhood commercial services to provide a home for local businesses and people that have hitched their wagon to the City of Post Falls. Keeping Post Falls neighborhoods safe, vital, and attractive we believe that the storage component that we are proposing on the northern portion of this property, there is a lot of storage around town, and I've done my research spoke with owners in the area and we are not at saturation for this market. Part of the reason is the developments go up and the covenants within the developments are restrictive as we move forward. People are not allowed to leave their toys, campers, boats, side by sides etc. out on your property. So, people get storage units for their stuff, and this supports the idea of keeping the neighborhood safe, vital, and attractive. Maintain and improve Post Falls transportation network, the highway district and the City of Post Falls developed a transportation master plan, and it is quite clear that it needs to be followed. This request is consistent with the transportation master plan it gives the city an opportunity to acquire much needed right-of-way to build out that principal arterial of Prairie and again as Jon mentioned giving residents options regarding moving east and west. Something to note is that Greensferry as of right now other than 41 is the only north-south corridor that is not impeded by the

Burlington Northern train line, which I use to my benefit at times. This does protect and maintain Post Falls' natural resources, clean air, river, and aquifer and minimizes light and noise pollution citywide. Panhandle Health District does offer some guidance on that and one of the best ways is they indicate that happening by eliminating some of these residential septic systems that are becoming outdated and not always maintained at a level as we would like to see. Redevelopment holds the developer to a stringent standard regarding storm water remediation storage and injection back into the aquifer. Panhandle Health issued a report a couple years ago and stated the health of the aquifer is improving as the septic systems come offline. Maintain and improve Post Falls' small-town scale, charm, and aesthetic beauty, those that created the Comp Plan saw these commercial nodes as a critical element to maintaining that small town feel. Having these commercial nodes on the periphery of town will minimize the need for people to come back into town clogging up the roadways and allow them alternative routes home. Such as vet clinics, dental clinics, physical therapy, convenience stores, coffee shops, smoothie bars, etc. these types of neighborhood spaces the people can satisfy their needs for shopping and services without the need to go down to Spokane St, Seltice Way, or 41. If we only view these particular areas like Seltice, Mullan, etc. we will eventually run out of available land for commercial uses and will end up going vertical with more parking lots. So, these commercial nodes do help with the small-town scale and charm. High traffic areas for commercial centers and encouraging pedestrian uses, when possible, commercial services in proximity to parks and additional rooftops will tend to blend. This will work with the tech park, when it develops sometime soon individuals that are working there can come to this site for lunch, or coffee. I believe this is consistent and adjacent to the principal arterials this intersection is signalized and the Post Falls Highway District is in support saying it is consistent with their master plan. The right-of-way buildout staff went over it very well. Commercial frontage along Prairie regarding depth for multi-tenant commercial buildings a mix of office uses, convenience store to the north it will ultimately be some form of storage. Self-storage, commercial storage, possibly contractor yard storage those types of things up there. We were asked to put a maximum of what might be residential, by no means are we proposing a residential area at this time however we understand this could be requested in the future and were asked to create a map showing if we did go down that road where we would potentially place it. The developer is responsible for the improvements of the infrastructure along Greensferry and Prairie, sewer, water, swales, sidewalks/trail systems, and the widening of the roadway as well as pay impact fees and taxes to the city. We believe this development is a key component to the long-term fiscal health of the city. I know there have been several letters in opposition to this request and after an article in the paper and a public hearing notice I've been approached by members of the commercial brokers community and residents in the area asking when this project is going to be built because they feel the location is great for their business or a client.

Hampe – I looks like you are showing a driveway right off Prairie.

Terzulli – It's so preliminary we just wanted a few pretty pictures to show it, those will be controlled approaches due to it being on the arterial they will more than likely be right in and right out. What we would like to do is pull it back off Prairie and put double stacks and parking up front with a backage road that will connect to the Copper Basin development to the east and connect to Lynn St. it will create a network eventually.

Testimony

In Favor – None

Neutral - None

In Opposition –

Bob Flowers – I realize we are only talking about the zoning tonight, I also realize the city will not annex in this piece of property until 41 is complete, I believe Mr. Kimball was made aware of that last week. I have a problem with both the zoning designations, one can allow 100% high-density residential and the other can allow 50%. They are showing all the pretty pictures, however, let's say they do get approved for annexation with the zoning designations, now this property is more valuable and who's to say they won't sell to another developer. Now all the guarantees about all the businesses and storage units never appear because there is a new owner. I hope the Planning and Zoning right now, would just turn this request down it's at the wrong time and wrong place. Until the 41 corridor is completed, and we know what kind of mess we will have with the other projects once they are built out, I truly don't believe we should be thinking about annexing any other properties or rezoning anything else at this point in this area, we have too much of a mess right now.

Howard Burns – We talk about keeping small town atmosphere, pedestrian walkability, trail connections however, if we put in roundabouts from this point to the east along Prairie it will be a nightmare. Going through the roundabouts on Seltice with the 4 lanes, it only takes one person that's afraid to enter it and everything backs up. Prairie is too big of a street to handle roundabouts. The Douglass Properties just requested to annex in with a CCS and was denied, we the property on the other side of Highway 41 is a 50-acre shopping center where Peak Fitness is trying to go in, we know that 98-acres was just annexed from Jacklin on the other side of it with that school site which sounds wonderful but there's 73-acres along with it, the CCM to the south has yet to develop that allow 105ft buildings there. We approved the RM zone from Greenstone to the west that allows for some commercial on Syringa, plus the other 2 properties off Prairie there is lots of commercial land on Highway 41 that has yet to be built out as well. Where they want the storage, go with LC, that allows storage don't make it CCS. The CCM, if that is what is needed along Prairie and Greensferry then condition it so buildings can't be 105' high multi-use buildings are allowed in the CCM zone and Copper Basin's project was denied for that cookie cutter little lots, they looked like a deck of cards. Copper Basin owns the great URD now on Pleasant View, which is another thing that wasn't discussed the city has a URD here. Why should we put something else into the city when we haven't benefited from our own URD, let's focus on that and put businesses there that is what is in our best interest as a city. The Northland Nursery is not in the city, but I believe the city struck deal with them to get the Prairie Ave. improvements done, I think someone should be talking about how that happens.

Kaye Balk – My number one reason I'm in opposition is the infrastructure, I've lived out on my property since 1998 and I'll lose my view, the quietness of country living. Prairie and Greensferry are 2-lane roads and using Greensferry as a main north-south arterial is cumbersome as Greensferry was not built to handle the additional traffic with only 2 lanes. Some of these new housing developments south of Greensferry only have one exit, Prairie is building a gym on the south side of the road, a church is being built on the corner of Greensferry and Prairie along with single-family homes and duplexes. Now they want to build on the north side of Prairie, where will all the traffic go? According to the proposed page 2.2.5 no roadway intersections from the property to Prairie will be allowed right in right out full access driveway approaches will not be allowed, again my question to

you is where will all this traffic go? Building storage units brings other concerns, light shining all night, traffic in and out all hours of the night, our view will be blocked by what we've had for over 24 years of the mountains this is an urban community where we're living not a rural community. Apartments, traffic, people coming and going all hours, there's not even a road there for this to come. Only being access apartments coming from the east, crime goes up in high density area more population crime increases. What about fire hazards with people only limited to right turning lanes, how will people be able to exit safely. Ambulances for medical care, how are they to provide emergency services with one entrance. We understand that growth needs to happen however, with growth comes consideration of the people that lived in our neighborhood like us for over 24 years. There should be consideration to limit the times people can access their storage units, should be fenced, dimmer lights, and most importantly only 1-story tall so we don't lose our view. There needs to be more than adequate parking for the apartments as people always park on the roads. The system of the public works of a country, state, or religion, the infrastructure resources, personal buildings, or equipment equipped for activity the underlying foundation of basic framework including roads, dams, waters, and sewer systems. Basically, Greensferry and Prairie are all overwhelmed with traffic now, we feel if the city approves this that the roadwork would be completed before the construction begins using the east side of Prairie for road widening. My question is when was the last time you were on Prairie sitting through 4 lights before you can cross 41, I challenge you to try. The mentioned wanting to leave Post Falls and the community as safe, attractive, vital, small-town feeling. I want you to leave my neighborhood alone we've been there 24 years and we moved out of town to be in the country, and we are now at risk.

