



**PLANNING AND ZONING COMMISSION
MEETING AGENDA**

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

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

DEVELOPMENT IMPACT FEE COMMITTEE SPECIAL MEETING – 5:30 PM

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL OF PLANNING & ZONING COMMISSION MEMBERS

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

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

AMENDMENTS TO THE AGENDA

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

DECLARATION OF CONFLICT, EX-PARTE CONTACTS AND SITE VISITS

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

1. CONSENT CALENDAR

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

ACTION ITEMS:

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.

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:

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:

5. ADMINISTRATIVE / STAFF REPORTS

- a. Update Presentation: Impact Fee Study Phase One

6. COMMISSION COMMENT

7. ADJOURNMENT

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

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

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

Memorandum

TO: PLANNING AND ZONING COMMISSION
FROM: MELISSA CLEVELAND P.E.
PRJ. #: 41354.18
SUBJECT: DEVELOPMENT IMPACT FEE STUDY UPDATE
DATE: SEPTEMBER 4, 2024
CC: BOB SEALE, COMMUNITY DEVELOPMENT DIRECTOR

Introduction: The City currently has development impact fees for parks, public safety, streets, and multimodal and is updating their study. Phase 1 of the study. Phase 1 includes clarifying methodology options and administrative procedures through a series of topical issue papers. Phase 2, which is not under contract at this time, will include selection of locally preferred methodology, updated fee calculations and preparation of the report.

The consultant team consists of Welch Comer Engineers (overall project management), FCS Group (financial consultant and impact fee preparer), and Iteris (transportation modeler). The consultant team has been working with City staff primarily on growth, parks, police, and transportation since mid-May. The purpose of this workshop with the Planning and Zoning Commission is to provide an update on the schedule, process, and next steps.

Schedule: Through Phase 1, the team intends to workshop with the Planning and Zoning Commission (acting at the Development Impact Fee Committee) during three meetings. The current plan is to meet once per month in September, October, and November 2024. The first meeting (September) will focus on growth. The second meeting (October) will focus on parks, transportation, and police methodology. The third meeting (November) will focus on other related topics such as scaling residential fees, land use categories, and escalation. Phase 1 of the project is planned to be complete by the end of the year.

Work to Date: The City has provided the Consultant team with data and resources such as planning documents, building and facility inventories, etc. The City's transportation plan update is currently underway, as well, and there has been some iterative work associated with the travel demand model, growth, and employment projections.

Growth: Growth in system demand is the denominator in the impact fee calculation. (Refer to the attached draft growth issue paper by FCS for more detail.)

Alternatives: The City would like to explore methodology alternatives such:

- Having two fee zones – City Center and the rest of the City.
- Scaling single family residential fees by home square footage.
- Charging non-residential uses a park impact fee to capture non-resident employees and overnight visitors.
- Wrapping the multi-modal fee into transportation and/or parks, rather than a stand-alone fee.
- Automatic escalation built into the fee schedule.

Next Steps: There are still some growth-related project tasks being completed iteratively between the travel demand modeler and City staff. Once that work is complete, we'd like to meet again with the Planning and Zoning Commission to discuss fee-specific methodology alternatives.

Draft Growth Issue Paper

August 28, 2024

To: Melissa Cleveland, Sr. Project Manager, Welch-Comer
 From: Todd Chase and Eli Jamieson, FCS
 CC: Post Falls Impact Fee Advisory Committee

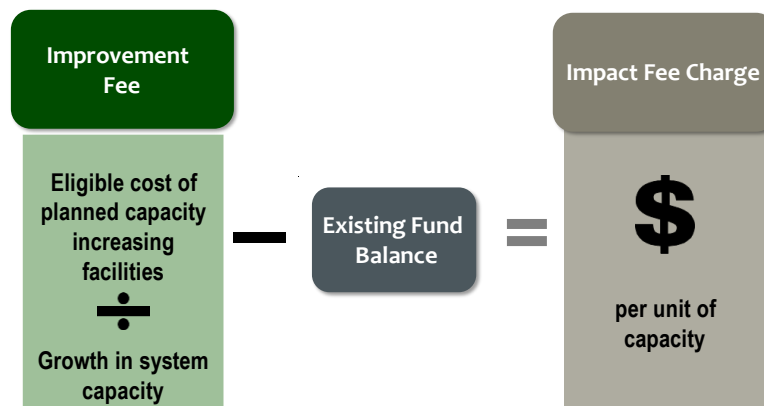
**RE: Impact Fee Growth Assumptions and Policy Alternatives:
 Discussion DRAFT**

