



**PLANNING AND ZONING COMMISSION
MEETING MINUTES**

**June 11, 2024
5:30 PM**

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

CALL TO ORDER - 5:30 PM

PLEDGE OF ALLEGIANCE

ROLL CALL

Vicky Jo Carey, Kibbee Walton, Ray Kimball, James Steffensen, Ross Schlotthauer, Nancy Hampe, Bobby Wilhelm

REGULAR MEETING

**CEREMONIES, ANNOUNCEMENTS, APPOINTMENTS, PRESENTATION
ACTION ITEM**

- a. National German Chocolate Cake 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.

Jon Manley, Planning Manager: Item number 8 on the agenda, The Development Impact Fee Committee meeting, is not going on this evening. We will be moving that report to another meeting in the future.

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. Meeting Minutes May 14, 2024 Planning and Zoning Meeting

- b. MVBC Zone Recommendation File No. ANNX-23-6

**Motion by Planning and Zoning Commissioner Walton to approve the consent calendar as presented.
Second by Planning and Zoning Commissioner Carey.**

**Vote: Wilhelm - Yes, Hampe - Yes, Schlotthauer - Yes, Steffensen - Yes, Walton - Yes, Carey - 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.

ACTION ITEMS:

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. North Place Subdivision File No. SUBD-23-7

Public Hearing opened at 5:33 pm.

Staff report

Jon Manley, Planning Manager:

The owner of the property is Schneidmiller Brothers Inc. The applicant is Kevin Schneidmiller. The applicant has requested to subdivide approximately 238.52 acres into approximately 1125 lots within the Residential Mixed (RM) zoning district in multiple phases consistent with the associated Residential Mixed (RM) Zone Change Development Agreement. The project is located south of Prairie Avenue, between Idaho Road and Greensferry Road. The current land use is a large undeveloped lot zoned Residential Mixed (RM). The surrounding land use within the City is mostly Single Family Residential (R-1) zoned single-family homes. The surrounding zoning districts are: at the northeast corner there is a 5-acre Community Commercial Services lot and to the east is another 5-acre Residential Mixed (RM) subdivision called Britton Place. The water provider west of Syringa is the City of Post Falls; east of Syringa is Ross Point Water District. The City of Post Falls will be providing sanitary sewer. The City of Post Falls has adequate capacity to provide service to the subdivision

as proposed. The subdivision and proposed layout are consistent with the City's Transportation Master Plan and Design Standards. At this time there are no known soil or topographical conditions which have been identified as hazards. The proposed preliminary plat complies with the Residential Mixed (RM) zoning district and the associated development agreement. Impact fees will be assessed and collected on individual building permits to assist in mitigating the off-site impacts on parks, public safety, multi-modal pathways and streets.

Carey: How much could they change that?

Chris Gabbert, Deputy City Attorney: In the residential mixed zone there are some limitations on the uses of the sites. Neighborhood commercial cannot exceed 10% of the total development area and multi-family residential uses cannot exceed 20% of the total area.