Ted Macaulay – As others have stated we have quite a bit of commercial properties that have already been approved 3 of them that come to mind right away, the one on the northeast side of Prairie and 41, one on the southeast corner of Prairie and 41 the large one at Horsehaven. What has also been mentioned is that Greensferry and Prairie are only 2-lane rural roads, the applicant stated the traffic would be on Prairie. The reasons they are wanting to put this in is to help the residents, so they don't have to travel long distances to go the dentist or whatever but most of the people in this area are on Greensferry south of Prairie. To the west of Greensferry it isn't very populated most of it is to the east and south of Prairie. It should also be noted that the Union Pacific Railroad does cross Greensferry just to the north of this proposal. I can testify that I hear the trains often and they are at grade. I see that they state they've contacted other agencies like the School District and Fire, but I never see that they have contacted any residents, is there criteria that states the residents of a project area are informed? If not, I would love staff to investigate that because it is pretty important.

Manley – I paused the time so we can respond.

Herrington – To address the noticing issues we follow state code for noticing the property is posted, notice is published in the paper and

Macaulay – Do you send letters out to the residents?

Manley – We do within 300' that is following state code, we post on the website.

Macaulay – Thank you, I appreciate that. There are also 2 elementary schools south of here, Greensferry Elementary and Post Falls (it is Prairie View) Elementary and if this commercial gets added there will surely be even more traffic trying to go by these schools. It is difficult now during certain times of the day to get up and down Greensferry due to the schools being let in and out, I'd love to see the city do more infill rather than

hopscothching around and adding properties in. The many county pockets should be infilled before we start expanding more. The applicant is talking about Prairie being a 5-lane road from Pleasant View to Highway 41, what about the folks with property on Prairie on the north and south side to expand that road? There is plenty of capacity on Highway 41 for commercial properties that need developed so, I don't think we need to rezone any more property or annex the properties in.

Rebuttal – Jeramie Terzulli – To address the impact of the storage units, the data shows that a storage unit is the least impactful when it comes to traffic, the logic I guess is people stick their stuff in them and most only come back on the weekends to grab a camper or whatever. But, for commercial users and generating traffic the least trips per day self-storage is at the top of the list. We did allude to contractor and commercial storage, and we would think those times would be isolated to when they would be going to and from job sites. The light pollution, jurisdictions are very clear about down lighting wall packs on the sides of buildings and storage units don't build up they build out. It is not cost effective to go vertical with storage. As far as the other comments in opposition, all I have is the Comprehensive Plan and the Master Transportation Plan, the criteria that is brought up at every one of these hearings. These arterials are to help mitigate traffic city-wide to help provide commercial and much-needed services to rooftops. The southern corners we know one corner will be a church and the other corner she wants to do a unique urban farm with crafts etc. not your true commercial services and she might decide to sell as it was pointed out and that new owner has entitlements to build our that commercial node. The comp plan clearly points out this area as a commercial node and those two corners are already using the opportunity for that. We must trust the people that wrote the Comp Plan with the community input which is key to the growth of this city. I feel like this proposal meets all the standards without a shadow of a doubt.

Manley – One of the public testimonies brought up the storage units as being one-story limitations. This is a CCM it has a Development Agreement and conditions can be added through your discussions. Howard Burns mentioned the 105' in CCM he's not incorrect you could in the Development Agreement cap that at a height lesser than 105'. There was a comment referencing a portion going 100% multi-family, once again this is going to be encumbered by a Development Agreement the current proposal has a cap of 17% which is recorded against the property and title so it will stay with the land whether this is sold or not.

Davis – Everything you just covered is covered or can be covered in the Development Agreement.

Manley – Or anything else you discuss moving forward.

Comments

Zone Change Criteria:

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

Ward – It is right inside one of the nodes, perfect spot.

Hampe – I like that there's a commercial node, I like following commercial nodes, but it seems like we've already muddled this one up, there is very little commercial that whole southeast side has little spot of commercial with the rest being residential. Seems like we have already started a trend of it not being commercial unfortunately, so I am on the fence.

Kimball – Our Future Land Use Map shows this as being transitional the zones being requested are implementing zones in the transitional area. The focus are talks about higher intensity uses on arterials, so CCM and CCS are both higher intensity uses. That commercial nose is one of those things that doesn't have a radius to it really. It was intended to state that this intersection is going to develop as commercial in some way, shape, or form and the adjoining properties must figure out how to make it work. Whether it works in their plan and vision on how their property develops or if they can sell etc. but, if we are strictly looking that the future land use map and how it fits, it does.

2. Amendments to the zoning map should be consistent with the goals and policies found in the Comprehensive Plan.

Hampe - The goals and policies in the comprehensive plan have many points to it. Maintain an enhanced resident quality of life that could be said yes putting some businesses there would be great because residents are closer to pick up a pizza or whatever the case may be there's truth to that. Then we also have residents saying this is really going to decrease my quality of life and so I think it could go either way I see some good points that it meets and covers. Others I think are all up to interpretation.

Kimball – I think Hampe is right, not every project is going to meet every goal and policy, in this case I think there are some being met not everyone, but I think the applicant and staff went through them and found a significant number and went over them. I think there is enough of them presented to us to support the application.

3. 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.

Kimball - I think this is one of the most important ones when it comes to looking at our transportation master plan. So, regionally speaking there's the Kootenai Metropolitan Planning Organization master plan which is our regional planning for streets, and it has Greensferry as an arterial and Prairie Ave. as a principal arterial. So, we have five lanes going east-west at least three lanes going north-south probably a little bit more than that eventually speaking and so it's hard to look at it today and see the vision for the future. But the fact is that our Transportation Master Plans dictate that we are going to put traffic in those locations that's just the regional transportation master plan say that and those are our planning guidelines. If we look at this tonight and we're here, just to look at what should the zoning be right now and so if you ask yourself the question well what other city zoning it should be it's at the intersection of two arterials and both of which in the future whether we like it or not are going to have a lot of traffic on them. This is the correct zoning for that it's a commercial type zoning it's not a single-family zoning necessarily it's supposed to be a higher intensity use and so I think that the traffic patterns and street classifications, the community plan which is a transportation master plan I think that all points to the that direction.