INTRODUCTION

The City of Post Falls (City) imposes impact fees to provide partial funding for the capital needs of its parks facilities, public safety, and transportation systems. To provide a legal and defensible impact fee, the City contracted with Welch Comer, Iteris, and FCS to update the methods for calculating its Police, Parks and Transportation development impact fees. These new fees are expected to be adopted in year 2025.

This memorandum focuses on methods and assumptions for estimating the growth in system demand, which serves as the denominator in the impact fee calculation. A simplified illustration depicting how impact fees are calculated is shown in **Exhibit 1**. Impact fees are determined by dividing the eligible portion of capacity increasing projects (planned capital costs net of fund balances) by the planned growth in the user base.

Exhibit 1: Impact Fee Calculation



In addition, we have included an overview of the legal requirements per of the legal requirements per Idaho Development Impact Fee Act, title 67, chapter 82, Idaho Code. This memorandum also provides context of the City's current impact fees which are based on the prior *2021 Post Falls Capital Improvement Plan and Development Impact Fee Report*. Recommended approaches that the City may rely upon when updating its impact fee methodology for parks, public safety, and transportation are also identified.

IDAHO DEVELOPMENT IMPACT FEE ACT REQUIREMENTS

Title 67, Chapter 82 of the Idaho Code, also known as the *Idaho Development Impact Fee Act* ("IDIFA"), authorizes public agencies in Idaho to impose impact fees on development. Section 67-8202 of the Idaho Code establishes the following purposes for IDIFA:

1. *Ensure that adequate public facilities are available to serve new growth and development.*
2. *Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;*
3. *Establish minimum standards for the adoption of development impact fee ordinances by governmental entities;*
4. *Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements; and*
5. *Empower governmental entities to adopt ordinances to impose development impact fees.*

Section 67-8207 of the Idaho Code requires impact fee calculations to consider:

- *The cost of existing system improvements, and the means by which those improvements have been financed.*
- *The extent to which new development has contributed or will contribute to the cost of system improvements, both existing and future.*
- *The extent to which the new development should be credited for providing system improvements, without charge to other properties within the service area or areas;*
- *Extraordinary costs, if any, incurred in serving the new development;*
- *The time and price differential inherent in a fair comparison of fees paid at different times; and*
- *The availability of other sources of funding system improvements including, but not limited to, user charges, general tax levies, intergovernmental transfers, and special taxation.*

POST FALLS CURRENT IMPACT FEES

Authorizing Legislation

The City's current impact fees were established by Ordinance 1484 on April 4, 2023. The City's authorizing ordinance states that *"all impact fees shall be based on a reasonable and fair formula or method in which the fee imposed does not exceed a proportionate share of the cost incurred by the city in the provision of system improvements to serve the new development."*

Post Falls's current impact fees are consistent with Idaho statutes. Specifically, Title 67, Chapter 82, Development Impact Fees states that the purpose of impact fees are to *"ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements."*

Current Fee Structure

The City's current impact fee structure includes a citywide fee for parks, public safety (police), and streets (transportation). Impact fees are currently separated between residential and non-residential land uses. Residential units are charged per housing unit while non-residential units are charged per square foot of building floor area. **Exhibit 2** summarizes the City's current impact fees.