Robert Palus, City Engineer: This is a very large project, it has about 240 acres and won't be built out overnight. You're not going to see the impact of a thousand new lots and 11,000 new trips overnight. It develops gradually over about 15 to 20 years, we can't be positive. Looking at our Transportation Master Plan (TMP), first, does the overall project match what we anticipate for the population and density in that area? Being single-family residential, back in 2017 we were anticipating that this area, approximately 240 acres, would develop approximately 3,700 new residents to the city of Post Falls by the year 2035. What's being proposed tonight is in general aligned with that plus or minus, about 10%. They may be closer to about 4,000 new residents in that area by the time they reach the buildout. Our TMP computer model for the year 2035 shows what things look like now and for the year 2035. Prairie Avenue is a principal arterial roadway through the city of Post Falls, and provides regional connectivity from Post Falls to Coeur d'Alene and US Highway 95. Currently, Prairie Avenue has about 8,400 vehicle trips per day on it. That number is based off ITD's traffic counts that were done last year. By the year 2035 we're anticipating that number to about double to around 16,000. A principal arterial roadway is designed to handle between 16,000 to 32,000 vehicles per day. When we reach full development of Prairie Avenue, if it's at 16,000 vehicles per day in 2035 we're going to be on the low end of what its capacity is. We typically look at the V/C (volume over capacity) during the PM peak hours as being the most impacted time of the day. Currently, as a two-lane facility, Prairie Avenue is operating at V/C ratio of 57% of its capacity. We generally do improvements to the road when it reaches around 75 to 80% of its capacity. By the year 2035 our TMP indicates we are going to need to have Prairie as a 5-lane facility. We are currently making progress on that from the east coming in this direction. We recently made some improvements on Prairie between Spokane Street and Chase Road. In 2035, with the 5-lane configuration, the volume to capacity depending on where you're at on the section between Idaho Street and Greensferry Road will be operating around 55% of capacity. On Greensferry Road we currently have 6,000 vehicle trips per day. It's a 3-lane configuration, operating at 31% of capacity. By 2035, we anticipate it will still need to be a 3-lane configuration and will be operating at about 47% of capacity. The intersection of Syringa Street and Poleline Avenue is currently operating at 2,000 vehicle trips per day. For a minor collector roadway that is low. Minor collectors handle between 1,500 and 5,000 vehicles per day. By 2035, our models are indicating, with the growth anticipated from this development, 3,700 additional residences by 2035. We anticipate the volume to capacity ratio to be about 18% of capacity. On the west side of Idaho Street, it is currently operating at 3,900 vehicle trips per day. Idaho Street is a minor arterial roadway. Minor arterial roadways handle between 6,000 to 15,000 vehicles per day. Currently, it is at 27% capacity. By 2035, we anticipate it to be at 40% of capacity. We anticipate Prairie Avenue will be built out to a five-lane configuration. We have a Capital Improvement Plan project to widen Prairie Avenue from State Highway 41 to Greensferry Road to a five-lane configuration. That would include making some modifications to the traffic signals to accommodate a five-lane roadway. We have a CIP project for a roundabout at Charville and Prairie to help manage the traffic. For Greensferry Road, by 2035 we have on our CIP to install a traffic signal. At the time of development, we will look at the pros and cons of a roundabout versus a traffic signal, to determine which would work best for the situation, taking into consideration that there is a school there and a more constrained area in that location. Penrose Avenue, identified here as Hope Avenue east of Greensferry Road is a major collector roadway going through the neighborhood. Through its design, it should be able to handle between 6,000 to 12,000 vehicles per day. Our modeling shows the projected traffic volume from this neighborhood is going to be less than 6,000. We kept that classification, that's what our TMP calls for. We worked with the developer and made some adaptations to our road standards there. There are a couple of areas where Penrose Avenue from Idaho Street almost up to Syringa Street have been constructed with bicycle lanes. East of Syringa Street is going to be widened with parking on both sides. In some areas there will be less parking because of how the lots are configured. We've done a similar thing on Syringa Street. Up on Prairie between Greensferry and Idaho right now is not in our CIP as being a funded project to make five lanes. We anticipate in our TMP that will become an impact fee project. If that isn't an impact fee project, this developer is responsible for widening Prairie Avenue to the south along

their frontage, which would take Prairie Avenue from a 26-foot wide road to about 51 feet, allowing a four-lane configuration with a two-way center turn lane. One lane in the westbound direction and two lanes in the eastbound direction. That would help alleviate one of the public comments about speed along Prairie Avenue. The collision history along there was predominantly due to rear end collisions, but providing a two-way center turn lane will help. We show that initially Syringa Street would be restricted. Traffic from Prairie would be able to turn in to the right or left and that traffic leaving the site would only be able to make a right turn-out. We are updating our TMP right now, we're looking at whether to increase Syringa to a traffic control device, a roundabout or traffic signal. If that's the case that would become a CIP project and impact fees that are paid by homes and commercial properties as they develop would pay for those improvements.

Wilhelm: Idaho Street goes to Prairie and there's the railroad tracks there. That stops traffic and all those cars are backed up there.

Palus: Currently, the intersection of the Union Pacific Railroad and Idaho Street on the north side is scheduled on the State Transportation Improvement Plan to receive crossing signals. When we widen Prairie Avenue, either that roundabout will need to be torn out and rebuilt as a multi-lane roundabout or put in a traffic signal at that location. Union Pacific is uncomfortable with the roundabout configuration that is currently there for safety reasons. We may end up with a traffic signal there verses a roundabout.

Wilhelm: So that's a decision that is down the road?

Palus: Within the next 10 years we will have to solve that issue because our TMP indicates by 2035 Prairie Avenue needs to be a five-lane configuration. When we do that, we need to bring that intersection into compliance to work with a five-lane roadway.