Hampe – As it stands with community plans it could also be argued that there is an Urban Renewal District very close to that looks like it was created in 2018. As a section of that it is pursuant to Idaho Code the City shall aid and cooperate with the URA in carrying out this plan and shall take all actions necessary to ensure the continued fulfillment of the purposes and objectives of this plan. Urban Renewals both a public-

private partnership to support growth and economic development and a direct partnership between the city and the Urban Renewal Agency to expand the City's economic base, create jobs, and improve public infrastructure. That is just in part but that says to me the Urban Renewal District should be what we try and build out first.

Davis – But if you talk about growth and economic development the idea of neighborhood commercial services, what is proposed there, it does seem to fit.

Hampe – As I said on the southeast corner of that commercial node is primarily residential. So, it could go both ways and I don't know that it's a bad thing it would be great to have some of the areas built out that are already in the city. We already know what they are designed for and there's a plan for them and then see what it all becomes.

Kimball – I can't disagree with you Hampe I think you are 100% right, there is a lot of commercial in this area and I just go back to what our job is tonight. We are here to determine what the appropriate zone is not whether it's the right timing that's City Council's decision.

Hampe – True, that is yes.

Ward – I think to protect the neighbor's view I think there should be a level put in the agreement for the height of the storage units. 108' building on that corner just seems out of place to me, I live down the street and I am trying to think of a 108' building in Post Falls, there is not too many of them. How something like that out on the Prairie just seem horrific to me you don't know what you will get once you approve it.

Kimball – To give everyone a scale the Ross Point Water District tower out there that is 150'.

Ward – Yeah, that's too big.

Davis – Those things that come in during the Development Agreement.

Herrington – Just to be clear on a fact this location is not within a boundary of an Urban Renewal District.

Hampe – Yes.

Davis – Neighboring but not within.

Manley – There currently is no height restriction in the draft Development Agreement.

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

Davis – Kimball I think you talked about those roads will continue to be developed.

Kimball – It is inevitable the master plans state this is what the size will be and if the developers and the adjoining property owners don't pay for it then the taxpayers end up paying for it as part of a city or highway district sponsored project. That is how Prairie Ave. has been built out already to the east over in Coeur d'Alene from Ramsey to Meyer that is all federal and grant funding highway district. So, this is an opportunity for our Transportation Master Plan to be built at the expense of the developer and not the taxpayers.

Hampe – I think everyone knows where I stand, and I understand I have no vote as to whether or not this is annexed. I can give opinions but that is all they are and putting my hat on as a commissioner tonight is to decide if this is appropriate zoning. In the end with some restrictions, it could be.

5. 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.

Not Applicable

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

Not Applicable

Kimball – Let's talk about building height, our R1, single-family code states houses are limited to 35' I think county zoning is the same 35' in height. I think typical commercial zoning is at 45', obviously 110' is high.

Ward - 45' seems low

Kimball - I would be comfortable with half so about 55', still gives opportunity, I don't see a hotel going out there, I don't know if it even matters based on what the applicant is saying their plans are so 55' is probably appropriate.

Ward – Probably the height of the building that they are putting is south of Prairie.

Kimball – that is probably 45'.

Davis – Based on what I am seeing this is more for us and make us feel good about it but, 55' that makes sense.

Kimball – At some point there's 55, 85, 105, you know it's a tallish building but based on what they said is seems pretty functional at 55'. If City Council feels that would be inappropriate, then they have the ability to adjust that accordingly. So, ready for a motion?

Davis – I don't know Hampe you talked about having restrictions I am assuming height was one of them, was their anything else?

Hampe – I think that would be overall, we talked about some storage units, right? Nothing would get higher than that for any reason.

Manley – Well that's not true, they do have multi-story storage unit facilities.

Kimball – Yeah, I would think we should limit storage units to 35' which is the same as a single-family house.

Hampe – Okay.

Kimball – Manley, is it in the Development Agreement that the north 20 acres is limited to storage?

Manley – I don't have it memorized; I just know that the sewer can't facilitate anything other than very minimal usage, so an office worked. I do know that the multi-family was restricted to less than 17%.

Kimball – Okay.

Manley – Once again you can add it.

Kimball – I don't know that that is appropriate.

Herrington – So, for the northern half of the property only low impact uses generating less than one service unit which is 5,000 gallons of sewage per month per 5-acres of land would be allowed to be constructed on the northern half of the property. Those uses must drain by gravity mainly into the Greensferry sewer main providing services to the southern right.

Kimball – So that is super limited.

Motion to recommend approval to City Council finding the requested zonings meet approval criteria found in the PFMC 18.16.010 and 18.20.100 as outlined in our deliberations and direct staff to prepare a Zoning Recommendation. To include

Development Agreement conditions limiting the height in the CCS to 35ft. and the height in the CCM to 55ft - Kimball

2nd by: Ward

Vote: Hampe -Yes; Ward – Yes; Davis – Yes; Kimball - Yes

Moved

- C. **Zoning Recommendation** for Hargrave-Hathaway Annexation File No. ANNX-22-8 – Jon Manley, Planning Manager, to present a request for a recommendation to City Council on a request for a zoning designation of Residential Mixed (RM) on 9.63-acres which requires a Development Agreement. The requested action is to recommend RM zoning in support of an approximate 9.63-acres annexation request to the City of Post Falls. This request also required a Development Agreement which can have restriction embodied within it. The desire to construct about 77 townhomes or less and retain a 31,000 square foot commercial lot. It is located just a tad west of the intersection at Chase and Poleline, along the north side of the Montrose Development and just west of the Black Stallion lots. The current land use is larger residential lots in the county with no significant topology or vegetation matters and is over the Rathdrum Aquifer. Water will be provided by East Greenacres Irrigation District and sewer would be provided by the City of Post Falls. Some of the RM design elements you have a minimum lot size of 4 acres of for the product types of duplexes, twin-homes, and single-family the maximum height is 35' and all other structures is 45' the reason is because the RM allows for up to 20% multi-family and 10% commercial so the 45' goes towards those other uses. Open space requirements in the RM are 7% of the total site, they are planning on doing the town-home option of the RM with the open space being a passive recreation with some amenities. They are proposing a trail system that connects to the improved section on the south side of the development with the commercial site located along Poleline. Permitted uses multi-family residential uses cannot exceed 20% and neighborhood commercial/office uses cannot exceed 10%. Because they are planning to do townhomes, units on their own platted lots they may have zero lot lines, but it is no different than any other single-family home. They are proposing no zero multi-family, I know some comments for the public notice there was a lot of mention of multi-family and wanted to make it clear they want to do single-family townhomes. They have commercial restriction and are capped at 7.4% of the development area.