Exhibit 2: Post Falls Current Impact Fees

	Parks	Public Safety	Streets	Multimodal
Residential (per housing unit)				
Single-Family	\$ 6,444.00	\$ 1,260.00	\$ 3,174.00	\$ 1,387.00
Multi-Family	\$ 4,797.00	\$ 937.00	\$ 1,795.00	\$ 1,032.00
Non-Residential (per sq. foot)				
Commercial/Shopping Center	N/A	\$ 1.24	\$ 6.34	\$ 1.36
Office	N/A	\$ 0.49	\$ 2.48	\$ 0.53
Light Industrial	N/A	\$ 0.25	\$ 1.26	\$ 0.28
Manufacturing	N/A	\$ 0.20	\$ 1.00	\$ 0.22
Warehousing	N/A	\$ 0.09	\$ 0.45	\$ 0.10
Mini-Warehouse	N/A	\$ 0.08	\$ 0.39	\$ 0.09
Elementary School	N/A	\$ 0.64	\$ 3.28	\$ 0.70
Middle School/Junior High	N/A	\$ 0.66	\$ 3.39	\$ 0.74
High School	N/A	\$ 0.47	\$ 2.36	\$ 0.52
Day Care	N/A	\$ 1.57	\$ 8.00	\$ 1.71
Church	N/A	\$ 0.35	\$ 1.77	\$ 0.39
Assisted Living	N/A	\$ 0.21	\$ 1.06	\$ 0.23
Nursing Home	N/A	\$ 0.33	\$ 1.69	\$ 0.36
Recreational Community Center	N/A	\$ 1.44	\$ 7.34	\$ 1.58
Hotel (per room)	N/A	\$ 416.12	\$ 2,128.11	\$ 455.63
Hotel (per sq. foot)	N/A	N/A	N/A	N/A

Source: City of Post Falls FY24 Fee Schedule

The methodology for calculating the City's current impact fees was last updated in 2021 based on the Post Falls *Capital Improvement Plan and Development Impact Report*. The prior methods used to calculate the current impact fees are summarized below in **Exhibit 3**.

Exhibit 3: Post Falls Current Impact Fee Methodology

	Parks	Public Safety	Streets	Multimodal Paths
Current Calculation Method	Incremental expansion approach based on park land, amenities, and indoor recreation space	Incremental expansion approach based on police facilities and communication infrastructure	Plan-based system capacity improvements	Incremental expansion approach based on linear feet of trails
Unit of Growth (10 year forecast)	Projected population	Projected population and vehicle trips	Projected vehicle trips	Projected population and vehicle trips

Source: 2021 Capital Improvement Plan and Development Impact Fee Report, Tischler Base.

PARKS IMPACT FEE GROWTH ASSUMPTIONS

There are generally two types of impact fee eligible parks projects: (1) new park facilities and improvements that are required to serve new growth and development; and (2) other capital projects that serve a mix of existing and future park users (i.e., rehabilitation and/or expansion of existing parks). The following narrative provides details regarding the assumptions that will be used to calculate growth denominator in the equation above.

Parks Level of Service

In 67-8204(2), the State of Idaho mandates impact fees to be calculated using a level of service (LOS) approach. The City separates parks into two classifications: **Level One parks** (policy LOS = six acres per 1,000 population); and **Level Two parks** (policy LOS = ten acres per 1,000 population). The current LOS policy for parks is shown in **Exhibit 4** along with the prior year 2022 estimated average capital value of parks per acre.

Exhibit 4: Post Falls Parks Level of Service, Adopted Policy, 2022

Level of Service: adopted policy	Acres	Service Unit	Value per Acre
Level 1 Parks	6	1,000 persons	\$ 147,000
Level 2 Parks	10	1,000 persons	\$ 87,000

Source: 2022 Capital Improvement Plan and Development Impact Fee Report Update, Tischler Base

To update the existing parks LOS estimates, FCS evaluated the current acreage of developed parks acres compared to current population estimates for the City of Post Falls. The estimated 2024 population in the City includes 45,399 residents.

As shown in **Exhibit 5**, Post Falls currently has 5.3 acres of Level One parks per 1,000 residents and 14.8 acres of Level Two parks per 1,000 residents. Hence, the City is operating at below the

adopted LOS policy of 6 acres per 1,000 people for Level One parks; and well over the adopted policy of 10 acres per 1,000 people for Level Two parks. In total, Post Falls operates above the adopted LOS policy of 16 acres with 20.2 acres of existing developed parks per 1,000 residents.