Steffensen: To clarify, Penrose and Syringa will be three lanes?

Palus: Both will be two-lane roadways. Parking on Syringa north of Penrose, parking on Penrose east of Syringa Street.

Steffensen: Prairie between Idaho and Greensferry would be at least four lanes.

Palus: Would be at least four lanes by 2035. Preferably we will have the funds and completely build a five-lane facility by then.

Steffensen: With this development, as they develop along Prairie, those improvements will be made and the funds will be there.

Palus: They've already started with North Place East in the lower southwest corner. Our anticipation is that they are going to continue working their way east and then start working their way north. I would defer to the applicant to explain what his procedure processes are. As they develop a section, they're responsible for frontage improvements along that section, and we have an obligation to make sure that they are in compliance with fire and rescue requirements to make sure each phase is able to operate until the next phase is developed.

Wilhelm: How many trips does a person make a day?

Palus: Per the Institute of Transportation Engineers manual a typical residential home makes about 10 trips per day, about 9 1/2 for a multifamily.

Wilhelm: There are 1100 units, that's 11,000 trips on Prairie and Idaho?

Palus: Distributed between Idaho, Syringa, Greensferry, Hope Avenue, and Prairie. A certain percentage goes to each. The Kootenai Metropolitan Planning Organization model which the city refines and builds off of has done demographic research to factor into the model where people work and take kids to school. The data reflects the percentage of trips being made to each road. It's not an exact science. A trip is considered one way. You go to work, that's trip #1, come home for lunch, that's trip #2.

Schlotthauer: Typically, on these applications the developer requirements for the road improvements are more detailed. Is it because of the phased nature of this that they're being addressed as they come?

Palus: Yes. Internally, we have the road configurations laid out in the Master Development Agreement. They have shown that in the application here. Syringa and Penrose are laid out. You build each phase as a stand-alone phase as it's needed for each phase.

Carey: An exit on Syringa. Will that be the only exit out of this development onto Prairie?

Palus: Prairie is identified as a critical arterial corridor by the Metropolitan Planning Organization, that puts restrictions as to how often and how close you can have access points to Prairie Avenue.

Carey: is the developer dedicating anything to Prairie for future expansion?

Palus: The developer dedicated their rights-of-way necessary to meet current standards prior to being annexed into the city in 2007. There's a small section on the western portion as you approach the roundabout that is down 85 feet of width. If that area isn't annexed into the city by the time we widen the roadway, we will have to get into the remaining rights-of-way acquisition for the remaking rights-of-way needed or build within

the rights-of-way that we can acquire.

Carey: Will Penrose be the only entrance and exit allowed off Idaho?

Palus: Penrose is the access that is shown, the larger lots shown as multifamily would be allowed with the classification of a minor arterial roadway to have a driveway approach for that entire multifamily development into Idaho. Single family residential direct access onto an arterial is not allowed for safety concerns.

Greensferry is somewhat similar, it eventually have to punch out to Idaho. Killdeer is going to provide access from the site out to Greensferry.

Walton: Can you clarify if Syringa is two lanes or three lanes?

Palus: The roads that are shown as three lanes are Idaho and Greensferry. Currently, Syringa through Fieldstone subdivision is a three lane roadway, two lanes with a center two-way turn lane. Looking at 2035 being at 20% capacity, the three-lane roadway is overkill. A two-way configuration works better at keeping traffic slower than 25 MPH.

Manley: There were no known soil or topographical conditions to present hazards on the site that was not identified for this site area. The area proposed for the subject division is zoned for the proposed uses and the use conforms to the requirements in the code. Looking at similarities in zoning, it was identified as more similar than dissimilar and compatible with the surrounding land uses. Impact fees will be assessed and collected on individual building permits to assist in mitigating the off-site impacts on parks, public safety, multi-modal pathways and streets. Of the agencies notified of the project, Post Falls Highway Department had some comments. Rob Palus will address those comments.

Palus: In recent discussions with the Post Falls Highway Department, they recommend the city look at traffic impacts on the existing system with each phase, which is what we are proposing to do. To reiterate, we are looking at the TMP. We are reasonably comfortable with what the results are going to be. That a safe and efficient Road Network can be provided by the year 2035 with what we have planned and called for in our TMP and with those projects we have already identified in our CIP. The other concern PFHD had was they wanted the City to annex Prairie Avenue along the northern boundary of this property. The city staff does not have an issue bringing this section of Prairie Avenue into the Post Falls jurisdiction. It allows the ability to improve the road in a timely manner without having to meet two sets of reviews and two sets of improvement standards. Currently, there is some shared maintenance on Prairie Avenue between the PFHD and the City.