Zone Change Criteria:

- The future land use has this designated as low density residential. All types of single-family residential uses up to eight dwelling units per acre, the 77 townhomes (single-family) on 9.63 acres equals to 7.9 dwelling units per acre. So, this makes them eligible to request the RM as an implementing zone within that low density. Looking at it being consistent with the focus area, Central Prairie, support provisions for a variety of housing types and densities, the roadway classification is able to support in excess of 4,000 vehicles per day. 2035 project traffic volumes are for 3,000 vehicles per day. Both Poleline and Chase are classified as minor arterials that are designed to accommodate traffic volumes of 6,000-15,000 vehicles per day. Poleline Ave. is estimated to have 2025 volumes of 1,700 vehicles per day and 2035 volumes of 3,000 vehicles per day.
- Grow and sustain a balanced, resilient economy for Post Falls, providing community prosperity and fiscal health; maintain and improve Post Falls' small-

town scale, charm, and aesthetic beauty; and maintain and improve Post Falls' transportation network, on pace and in concert with need and plan objectives. As you can see with the Black Stallion development the city received the improvements along Poleline Ave. and they also planned to extend Miss Hannah Ave and would come back to Poleline and with development they would improve the northern portion of the trail connecting it to the north side with some improved pedestrian connection and would be in line with goal 6. Goal 7, plan for and establish types and quantities of land uses in Post Falls supporting community needs and the and the City's long-term sustainability. To protect and maintain Post Falls' natural resources including clean air, soils, river, and aquifer, and minimizing light and noise pollution citywide; maintain the City's long-term fiscal health. Policy 1, maintain or enhance community levels of service; foster the long-term fiscal health of the community; maintain and enhance resident quality of life; promote compatible, well-designed development; implement goals and policies of the comprehensive plan, related master plan and/or facility plans. Policy 2; looking at future land use maps compatibility with surrounding land uses infrastructure and service plans existing and future traffic patterns. The staff report goes into further analysis. Policy 7; encourage the development of off-corridor access and circulation for commercial and mixed-use areas of abutting limited arterials. Encourage compatible infill and redevelopment of vacant and under-utilized properties. Policy 15 ensure that adequate land is available for future housing needs, helping serve residents of all ages, incomes, and abilities through provision of diverse housing types and price levels. This policy ties back to the Land Use Planning Act and what I mentioned earlier about the purposes of it regarding housing and for jurisdictions. Policy 27 work to improve street connectivity in all areas of Post Falls, improving walkability, public health and safety, and transportation efficiency. With this development and future phases of Montrose you will get this.

- We recently received a major PUD amendment and subdivision plan for Montrose, they're looking at phasing in their portion south of Poleline Ave. They show the pedestrian network they intend to construct going east and west connecting to Clark Fork Parkway which would go up to Poleline. At some point in the future there is a plan to construct a bridge on Poleline to make that connection to the west towards McGuire. There currently are 2 users on the rail line and at such time they are no longer using it the city will discuss providing a green trail from Montrose to downtown towards our city center planning area. There is an approved subdivision to the east at the northwest corner of Poleline and Chase called Coleman Acres, they haven't started construction, but they are approved and for all intensive purposes except for a couple of county islands it may be feasible to attain those frontage improvements on both north and south side meeting the road classification requirements.
- These are minor arterials so the road will be designed to handle significant traffic which would make it compatible with some commercial uses.
- To acknowledge that there is no high-intense urban activity area near this, so it lends itself to some lower density hence the future land use designation of low-density designation.
- Industrial zoning is not applicable.

All the agencies have been notified and we received comments from the Police Department as being neutral as well as the School District and the Kootenai County Fire reserve the comments for the review and permitting process. Post Falls Highway District is in support and the Department of Environmental Quality had no impact comments at this time.

Kimball – In order for an RM zone to be appropriate in the low density to residential it must be 8 units per acre or less, correct?

Manley – Yes

Kimball – So, would it then be appropriate to limit the density in the agreement to 8 units per acre to keep it in conformance with the Comprehensive Plan?

Manley – That is what they attempted with the 77 units as a cap, 9.63 divided by 77 and came up to 7.9.

Kimball – I understand the math it just doesn't say it in the agreement.

Manley – Okay, that should have been an add in, yes.

Ward – Can you go to the traffic count slid?

Manley – I'll answer certain questions, Mr. Palus is here to answer the rest.

Ward – The 2035 projections, when was that done, it definitely wasn't done before the growth right?

Manley – Mr. Palus said 2014, I will say this, the proposed amendment that Montrose is moving forward they plan on removing about 300 multi-family units that were approved in that area to the north. So, they are converting their multi-family units to single-family lots.

Ward – The only egress right now would be through Montrose down Clark Fork or back out Poleline to Chase right, there is no other exist to get to McGuire from there. They blocked that off a couple years back.

Robert Palus, Assistant City Engineer - So currently from this location here you do have Clark Fork Parkway which does go down to the south connects with Midway Ave. by the elementary school which would go out to McGuire. Then you also have Santium Dr. which doubles back up to Poleline Ave. that was a temporary road access point that was put in when the railroad crossing was created to allow for the elementary school.

Ward - So it still funnels them down through Montrose though.

Palus – Yes, and when you were talking about the year that the traffic counts were done in 2014 with the 2035 volumes being the City of Post Falls at about around 90,000 in population and that also considers that 3,000 volumes with that bridge over the Union Pacific Railroad and that's really what's driving the additional traffic coming in this area.

Ward - Is Clark Fork classified as minor?

Palus – Yes

Hampe – It doesn't exist right now though, does it?

Palus – It does exist right now it is a 2-lane roadway with no urban improvements, no curb gutter, sidewalk.

Hampe – So it is running through there.

Palus – Yes, Clark Fork is an urban roadway, 36' in width up to just north of Snoqualmie Ave. and then it reduces down to a 2-lane roadway that done to provide additional access and emergency services to the area.

Hampe – Okay

Palus – One thing to note, we do anticipate that Clark Fork Parkway will probably have to bounce about 200' further to the east to accommodate a future bridge at that location.

Applicant, Bret Hargrave - I just wanted to reiterate just a couple of things and then point out potentially a few other options or other points of interest on this. Number one is that on the density because I think that there's been lots of comments and concerns about the density going in and that is eight units per acre being allowed, we are maximizing that. But we are following that up to its fullest potential; the other thing that I wanted to address is there were some concerns about privacy and these units are only allowed to be up to 35 feet in height which is the same height as a single-family home. So, there's no difference views blocked or somebody peeking in your backyard or whatever that potential is exactly the same. The other thing that I think is noteworthy about this and this goes to protecting what I think a lot of people are also concerned about but are sometimes a little bit reserved in how they present themselves and that is frankly their property values. That's a big concern and it should be a concern for everybody but thankfully the City of Post Falls has some pretty good guidelines on what you can and can't do for townhouses for example, you cannot use vinyl siding it doesn't have the same durability as brick, stucco, stone, fiber, or cement products like that and so over the long term you have a better product. The city has put together some code requirements to offset facades giving the building a varying look there's also a requirement to have a bit of a themed approach to your development and requiring a minimum of 2 varying options. So, you can't have one set of townhouses look colonial and the next one look completely out of place with some sort of salt box look, there must be a continued theme. This is to help protect the value of the development and your neighbors' properties as well. I think the next point is probably the most important thing is we're talking about individual home ownership this is not a development to be sold off as a multi-family group it is our design and intention to hold on to a unit or two to service our own family as well. The reality that we see is that Post Falls as a community is getting tough and doing townhouses like this gives us the ability to provide a little expansion and with that rapid expansion is a rapid climb in property values and the ability to buy. This gives some diverse and competitive housing options for those that want something that is a little less maintenance and gives professional housing for those that are interested in something in a product like this. So, we want to meet that need one of the other things that I want to address as well is the ability for the commercial space and I think that there's some concerns. When somebody hears commercial space especially after this evening, you're talking about in previous discussions commercial space and what it can do out on 41 and Prairie and that sort of thing and that's not what we're talking about. The commercial space is 31,000 square feet of lot space but in that we're talking about a maximum of about 4,000 square feet of building capacity space. We are looking for community centered like a bakery or coffee shop we're looking for opportunities for a mom and pop to come in lifestyle businesses to come in. The goal is to provide services that people want to walk to and provide a community a commercial space that is open and inviting for a community that wants to walk inviting Montrose, Black Stallion, and the developments to the east of us there along Poleline. We're not talking about restaurants or fast food, or convenience stores that can drive a lot of traffic we want to develop something that will encourage walking traffic. So that's that is the goal and that's everything that I wanted to present.