Exhibit 5: Level of Service Estimates, 2024

Level of Service	Total Acres	Policy LOS (acres per 1,000 people)	2024 Existing LOS
Level 1 Parks	242.8	6	5.3
Level 2 Parks	673.1	10	14.8
All Parks	915.9	16	20.2

Source: KMPO Population Estimates and The City of Post Falls.

*Analysis assumes estimated 2024 population.

Parks Impact Fee Growth Assumptions

Future forecasts of population, housing, and employment serve as the basis for estimating the growth share for parks impact fees. Population trends and forecasts by the Kootenai County Metropolitan Planning Organization (KMPO) were evaluated to arrive at a 10-year growth forecast.

As shown in **Exhibit 6**, KMPO forecasts are for 2020-2035, and estimates are interpolated for interim years. The City's population is expected to increase from 45,399 residents in 2024 to 47,314 in 2025 and 71,513 by 2035 – this equates to an annual average growth rate (AAGR) of 4.22%. KMPO forecasts assume that the growth rate for dwelling units will increase at the same rate as population – increasing from 17,282 dwellings in 2024 to 27,223 by 2035. Employment growth forecasts assume the number of employees working inside the City of Post Falls to increase by 2.68% AAGR – from 10,385 employees in 2024 to 13,885 by 2035. Please refer to Appendix A-1 for a detailed comparison of alternative growth forecasts.

Exhibit 6: Population, Housing and Employment Forecast, City of Post Falls

	2020	2024	2025	2035	2020-2035
Population	38,485	45,399	48,961	71,513	4.22%
Occupied Dwelling Units	14,650	17,282	18,638	27,223	4.22%
Employees (KMPO forecast)	9,793	10,385	11,174	12,202	1.48%
Employees (City forecast)	9,793	10,385	11,174	13,885	2.68%

Source: KMPO 2020-2035 Future Growth Projections, 8/22/2024; City of Post Falls (employment forecast, 8/29/24).

*AAGR= average annual growth rate

Non-Residential Parks Customer Growth

The City may consider expanding the parks impact fee charge to include non-residential uses (such as RV Parks, lodging facilities and other commercial uses). This would require a parks usage allocation to be calculated for both residential and non-residential parks users. The method for estimating residential and non-residential parks usage is provided below.

Based on U.S. Census data, there were 3,531 Post Falls residents that worked within the City and 13,458 residents that worked outside the City limits in 2021 (most current data available). There were also 10,026 people that traveled into the City to work at local establishments (**Exhibit 7**).

Exhibit 7: Post Falls Employment Inflow/Outflow Analysis, 2021

2021 Inflow/Outflow Analysis	People Living Inside City	People Living Outside City	Total
People Working Inside City	3,531	10,026	13,557
Residents Working Outside City	13,458		
Not Working	23,119		
Total	40,108	10,026	

Source: US Census Bureau: OnTheMap Application, Census Table P1

For analysis purposes, it is assumed that parks are available for use by residents that live and work in Post Falls for an average of 72 hours per week; and an average of 52 hours per week for residents that work outside the City. For non-residents working inside Post Falls, it is assumed that parks are only available for 28 hours a week as shown in **Exhibit 8**.

Exhibit 8: Park Availability Per Person

Hours per Week of Park Availability Per Person, Res. & Non-Res. Demand*	Hours per week Residential Demand	Hours Per Week Non-Residential demand*
Working Inside City (8 hrs per weekday & 16 hrs per weekend day)	72	28
Working Outside City (4 hrs per weekday & 16 hrs per weekend day)	52	-
Not Working (16 hrs per day x 7 days per week)	112	-

* Non-res parks availability assumes 4 hours per weekday x 7 days per week).

As shown in **Exhibit 9**, based on these assumptions, there are 3.5 million hours per week of park availability provided for all residents of Post Falls and 280,728 hours per week of parks availability provided for all non-residents working in Post Falls. This equates to a daily average of approximately 10.8 hours of parks availability per user. The ratio of non-residential employees to Post Falls population is 0.251 and there are 2.749 people per dwelling unit. Therefore, on average each job in the City generates parks demand that equates to 0.645 dwelling units (equivalent residential units or ERUs).