Schlotthauer: Is there enough width to annex that without affecting the northern properties?

Palus: We would just annex to the existing northern right-of-way line.

Applicant: Kevin Schneidmiller: I'm here representing the applicant, Greenstone Kootenai 2, the developer, and Schneidmiller Brothers is the landowner. We consider this all one project that began in 2015. Our company believes in master planning. It's good, from a developer's standpoint, for the city and the community. The request is for 238.50-acres, Residential Mixed (RM), 1125 lots (capped at 1400 lots), 20.88-acres of open space. That's 8.75%, the residential zone requires 7%. The lot density is 4.72 lots per acre. The area in the southwest corner, 37-acres, was previously approved for subdivision and will be completed in 2024. There are two locations for multi-family along Prairie Avenue and Idaho Street with a public park. We are collaborating with the Parks Department. The proposed trail system has 4 to 5 connections from the residential development and additional connections throughout the community. The open space will be controlled by one HOA. There are two areas that are designated as a 55-plus community with some multi-families for those that prefer to rent within the 55+ community. There will be a clubhouse with amenities for those residents and the community is maintenance free. It will be maintained by a separate HOA for the 55+ community. The project is a 15 to 20 year build out, building in multiple spaces at a time. The higher density residential areas will be adjacent to residential collectors and/or arterial. The commercial sites will be scaled to a residential setting without large two-story commercial facilities, allowing them to blend in with the residential areas. None of the residential homes will be taller than a two-story home. Conclusion:

- The proposal is supported by the Comprehensive Plans Goals and Policies.
- Conforms substantially to the zone change request processed and approved in 2021.
- It allows for the creation of economically diverse housing types and active residential neighborhoods.

- It creates neighborhoods that fit in scale with one another and are aesthetically pleasing.
- We concur with the conditions presented in the staff report.

Hampe: Do you know how many and where the phases will be?

Schneidmiller: We will continue to build east from where we are currently constructing Syringa. North to get the park finished and the roads around the park. In 2025, if the project is approved, we will start a phase in the 55-plus community. We don't have an exact phase, it is somewhat market driven. We have an agreement to meet the international fire code regarding access and providing the proper ingress and egress out of any one phase that will drive the phases as well as getting Penrose and Syringa completed because those will be collector streets that will carry traffic from this development and to the south.

Wilhelm: About how many units are in the 55-plus community?

Schneidmiller: About 250 to 300. It's about 75 acres. Most of them are single-family-detached.

Carey: There are about four different locations you could have Neighborhood Commercial. Have you decided where that will go as you flow?

Schneidmiller: Experience shows that in a residential neighborhood like this you are very limited how much actually works from a market perspective. We don't anticipate doing any more than what we are showing, possibly less. Commercial is market driven, you have to find end users who want to take the risk to be there. We're not interested in doing a large type of commercial.

Carey: Is there a buffer required between a commercial and a residential building?

Manley: When a commercial use is adjacent to a single family lot, then there is a buffering requirement. If it's a multifamily project, a buffer is not required.

Schneidmiller: All of our town home garages are alley loaded, 2 car garages with two parking spaces in the driveway. The parking we are providing is the same type as for a single family detached residential.

Steffensen: For now you're only looking at those lots by the park for neighborhood commercials?

Schneidmiller: That is correct. There's a location by Prairie and Syringa, one on the southeast corner of Penrose and Syringa. We're confident it's the amount of commercial that works. On a project that's 15 to 20 years to build, there's a possibility we could come back to the residential side and ask for some modifications. Because of Prairie Avenue and Idaho Street, we have to restrict access to Penrose going out the southern corner. We will reserve the multifamily site. I've met with the superintendent of schools twice, and we have a tentative MOU that needs to be taken to the school board. The multifamily site along Prairie is about 10 acres. We've committed to reserving 10 acres for the school until they make a decision if they want a school on this site.

Steffensen: Are you open to the condition of Neighborhood Commercial being only one story?

Schneidmiller: We have no problem with that.