Testimony

In Favor – Read into the record by Davis – William Hathaway – My wife and I reside on the west half of the proposed annexation; we have lived there for 16 years and support the annexation.

(In Opposition) Tyler Mort - Born and raised here I sell real estate here and do some building I have a small building company and do a little bit of developing with my uncle and dad and I look at this think the drawings are beautiful but just look at the area and what's surrounding it. It's all R1 R1S there's a reason why The Meadows and The Prairie Meadows are the most sought-after development in Post Falls, it's because bigger lots and the elbow room with shop space. I've yet to meet a buyer that comes into town from Seattle, California, Colorado, wherever they're coming from that says I want to live in a townhome on the prairie, let's just let's call townhomes what they are a duplex. It's a duplex and I think no one's opposed to the annexation I've talked with neighbors' people in the existing development no one's opposed to the annexation they'd like to see it stay consistent with what's there. Especially when part of the access is off Miss Hanna everything in Black Stallion is a quarter of an acre, third of an acre, up to I think .79 acres. So, I'm the one building in Black Stallion right now, no doubt that you put a nice product in there Mr. Hathaway, but I haven't sold a house under \$800 grand. So, you start looking at that and that people are buying bigger homes with shops and bigger lots; then there is a townhome project right across the way. I get it I'm in the business more lots means more money and higher density means more money makes it more desirable. As far as if you were to ever sell it or whatever it makes it more desirable but just from a citizen that lives there and what's already in that development, I look at that and I just go man how much more high density does Post Falls need? Just come in east from Spokane and what's the first thing you see when you cross state line, it's apartments. There's lots of duplexes, townhomes, so again I have no qualms that it'll be a nice product. You seem like a great guy I think you'd probably do a great project in there; I just look at what's surrounding it and I just don't think it fits. I look at the road system in there Poleline's essentially a dead-end road and I know that's a huge concern about whether the studies say it can hold it or not, but you know 77 lots two cars apiece 100 and some odd cars coming through. Accessing either through Miss Hannah or right up the school zone on Clark Fork so just some things that I look at and when you look at what's surrounding it and why that area there is a desirable area it's the bigger lots and the ability to have shops so again thank you.

Elizabeth Godbehere - I'm a nurse in the area I work at all the hospitals in the surrounding area. All the hospitals in the area are having big staffing shortages and we are hiring expensive contract labor and one of the number one concerns is the lack of diverse housing, no one can find housing the area speaks for itself there's no reason why contract labor that comes in shouldn't stay. It's just they can't find places to live and townhouses well I mean everybody would love to be able to buy 10 acres on the prairie it's not feasible and townhouses are a good option for professional housing.

Jonathan Frantz - One of the things that I particularly like about it is the fact that it is individual lots that it is individual home ownership. There's a lot to do with multi-family out there and there's some undesirable aspects to large multi-family projects but I think when you get to a project like this, and you see that there's individual ownership you get that pride of home ownership. I think that goes a long way, one of the other aspects that I do like about it is, I certainly appreciate everything Mr. Mort said, but not everybody has the ability to buy an \$850,000 house or property there's a lot of housing issues that are going on right now. I believe the median household or the median sales price for a single-family

home here in Kootenai County just crossed the threshold of a half a million dollars. That's getting really difficult for a lot of folks, under a quarter of the county can actually afford a median price single-family home right now. I view projects such as this as a potential answer for those problems we've got the ability to put forth some housing in a manner that can accommodate some folks that don't have the 850 to a million dollars to be able to buy a house, but they can still come here they can still get their piece of the American dream or perhaps the Kootenai County dream. I think it provides some real solutions to a lot of the things that we're looking at and for that reason as opposed to coming in with a true multi-family project I do support this style of project here something that I think could be realistically attained by.

Neutral

In Opposition – Tracy Matheson - I am on the property adjacent to the Hargraves and very much appreciate your brother getting up here and speaking about affordable housing in the area and the fact that you had a nurse come in and talk about affordable housing. I definitely respect that and I'm for it, but you can't say in one minute that you want to make these affordable townhome duplexes and then talk about contract labor because it is temporary workers that are in here for contract labor going to buy a townhouse or a duplex. It kind of seems like it's coming from both sides, and it is a congested area it is a dead-end road it's on my property line and I've known the Hargraves forever until this I really respected them and liked living next to them, they were great neighbors for a long time. Very few incidents over the years but the fact that they're trying to do this and act like they're invested in the community is disheartening and I will never view it the same I'm adamantly opposed to it, and I wasn't going to get up here and speak my daughter told me to behave because I get very passionate because it's on my line and I get myself in trouble. Which is very true, and I think honestly that Tyler said everything in the sentiment that we're all thinking so with that I'll shut my mouth before I get in trouble.

Howard Burns – It's a nice project in the wrong place, should be R1S zoning. We talked about Cecil and 16th, it would be great there, Greenstone has a huge chunk of RM property where I believe they will be doing some townhomes and projects on Prairie over in the developing area, south of Prairie. There will be some nice development there, at least that's what they promised. If it becomes some kind of multi-family, well let's call it single-family lots, I still come back to the same issue as I mentioned out on Cecil and 16th, keep Blackrock from buying them out and turning it all into rentals. They have the right to do so unless you restrict it in the HOA. You can say small lots with lovely townhomes and it's not affordable if you look at Coeur d'Alene, they just build 6 on smaller lots off Sherman Ave. and they range from 2.4 – 2.9 million so there is no guarantee about the price. So, just keep it R1S keep the RM where it is already approved there is lots of it. Let's just hope Greenstone starts building where they already have the rights to.

Lynn Collett – We have lived in the Prairie Meadows development for 6 years. I was drawn to this City because of its beauty, friendly people, and small-town country feel. The R1 zoning in this area has been in place for many years. I feel that a high-density project with 77 lots on 9.63 acres would not be appropriate in this location or be in the best interest of the community of City. The traffic on Poleline is already becoming a problem and this many units would add a massive amount of additional congestion and the noise and light pollution would also affect our community and quality of life. These types of high-density projects are initially held to a high standard but as time goes on, they often deteriorate affecting the value of properties in the surrounding areas and city. As homeowners we also feel blindsided to hear the owners of the property have been

meeting with the city since last September, and we only found out about it a month ago. I contacted the city over the last few years and was told more than likely this property would be zoned rural residential in keeping with the existing homes and development. If we all want a cohesive city, we can be proud of, townhomes, condos, or apartments are not the appropriate fit for this location. We are counting on the City Council and Planning and Zoning Commission to please represent us as a community and vote no on this project. I feel a single-family housing project consistent with the surrounding area would be a much better fit and falls within the existing goals the city had in place for many years.