Exhibit 9: Average Park Demand per Dwelling Unit and per Job

Total Hours per Week of Park Availability		Non-residential	
	Residential hours	hours	Total Hours
Working Inside City	254,232	280,728	534,960
Working Outside City	699,816		699,816
Not Working	2,573,983		2,573,983
Total	3,528,031	280,728	3,808,759
a) Park Hours per resident	88		
b) Park Hours per non-resident employee		21	
c) Equivalent Non Res. Unit of Demand per resident (b / a)			0.235
d) Non-Res Employees Per Pop.			0.251
e) Average persons per Dwelling Unit			2.749
f) Non-Res parks demand (jobs per DU) (c x e)			1 job = 0.645 Dwelling Unit

Source: US Census Bureau 2021 : OnTheMap Application, Census Table P1; and stated assumptions.

The 0.645 non-residential ERU factor can be used to estimate Parks impact fees based on projected changes in jobs associated with various types of non-residential developments.

Parks Demand based on Visitation

Future growth and development of overnight accommodations (i.e., RV parks, hotels, motels, B&Bs) is expected to create additional park user demand. Based on the current inventory of overnight facilities (see Appendix A-2) there are a total of 929 existing overnight rooms/units (RV park sites and lodging rooms) in the City, and the current park user demand from “overnight visitors” is estimated at 1,990 visitors per year (**Exhibit 10**). Note, these estimates rely upon regional visitation survey results provided by Longwoods International and occupancy estimates by STR.COM. New developments are expected to add another 450 additional units by 2035. This increase is expected to support another 964 overnight parks users by 2035 – this results in a 33% growth share calculation (**Exhibit 10**).

Exhibit 10: Average Park Demand from Overnight Visitors

Post Falls Overnight Visitation Estimates	2025	2035	AAGR	Change
Total RV and Lodging Units ¹	929	1,379		
Average Annual Occupancy ²	63.0%	63.0%		
Average People Per Unit ³	3.40	3.40		
Avg. Daily Park Users per Unit (Occupancy × People Per Unit)	2.14	2.14		
Average Number of Overnight Visitors Per Day	1,990	2,954	4.22%	964
Growth Share				33%

¹ City of Post Falls RV and lodging overnight facility estimates, see Appendix.

² Source : STR.com, January 2024, National Average.

³ Source: Longwoods International, Idaho 2021 Visitor Report.

PUBLIC SAFETY IMPACT FEE GROWTH ASSUMPTIONS

Public Safety impact fees utilize the same general methodology described in the parks section. That is, the capital costs for planned projects (improvements over the next 10 years) are divided by the growth in units of demand.

Proportionate Share Analysis

The first step in the public safety impact fee calculation entails an estimate of public safety demand based on residential and non-residential development categories. This requires an understanding of the availability of public safety services to residential and non-residential "customers." Population and employment estimates for residential and non-residential customers are based on current *Census On-The-Map* data, adjusted to 2025 KMPO population and employment estimates.

The average daily public safety service hours of demand described below are consistent with the prior adopted 2021 Post Falls impact fee methodology.

As shown in the following exhibit, a total of 24 hours is available for non-working residents. It is assumed that there are 14 hours of service availability applied to Post Falls residents that are working inside or outside the city, and 10 hours of service availability applied to non-resident workers that commute into the city. **Based on this functional population analysis, the proportionate demand for public safety infrastructure is allocated as follows: 88.7% residential development; and 11.3% non-residential development** (see Exhibit 11).