Testimony

In-Favor: None

Neutral:

Steve Busch, Post Falls: Following last winter's request to cut back on natural gas and electric usage due to a disruption to one single gas supply line. How is the planning commission going to provide an adequate increasing amount of energy to this rapidly growing region?

Don Barker, Post Falls: I live west of Idaho Street in North Place. My concern is the traffic. Traffic is bad, and at a high rate of speed, especially at night. Emergency vehicles have limited ability to get out of that new area. People are going to get injured if nothing is done about controlling the speed limit there. Regarding the multifamily, it was my understanding it was a single family single story there. There are multiple trains all day long, so that area is just going to get worse when you start stacking all those people up from this subdivision.

Daniel Loebal, Post Falls: I have a couple questions for the developer. It would be good to get more clarity around what kind of single family homes are planned to be built within area one and area two of the development. What will some of the multifamily homes look like? It would help for transparency to get a visual of what it looks like. What does the phasing look like from both a geographical and timing standpoint? In the transportation presentation, I didn't see anything along Idaho at that junction between Penrose and Idaho. Based on the fact that from Syringa you can only turn right on Prairie and Idaho is your closest point to get onto 190, I would anticipate a lot of traffic coming out of the neighborhood onto Penrose and then Idaho. There's a park right across from Idaho from the North Place West development. There will be a lot of kids coming in and out of that neighborhood. They recently installed a flashing crosswalk. Installing a light there or some other solution to make it safe for the neighborhood on both sides, North Place West and North Place East. Lastly,

regarding the concerns with the commercial, maybe alter the proposal, so the commercial is in one location rather than three or four different spots.

Neil Uhrig: I am the chairman of the Post Falls School Board, I'm here tonight to express frustration about how this occurred and the lack of communication from the city. I've heard a lot of people ask why we are neutral, because we are always neutral. We will probably have to change that down the road because this is not sustainable. I'm asking for leadership from the city and work with the school district to prevent this type of development without working with us. We have not seen that, and we need that to change. We're here on behalf of the students. It's very difficult to build schools in Idaho. We have to pass a bond, which is really hard right now in the political climate. We're neutral, but we are not happy with how this is handled.

Wilhelm: What is the capacity of Post Falls right now?

Uhrig: We're sitting at a population of around 6,000 students, we could probably fit some more students in the district with the issue is that we can't predict what's going to happen from year to year. We can't adequately plan. The development gets there, but then we have to find a way to build this school. Schools don't get any of the impact fees to alleviate the impact on the district.

Wilhelm: Are any schools in the process of being built?

Uhrig: Not right now.

In Opposition:

Ashley Hurst, Post Falls (wishing not to speak): I oppose any apartments or commercial lots on Idaho and Penrose. Before purchasing our home in 2022, we were told it would be one story 55+ community. Our backyard has a view of those lots which we paid a lot premium for.

Joshua Ernisse, Post Falls (wishing not to speak): It was my understanding that the subdivision across from me would be a single story 55+ dwellings. I'm concerned that the possibility of multiple-story homes could eliminate our view of the mountains, which we value greatly. I'm concerned this could affect the value of our homes in the future, especially in the vicinity of multifamily units.

Catherine Zimmerman, Post Falls (wishing not to speak): I oppose any commercial or multifamily units at the corner of Idaho and Penrose. We were told the area would all be a single family 55+ community. This would affect traffic. We were never told this would take place when we were purchasing the property. This was misinformation at the time of purchase.

Heather Conway, Post Falls (wishing not to speak): No comments just in opposition.

Gail Puris, Post Falls (wishing not to speak): We were told the future development of this parcel would be for cottage homes for over 55. No plans of commercial directly behind the walking trail was never ever revealed.

John Prujs, Post Falls (wishing not to speak): Same as Gail Puris

Logan Storm, Post Falls (wishing not to speak): No comments just in opposition.

Kyle Storm, Post Falls (wishing not to speak): I am opposed to having any multifamily, single-family attached, or commercial building in the subdivision. Only single-family detached is appropriate in this area, based on the zoning of surrounding areas. There is already too much traffic (despite your studies or "demographics") and it will create more safety problems for the residents.