Manuela Armbruster – We purchased our property in 2013 because we saw that the existing laws and regulations of the City of Post Falls wouldn't affect our privacy and rights in any way. I'm writing to voice my strong opposition to the RM designation for the Hargrave-Hathaway plot on the piece of land along Poleline Ave and directly south of my property. The proposed development of close to 80 townhomes is not in the best interest of the City of Post Falls. It will adversely impact our community services, such as police, fire, water, and sewer. It will also add over 100 new cars to our roads which are already impacted and will also cause a strain on our local schools. The proposed RM designation is not at all in line with the Future Land Use Map created by the City of Post Falls Planning and Zoning Commission, which places this plot of land in the middle of a large area of exclusively R1 zoning (single-family homes). A townhouse development would damage the small town feel of the area as well as the aesthetic beauty of the area, which is in direct opposition to the City of Post Falls Comprehensive Plan, which states one of the goals of the land use planning is to "maintain and improve Post Falls' small-town scale, charm, and aesthetic beauty". Which is what we so much enjoyed so far living in Post Falls. Finally, I am very concerned about the adverse impact that this proposal zone change will have to my property and property value. It is very upsetting to imagine 15 townhouses along the fence line of our property. The nuisance of noise and loss of privacy would affect our quality of life immensely. Please do not empower a few greedy developers to destroy our and our children's lifestyle which we have worked so hard for to accomplish. They will not fool me by glorifying themselves pretending they will do something amazing to our community, NO, I don't believe it. I am devastated that they only think about themselves and fill their pockets but not about their fellow citizens who must live and deal with the mess they create. I hope that our City Council members will keep their promises they made to us residents when they were running on "Slow Growth Post Falls." Please vote No regarding the Hargrave-Hathaway Annexation.

Gary Alvarado – I have been a resident since I was 7 years old, I've seen a lot of growth. Post Falls was just a couple of taverns when I was here, other than my stint in the United States Air Force I came back home, and I lived in the county. I got to a place where I couldn't continue to take care of my 10-acre property, and we moved into town. Town was great because Poleline was basically a dead-end and once they put in Clark Fork we saw an uptick in traffic, a significant uptick in traffic. We've got Westridge Elementary School (statement was Ridgeway) down there off N. Clark Fork Rd. As I said I have been here a long time and growth is inevitable, last week when I was here you talked about the best interest of the city, and you spoke of the new policy, and you were making some amendments to it. You voted it in, and I didn't have the ability at the time to address certain things, but I must ask, who is the City of Post Falls, you as the Commission are not, individually you are but not as a Commission. These people out here are the City of Post Falls with the exception of Mr. Manley who lives in Washington and the Hargraves who live in Utah. So, 50% of those people over there do have any stake in this game

other than to enrich themselves. So, when we look at the amount of traffic that's already there, you must ask yourself 77 units X 2 because typically they're going to have 2 vehicles. Where are they going to park, the project looks nice on paper and it does, as he said, nice project wrong location. R1 throughout the entire area and now we want to do these high-density apartments basically condos, townhouses they might sell them now but, in a few years, they will want to rent them. Soon vehicles will be parked along Poleline, where else are they going to park. Talking about greenspace, it is small, there isn't going to be a lot of greenspaces. Drive down Clark Fork and into Ridgeway and you will see cars are parked on both sides of the street it is narrowed because of boats, RVs all throughout the neighborhood because they can't park in their garage. Miss Hannah, right now it is a cul-de-sac and there is only one way in and one way out. Just go drive down there and you will see the black patches from people racing down that road, twice they have almost taken out my fence.

Manley – Not that it matters but, I live in Post Falls, and I run Poleline Ave and Clark Fork.

David Collett – Are the roads big enough for a fire truck to get down them?

Davis – You can continue, we will make notes and address them when we come to it.

Collett – Okay, if someone parks on the road can they get a fire truck past them? did he get his realtor's license and if he did who will sell them? I hear you are going to move out of the neighborhood somewhere where it's rural. My neighbor is cop and the first thing he said about this, the crime rate is going to go way up. It's all R1 residential so why are you putting all those houses or townhomes in there for everybody to look at. They will look like apartments you won't be able to tell the difference.

Davis – Quick pause, when we do public comment, it's bringing to our attention obviously how you feel but if there's specific things that we need to be aware of. Obviously, traffic is an issue and those things. One thing I would strongly suggest is let's keep it to that lets not keep it to accusations or where people live or things of that nature. Let's keep it on task because we have very clear parameters that we must work from and the personal feeling and how you feel about an individual and where individual lives doesn't really matter in this case.

Ava Doman - I'd like to comment on this as of July 2022 the new annexation criteria now says is the proposed zoning district consistent with the vision for the area contained in the currently adopted Post Falls Comprehensive Plan. The Central Prairie Comprehensive Plan Appendix A discusses multi-family housing along Prairie Avenue and commercial development along Prairie Avenue; if this is the case, why are we considering a Coeur d'Alene River Stone wannabe in the southwest corner of the Central Prairie that is thriving with single-family neighborhoods. The Central Prairie Comprehensive Plan Appendix A also outlines a focus of commercial uses where traffic volume exceeds 4,000 vehicles per day. We covered this already and currently Chase and McGuire don't even connect on Poleline. I will tell you the plans seem to be very conceptual and very premature the project narrative document for the Micah Station annexation and subdivision indicates the proposed subdivision supplies important commercial space opportunities according to LoopNet; we currently have over one half of a million square feet in lots reserved for commercial construction. Ray just said there's a lot of commercial in this area to say this project supplies important commercial space is vague and may or may not be true commercial space in this part of the Central Prairie is not necessary why don't we fill the existing Tedder Business Center with thriving businesses instead why don't we follow the city's Comprehensive Plan to focus commercial development along Prairie Avenue. One

additional item from the project narrative indicates access through this 9-acres is a continuation of the street called Miss Hannah Avenue, to me the terminology of Miss refers to young unmarried women or girls under the age of 18. And seems to be enjoined with another female name specifically Hannah. Why are we perpetuating terminology with a southern United States reference and a female-related name in a street in northern Idaho. Perhaps I have completely missed the point, miss should be more of a verb meaning, fail to hit, reach, or contact. We appear to want to be progressive in terms of housing like a big metropolitan city in western Washington and yet we are certainly not progressive in our terminology. This development does not meet land use goal number 3, to improve and maintain Post Falls small town scale, charm, and aesthetic beauty this development is a western Washington copycat. Even the developer of this project acknowledges the proposal for 80 townhomes in his email on September 27, 2021, quote "Our concept is not what we typically see happening right now in this area." Aside from making a lot of money why has he changed his mind? While I'm in support of annexing the 9-acres into Post Falls I do not believe the proposed development in rezoning to the Residential Mixed Area is in concert with the Post Falls Comprehensive Plan for the Central Prairie keep this property as R1.