Julie Hensley, Post Falls: The North Place East proposed development lacks two of the necessary requirements to be approved. Letter C (#3) of the review criteria, the proposed streets are consistent with the transportation element of the comprehensive plan. Syringa Street is classified as a minor collector road. Minor collector roads are only supposed to support 5,000 vehicles a day. In the current plan, Syringa is the only street that gives access to Prairie Avenue. Most of the higher density homes in the neighborhood are on Syringa Street. Also, the four possible commercial note sites belong to Syringa Street, bringing even more vehicles there. I have called the KMPO and the Post Falls Highway District and there's been no impact study done. The city engineer stated that there are currently 2,000 vehicles on average just between Poleline and Bogie. So you know 2,000 vehicles per day, 5,000 vehicles, that's 40%. I don't know where he got 15%. It is already at a 40% capacity without those homes being built. How is Syringa going to stay under 5,000 vehicles per day with that proposed development? There needs to be at least an impact study done because of the number of proposed lots, the increased traffic for commercial use, and the number of higher-density homes puts more vehicles on Syringa Street than the comprehensive plan design has designated for this road. Note that Syringa Street is the only road from Mullan to Prairie Avenue with such a low traffic classification. The development also lacks the requirement of F (#6). The developers made adequate plans to insure the community will bear no more than it's fair share of cost. Schools will be highly impacted by this development and cause either overly crowded schools or substantially raise taxpayers' taxes by the money needed to be collected to build new schools. I called the city of Post Falls School District and per the Assistant Superintendent, the schools are at 100% capacity currently and yet we are still building thousands of homes in

our community. The Schneidmillers stated they are willing to hold off on building 8 to 10 acres of land that we the tax payers can buy to build a new school. Unfortunately, current state legislation doesn't allow us to collect impact fees for our school or police department. So guess who will pay for the price for this kind of development? The kids will be the first ones to pay the price with the overcrowding of schools. Then the taxpayers will pay the price by having to buy the land and pay for the school to be built. The Superintendent agrees that this plan will cause a need to increase taxes. Building a school requires a bond to be passed. It has become difficult to even have a levy passed that only takes a majority vote. Yet we expect a bond to be passed that takes 2/3 votes to say yes. So, yes, our kids will pay the price first. Also note, as of last week, the city engineer didn't know about the proposed 8 to 10 acre lot and is concerned because of the poor planning that went into building Greensferry Elementary School, because of all the tiny streets that are being built to "slow down the cars" yet can be seen as a hazard when a school is built upon these types of roadways. The Planning Division, the City Council, and the school district were warned about changing from R1 to RM around three years ago. Those fluffy circles once depicted on a plan are now microscopic lots. The high-density homes along Idaho Street and Prairie aren't even depicted on that plot map yet. I hope the city learns from this because those fluffy clouds from afar could end up being a storm that destroys the city you love.

Dale Gibboney, Post Falls, ID: The planning that's going on in this city is almost non-existent. I would like to know, (regarding) your Comp Plan. Did you talk to the citizens and ask them what they want here? I don't mean a board of maybe 10 or 15 or 20. Did you do a survey and ask the citizens of Post Falls what they want this city to like in 15 to 30 years out? That should be the determining factor of what is going on. I recognize the right of the developer to build on his property and do what he wants, but we need to get this under control. Three years ago, the Mayor said that "I want to shut the door now that I have a place in Post Falls". That's not the case. You cannot stop the population growth, but you need to control it and have the infrastructure to handle what's going to come. I doubt that you've dealt with this before. This rapid growth that's going on not only in Post Falls but all the surrounding area. Have you talked to any of the cities that have experienced the same thing in the past and seen how they've handled it? Ask them what worked, what didn't work. Fieldstone has a HOA right now. It has 750 homes. That's a lot for a group of volunteer residents/homeowners to manage. They've asked the city to split it into four different groups. The city said no because there's not enough green space for each one of those. There is for the entire project, but not if you divide it. These things need to be considered when you have a 1400 unit development. You're going to have citizens volunteering to manage that. That is a huge project for them. As Julie just explained, some of the streets that you have approved before have turned into one lane when you have parking on both sides of them. By Greensferry Elementary School in the morning, you have cars parked on both sides, and there's one lane going through there. The railroad tracks on Prairie there's going to be a problem with backing up traffic. What are you going to do about that now? In 10 years it's going to be more expensive to fix that. Post Falls School District is saying they're staying neutral. It creates a problem if they stay neutral. They're at 100% capacity now, you can't get a levy passed right now. A bond to build a new school is not going to go over well. There needs to be changes in state law and the school needs to start speaking up. You have reasons to either slow this down or stop it. If you don't, you haven't done your homework. Not having enough school space now would be a good reason. I ask you to look at other cities that have had this rapid growth experience.

Sarah Gaudio, Post Falls, ID: I don't like the commercial and the townhomes. There are only two ingresses and an egress and nothing coming off of Prairie. If fire or police have to come in there are only two areas. Syringa comes through a park, and you want to make that a main thoroughfare. Now when school starts/ends, it's a nightmare along Greensferry Road off Bunting. You're going to make that a 3 to 5 lane. What are you going to do for the high school, junior high, elementary school out there? How are we going to control that? The commercial starts out really nice and then it goes downhill. I don't mind a single family home, but the planning doesn't make sense. I live in the Reserve neighborhood, none of us were notified of this. I hope the fire department being built on Prairie is large enough for the capacity they will need for that area. My concerns are health and safety.

Susan Vendetti, Post Falls: There is no transparency! We did not receive any notification of the planned changes being addressed here. Our kind neighbor informed us. Several of us in the immediate area (North Place East) were not given any notice of this meeting. The information here is ambiguous and doesn't represent the typical planned neighborhoods Greenstone has presented. We have been misled! A large sign advertising a park "coming soon" is placed in an area in which the park is not currently proposed to be. Notice of park. No notice of this proposed development. Traffic is a real concern.

Bob Harmon, Post Falls: Could they swap the multi-use family to the north side on the corner of Prairie and Idaho to get that big unit away from Penrose? I live east of where the multifamily unit is proposed. We were

told the 55+ was going directly north of Penrose. We have dogs. Could you put more waste containers for the dogs on the walking paths? There are very few out there now. Regarding the railroad crossing at Idaho and Prairie and the roundabout, I work for the BNSF railroad as an engineer on a train. The train traffic is going to continually increase. The railroads are gaining more business, and that crossing is going to get more trains. It's a dangerous intersection if you're on Idaho because there are no crossing gates there, just a stop sign. I've almost gone through it a few times because it's not very visible. If you get more traffic through there, that will need to change.

Peter Khodo, Post Falls: I don't think it's the right time for this proposed master plan development. As pointed out, there's a lot more development still being built in Montrose and Fieldstone. It's not just Post Falls, it's also in Washington and Coeur d'Alene building. The master plan promises parks, trails, open space, and a beautiful area. Then, five years later, there were still no parks or trails. What's the harm is trying to make them give you what they promised 10 or 15 years ago before you keep approving new plans. Traffic is a concern, as Prairie and Idaho get congested. The traffic will start to go through the neighborhood side streets.

Jill Storm, Post Falls: It seems the plans are fluid, we want to know what is for sure and when. We were told only 55+ community single-story homes would be across the street. We paid a premium, which seems to no longer be the case. The developer needs to honor the residents and what he told his relators to tell the buyers. I'm asking for transparency from the developer and that the commitments they made are kept to all those who have already purchased in that area.

Dirk Wiggers, Post Falls: The lot density is clearly too high. The lot sizes are way too small. Road infrastructure is not ready to support this high population growth. This has been demonstrated in change to Prairie Avenue in prior developments. In general, Post Falls should remain a lower density suburban or what I would call "suburural". These lot sizes are not "typical" for historical Post Falls density. Lots with don't seem to allow for reasonable guest parking.

Rebuttal:

Schneidmiller: I'll try to answer many of the questions that were brought up. Regarding utilities and capacity, all we can do is listen to the utilities and tell us what to do. As a company, we build homes in Idaho to Washington's more stringent efficiency standards, excluding solar panels that Washington requires. Panels are offered to the buyer. Regarding the comments about 55+ community and multifamily components, the vast majority are single-family detached, there is a multifamily component shown at the time of the zone change. At this point, we don't know how many units. We can probably get about 60 to 70 units maximum, it may end up being 20 units. That will be market driven. We have found that there's a component of the 55+ community that no longer desires homeownership. We agreed at the zone change to limit ourselves to a 2-story multifamily throughout the project, and we will comply with that. In many ways, those are similar to some of the town home examples shown. We believe in building smaller buildings, 8 to 12 units in a building versus massive-sized buildings. The first phase will be a single family, one story detached east of Heaton Avenue, the north/south road that enters off of Penrose. Regarding the parks, I will check with marketing to ensure that the sign is in the correct location. Unfortunately, we cannot control what the realtors might tell buyers. This has always generally been the plan since we started the zone change process over 3 years ago. West of Syringa, north of Penrose, east of Idaho and south of Prairie to be a 55+ community of around 250 to 300 units and that is fully our intention to do. With our experience on other projects, we usually build around 25 units per year, a 10+ year build out. Regarding the parks and open space required, we have slightly exceeded the 7% requirement. The International Fire Code (IFC) requirements are very specific. The fire department weighs in on the amount of ingress and egress required. IFC speaks to the number of lots that can be developed before additional spaces are required. We are open to more ingress and egress where it is allowed.