Douglas Williams - I believe you have all taken an oath of office which included an oath to uphold and defend the Constitution of the United States, when was the last time you read the Constitution, yesterday, last week, last year, ever? A lot of people believe that something is constitutional, when in fact it isn't even mentioned in the constitution and a fallacy is promoted and sold to the people who have no idea what the constitution says, because the people have not even read or studied it. I also assume you have read and are familiar with and have studied the Post Falls Comprehensive Plan growth areas, focus points, future land use maps, and land use goals you are now contemplating the Hargrave-Hathaway Annexation. The developer has put forth his plan for this project in the which he has eloquently put forth the fallacy that the proposed land use conforms to the surrounding area, if you read the emails between the city planner and the developer it appears that the planner aided the developer almost guaranteeing it will pass. Is that conspiring and colluding, is your criteria for services the only criteria that you use? What about the criteria of an input of the citizens I am sure the developer has made all kinds of assurances regarding how the property will look and function, but how does lower income property look in 10 years or 20 years. Who and why would you put an unsightly pimple on the face of pristine housing R1 around that surround this zoning area? Read and study your Comprehensive Plan the land use maps and especially the land use goals the ordinances describing low density residential and high density residential and misused zones. Any assumption that this project fits into the surrounding area or the Prairie Use Focus Area is ludicrous and ignorant or simply delusional. I believe you have taken an oath to uphold to defend the Comprehensive Plan and City Ordinances is fully written I expect you to keep your promise and deny this request, thank you.

Jean O'Neill - I am vehemently opposed to the RM zoning request for the Hargrave-Hathaway piece of land and I feel hopeful coming here tonight to talk to you because, watching the two previous annexation requests I see that the three criteria that you use are first looking at the future land use map for the City of Post Falls. For me this is a very clear case where that piece of land sits very solidly within R1 zoning there's literally no other pieces of property adjacent to this piece of land that is anything except R1 not even an R2 it's all R1 everywhere around it. Those of us who bought adjacent to this piece of land we detrimentally relied on the fact that that piece of land, if it ever was developed,

would be R1. Sorry I'm a little nervous not used to public speaking I'm used to mommying. But we detrimentally relied on the fact that maybe one day that land would be developed but it would be probably single-family homes and not townhomes. The second criteria that you guys are looking at are the Post Falls Comprehensive Plan and just looking at the different goals. The first one that caught my eye was to maintain and improve the provision of high quality affordable and efficient community service in Post Falls, it concerns me the strain that this many houses on this small piece of land would cause to our schools, our fire, our police, our sewer, our water these are all things that we need to work effectively for us all to enjoy our community services and our community. The other one that caught my eyes and probably the most important one is to maintain and improve Post Falls' small-town scale, charm, and aesthetic beauty. I think if you were driving down the road and looked around everywhere and saw all these single-family homes and then came upon townhouse it would just look strange, it would not maintain the aesthetic beauty. It sounds like a lovely development and a lovely idea it just doesn't sound like the right place to put it and I think it aesthetically would look very strange to have single-family homes and then a townhouse development. The third thing is the traffic and I feel like everybody has effectively spoken on the traffic issues along Poleline it might be deemed a minor arterial road but it's really a neighborhood road. It stops and the intersection there will be very busy with the addition of 150 extra cars. I just wanted to say from a personal note, one of the reasons that we made an unconventional choice to buy along a train track was because for us, we have many children, and for us it was important for them to be able to play freely in our backyard. To have carefree childhood and it upsets me a lot, I know 35' doesn't sound like a lot but when you shove eight townhouses against our fence line, 35 feet is going to still be second story houses that are going to have people eight families who are going to be able to look down into my backyard and see my children playing. I feel like when we bought the property, we relied on the idea that it would be a consistent use of land for that place and one thing I haven't heard mentioned that we had discussed was the presence of a very large gas line that runs along Poleline. I'm not an expert in gas lines but it does concern me the idea of a large gas line and a high concentration of people who will be living along it. For the people who are going to potentially buy townhouses there I think I would like to hear more discussion about that.

Andy Shepherd - Two years ago our family decided to relocate our business here to Post Falls and I am all in favor of growth, if you see our business, it is Grow Ignited. I'm all in favor of economic growth but I'm also in favor of following a plan, you guys did a phenomenal job putting together your Comprehensive Plan. When we're working with businesses helping them grow, we always see that the most success comes from following that plan when we chose Post Falls to relocate our business to, we looked at your Comprehensive Plan. We relocated from northern Indiana we really didn't have any idea about the growth that was going on in the community we just saw a quaint town with charm, and we would be close to family in Washington. When we moved in and looking at the plan, we looked at the development around everything around our property, by the way we live at 1550 West Broad Water, and the back of our property points directly at the new proposed development. When we looked at that plan, we saw this is a great area it's going to maintain quaintness it's going to maintain the charm of the city and it's all zoned R1 everywhere, except for the one triangle behind us, what is the likelihood at that point as a family moving in that you would assume that would become a RM or a zone other than R1, very unlikely. So, we thought it was safe to purchase that property if we look at

the market, currently and I know that housing costs have risen. I will just speak to the contract nursing, I will say Northwest Specialties Hospital, if you look at that hospital their culture that they promote they have very little to no contract in nursing, because of their culture, their amazing culture. We have an amazing culture in the city from what I can tell we don't want to change that we want to keep drawing people into this quaintness because that's what drew us but when we look at the real estate market, last year versus this year, last year in June there was 463 active listings in Kootenai County this year in June we have 1006 active listings. Last year we had 1,650 homes sold which was up 11 from the year prior, this year we have 1,362 which is down 18 from the year prior. I would like to encourage you guys to follow your plan you have a plan, there's a time and a place I'm not saying that this isn't something that is needed by our community because it really is, we do need some townhomes. This is the wrong area for this development we need to stick to our plan so we're successful moving forward into the future.

Rebuttal: Bret Hargrave - There's been a lot of valid concerns and a lot of comments mostly pointing to concerns of interpreting property values is what I'm hearing, I understand that and it's a very legitimate concern. One of the benefits of this Residential Mix is that it comes with this Development Agreement that we're already talking to the city about and what this looks like. So, there's a strong ability for the city to have some input on how to protect land values of the neighbors. I would just encourage the thought process, as far as the concerns on density, I know that eight units per acre or 77 units on 10 acres sounds like a lot. When we talk about high density, just for a point of reference I am a construction manager and I do currently reside in Utah, I am working on a 10-acre project where we're doing 400 units on 10 acres. That's what I'm doing right now, so 77 on 10-acres it's not a high density when you consider what is allowed in R1. R1 is up to 8 units per acre that's what's in the code and so if it wasn't townhouses individual lots in there would eliminate green space and take away any sort of ability for a community feel. We would just be stacking units in there and nobody wants that next to them either and we certainly aren't interested in a project like that but, it is a possibility and is a reality and so we feel that this proposal is by far what would give it the highest and best use. It will add value to the area and add value to the city of post falls as a whole and with that limited commercial opportunity add value to that neighborhood and surrounding neighborhoods.

Ward – Does the fire truck fit down the road?

Manley – We have the Fire Department here.

Chief Ryan - When projects come to the Planning and Zoning Commission there's still such a global picture that the fire department doesn't get involved with access and things like that until we start getting further into the plan and start finalizing things. Because there are so many variables that come into place, but we do make sure that road width is acceptable that even with on-street parking we have access and then we look at alternate means of ingress and egress as much as we can. The Fire Department is limited especially when it comes to residential development, really all we can talk about is access and water.

Ward – Do we have an idea on when the bridge is being built?

Palus - Our current Transportation Master Plan and our Capital Improvement Plan from our impact fees has it identified as a long-range project, so that would mean a project that should be constructed by the year 2035. Right now, we are in the midterm of that which goes through projects through 2025 so somewhere between 2025 and 2035 depending

upon when dollars are available in the impact fees. We are in the process of starting a Transportation Master Plan update that would be starting this fall so sometime within the next 18 to 24 months we would have an update which would better identify where those plans may occur.