Walton: Can you be specific about where the 55+ community is going to be? How will this phased?

Schneidmiller: The phasing will likely be two-pronged because of the 55+ neighborhood, which is a separate development because it has a separate demographic that's buying. Generally, we will continue east from the existing approved subdivision towards Syringa, continuing east. At some point, we may do an area around the parks so we can perfect those roads and build the park. In the first 55+ phase, it will be east of Heaton Avenue, 35 to 40 lots, and it is market driven, likely around 40 to generate some energy and support the amenities. It's roughly one third of the project.

Hampe: The multifamily along Idaho is some 55+?

Schneidmiller: It's all 55+. Whatever multifamily is built along Idaho will be 55+. The only non 55+ we have is east of Syringa, south of Prairie where you see those five large lots. We are not

going to build any non 55+ multifamily until we get a decision from the school district regarding building an elementary school. If the school is located there, the multifamily goes away.

Bob Seale, Community Development Director: I wanted to comment regarding working with the school district. I meet with the superintendent of schools every six months in a sit-down meeting with the City Administrator. I also sit on the chamberboard with Dena, so I have to speak with her there. We try to keep them well-informed as to the developments that are occurring within the city. We have brought up these issues for the potential need for additional land with developers and/or landowners when they do look to come into the city. The school was informed four years ago when this came through about a zone change there. When this came forward as a subdivision, it did not come to our attention to let Dena know about this potential impact because they had been informed and had commented and had worked through that process previously. We also worked with the school not many years ago the school bought approximately 80 acres of land on Prairie in the middle of nowhere and traded them 70 acres for that 80 acres immediately adjacent to other developments in order to provide sooner service so they could develop that into a future school site at an earlier date than the other parcel could be developed. We do try to work with the district throughout the process and I look forward to having further meetings and I'm happy to meet with the board in addition to working with the superintendent.

Public Hearing Closed: 7:48 pm.

Review Criteria:

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

Carey: Post Falls and Ross Point have both said that there's sufficient water supply and there's a will serve letter in the packet and staff report.

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

Hampe: City sewer.

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

Commissioners: Discussed whether it is consistent. The requirements regarding the offsite requirements on the corner by the railroad and the volume is a concern. The proposed streets within the development and whether it fits generally within the transportation element of the comprehensive plan.

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

Commissioners: No comments indicating anything to the contrary.

5. The area proposed for subdivision is zoned for the proposed uses and the uses conform to other requirements found in this code.

Commissioners: It does. R1 went through the public hearing process through Planning and Zoning and the City Council at that time.

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

Commissioners: Discussion on impact fees cover and the impact it has.

Discussion

Motion by Planning and Zoning Commissioner Hampe to move to approve North Place East subdivision File No. SUBD-23-7 finding that it meets the approval criteria in the Post Falls Municipal Code as outlined in our deliberations subject to Conditions 1 through 13 contained in the staff report and adding a condition number 14 that no high density multifamily be built on what's identified as parcel number 7 on the corner of Penrose and Idaho Street and direct staff to prepare a written Reason Decision.

parcel number 7 on the corner of Penrose and Idaho Street and direct staff to prepare a written Reason Decision.

Second by Planning and Zoning Commissioner Schlotthauer.

Vote:

Steffensen - Yes, Walton - Yes, Carey - Yes, Wilhelm - Yes, Hampe - Yes, Schlotthauer - Yes

Moved

5. ADMINISTRATIVE / STAFF REPORTS

None.

6. COMMISSION COMMENT

None.

7. ADJOURNMENT

8:17 P.M.

Date: 7/9/27

Chair: 

Attest: 

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.

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Chair: James Steffensen Vice Chair: Ray Kimball

Members: Vicky Jo Carey, Nancy Hampe, Ross Schlotthauer, Bobby Wilhelm, Kibbee Walton