Comments

Zone Change Criteria:

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

Hampe – I don't think it is, if we look at the Future Land Use Map, everything in that area is designated as low density residential. This doesn't fall within the Future Land Use designation.

Kimball - It is low density residential on the Future Land Use Map and by definition in our Comprehensive Plan that is up to 8 units per acre, and I think that that's what they've presented. That's what we can condition in the RM zone I think that was intended to be in the Development Agreement and so I guess technically speaking by definition it meets that requirement, although may not feel like it.

Ward - My thought would just be the fact that you're sticking all those cars back in that corner and everybody will go past one of our schools that's already overcrowded in Montrose and run them all the way back out to Poleline and all the way down. If they want to egress down to I-90 they would go all the way down Chase which puts them past another school. So, the town definitely needs the housing options and and I appreciate everybody wanting to maintain their housing value but decide what's best for a community overall and that includes everybody not just the \$800,000 property owners. I do think in my opinion that this is a great plan but a little too early, having all those cars back in that corner and I'm down there quite a bit, it's crazy there are cars parked all over Clark Fork Parkway.

2. Amendments to the zoning map should be consistent with the goals and policies found in the Comprehensive Plan.

Kimball - I think that our goals and policies in the Comprehensive Plan support this. In our first public hearing tonight, the staff talked about affordable housing and mandates in state code that frame our Comprehensive Plan, it's not just affordable housing, it's a variety of housing types and we really don't have any townhomes here in Post Falls to speak of. The fact is I personally don't like the fact that, I mean personally I feel great that my house value is quadruple, not excited about the fact that it has priced so many working-class people out of home ownership. As a Planning Commission and as a city and according to state code, we have an obligation to provide a variety of housing. Someone said it tonight, people who move here are buying an \$800,000 house they're not looking to buy a townhome, that doesn't mean that there's no market for that. It means the people who probably grew up here and are working in a decent job, but they just can't afford a house maybe this gives them an opportunity for a route to do it. The project on McGuire that we looked at or just off McGuire a little bit ago with those twinhomes it's similar in a similar area, those are surrounded by five-acre tracks, and I think that the goals and policies are laid out pretty well by staff and the staff report and I think it meets a lot of them.

Hampe – I think we do need a variety of housing and from the standpoint of financial higher end to lower end but, I believe we have had a lot of that come before us. We have had no R1S come before us, and this is in an area that was largely designed for R1S. They've had some exceptions to it for the Prairie Meadows they received some lot size adjustments through a PUD, I think. What we don't have a lot of is larger lots, smaller lots have come before us so, I disagree that we are not servicing the community with more affordable housing. A gentlemen stated it's a great project just wrong location and I agree with that.

Davis – We have had a lot of smaller stuff come before us, but I think it was in multi-family, the idea of actual homeownership... I hear a lot of things tonight and I think it is emotionally driven in the sense of 1) I think we've all looked and had staff look and we've never found anything that says a project like this or anything close to it will lower your home values. I live in Post Falls, and you hear, well these townhomes are going to come in they're going to be dilapidated and it's going to cause this, that, and the other. I drive through subdivisions all of the time and I see garbage stacked up all over the place so you can't put that on this kind of project. I think if you look at it and that there is an argument for it not being in the right place, absolutely, but does it fall within the Comprehensive Plan, I think it does.

3. 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.

Davis – Ward, you hit on this a little bit, your biggest concern was traffic.

Ward – Yeah, so I think the average is 2.6 cars per house, if you add it up it escalates the count of cars and if they come out and half egress into Montrose that's going to be a nightmare during school. I am just a little confused on it myself.

Hampe – Again, with the Future Land Uses, I don't agree.

Kimball – As an Engineer when it comes to traffic etc. at 77 houses is a pm peak hour volume of around probably 65 trips would be an average of 1 per minute. If we were to have a minute of silence, imagine sitting at an intersection for a minute, that is what the added traffic would be. I live in the vicinity of Chase and Poleline, I drive through that intersection often and in the morning peak hour it's incredibly rare to see more than 3 or 4 vehicles in the intersection much less on a particular leg. Our Transportation Master Plan has Poleline as a minor collector and those are streets that are meant for that type of traffic. 1 car per minute during the peak hour is not going to do anything significant. The Community Plan, that's the sewer stuff which is in the vicinity. There aren't any geographic features that prohibit it if a traffic problem existed Mr. Palus would have talked about it. Again, it is a zoning thing and if we talk about the fact that there's a little commercial component to it, whether it is built or not, I don't know. It would be nice to have a little coffee shop there or something to walk to. I find that to be beneficial to the community as a whole.

Hampe – I certainly didn't hear anyone say that Clark Fork Parkway was going to be developed to its full standard prior to this development going in if we annexed it. They said it is just a 2 lane smaller road, it's a pretty small road is what it sounds like right now. Will it be built out and able to handle more traffic, yeah, it probably will be, certainly. There isn't a guarantee, and no one said that was going to happen before

this development. I don't know why we think that will handle all the traffic. So, I don't agree.

Kimball – From a traffic standpoint are you talking about the area that goes across the field that's just 2 lanes.

Ward – Yeah.

Hampe – Isn't that the road we are talking allot about.

Kimball – Prairie Ave. has 2 lanes.

Hampe – Yeah, and you think the traffics great on Prairie Ave.?

Kimball – It isn't a capacity issue. When it is built out, it will be to the full width.

Hampe – Sure when it is built out.

Kimball – At this point there is no traffic issue with over 200 capacity-wise and a 4,000 ADP and 60 peak hour trips it's not going to kill it.

Hampe – So, it's not a problem for you?.

Kimball – No, not at all.

Hampe – Okay.

Kimball – It's really not, the engineer part of it is there are no capacity issues.

Ward – There are benefits for sure the commercial space would limit vehicle miles or at least knock some off.

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

Not applicable

5. 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.

Kimball - With regards to this lower density housing at least by definition and limited commercial which is what is basically being presented, is further away from those higher intensity urban activities which is you know the Seltice Way Corridor.

Davis – 77 townhomes and 31,000 square feet of commercial lot space, 7% of open space, zero multi-family.

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

Not applicable

Motion to recommend approval to City Council finding the requested zoning meet approval criteria found in the PFMC 18.16.010 and 18.20.100 as outlined in our deliberations and direct staff to prepare a Zoning Recommendation. To include a density cap of 8 units/acre in the Development Agreement. - Kimball

2nd by: Ward

Vote: Hampe – No; Ward – Yes; Davis – Yes; Kimball - Yes

Moved

5. ADMINISTRATIVE / STAFF REPORTS

None

6. COMMISSION COMMENT

None

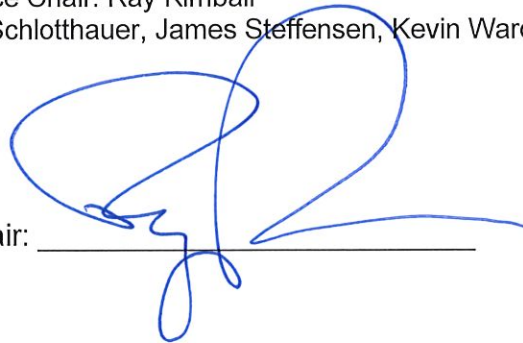
7. ADJOURNMENT 9:23PM

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: 9/13/2022

Chair: 

Attest: 