Exhibit 11: Proportionate Demand for Public Safety Infrastructure

			Demand (Hours/Day)	Person Hours	Proportionate Share
Residential					
	City Population, 2025 est.	47,314			
	Residents, Not Working	57.6%	27,273	24	654,544
	Employed Residents, Working in City	8.8%	4,165	14	58,316
	Employed Residents, Working Outside City	33.6%	15,876	14	222,263
	Subtotal	100.0%	47,314	935,122	88.7%
Non-Residential					
	Jobs in Post Falls	10,538			
	Employed Residents, Working in City		4,165	10	41,654
	Non-Residents, Working Inside City	74.0%	7,793	10	77,932
	Subtotal		11,959	119,586	11.3%
	Total			1,054,708	100.0%

Source: US Census Bureau: OnTheMap Application, Census Table P1, 2021; adjusted to 2025 population.

Public Safety Level of Service

The *Post Falls Facility Assessment report, 2021* provides a basis for estimating current inventory of facilities for:

- Police station (SF)
- Support facilities (SF)
- Vehicle maintenance facility (SF)
- Storage facility (SF)
- Parking area (SF)
- Wireless antenna network (sites)
- Communications facilities (sites)

A summary of current facilities is provided in **Exhibit 12**.

Exhibit 12: Existing Public Safety Facility Inventory, 2024-25

Facility Name	Category	Inventory	Units	Year Built	Original Cost	Annual CCI Index to 2025\$ ⁴	Escalation Years to 2025	Index Factor	Estimated Replacement Cost, 2025\$	Notes
Police Station HQ	Buildings	25,900	SF	2003	\$5,900,000	3.54%	22	2.15	\$12,680,000	1, 2
Animal Shelter	Buildings	3,500	SF	2017	\$380,000	4.74%	8	1.45	\$550,000	1, 2
Vehicle Maintenance Facility	Buildings	4,000	SF	2003	\$370,000	3.54%	22	2.15	\$800,000	1, 2
Storage Facility	Buildings	2,400	SF	2017	\$380,000	4.74%	8	1.45	\$550,000	1, 2
Fleet, Employee & Visitor Parking	Parking	24,000	SF	varies						1
Wireless Antenna Network	COM NET	47	Sites	varies	\$13,600	3.55%	17	1.81	\$20,000	2, 3
Mobile Data 700 MHz Facility	COM FAC	1	Site	2008	\$215,000	3.55%	17	1.81	\$390,000	2
Blossom Mtn. Com. Facility	COM FAC	1	Site	2006	\$550,000	3.54%	19	1.94	\$1,070,000	2
North Communication Facility	COM FAC	1	Site	2016	\$262,400	4.76%	9	1.52	\$400,000	2

Notes:

1. Derived from *Post Falls Facilities Needs Assessment, 2021*.
2. Derived from *Post Falls CIP and Development Impact Fee Report, 2021*. * Derived from *Seattle ENR CCI*.
3. Escalation rates based on *Engineering News Record, Construction Cost Index, Seattle Region, multiple years*.
4. Escalation base year assumed to equal average construction date: year 2008.

Summary of Existing Public Safety Facilities, 2024-25

Facility Type	Inventory	Units	Replacement Cost	Replacement Cost Per Unit
Buildings	35,800	SF	\$14,580,000	\$407.26
Parking*	24,000	SF	\$720,000	\$30.00
COM NET	47	Sites	\$20,000	\$425.53
COM FAC	3	Sites	\$1,860,000	\$620,000

Source: derived from prior tables. * Cost allowance for parking.

Current LOS for public safety facilities considers the existing facility inventory and estimated allocation of service requirements between residential and non-residential users. LOS for residential growth is calculated per 1,000 residents. Non-residential LOS is calculated based on 1,000 SF of non-residential building floor area. As indicated in **Exhibit 13**, a separate LOS is estimated for four primary types of facilities: buildings, parking, communication networks

(antenna sites) and communications facilities (sites). A preliminary estimate of impact fee eligible costs can be made using these LOS estimates, facility replacement costs and future growth assumptions.

Exhibit 13: Existing Public Safety Facility Level of Service, 2024-25

Public Safety Facility Requirements and Impact Fee Eligible Cost to Address Growth

Facility Type	Existing Inventory (2025)	Units	Res. %	Non-Res. %	Current Res. LOS*	Current Non-Res. LOS**	Future Units (2035)	Net New Units Needed by 2035	Impact Fee Eligible Cost
Buildings	35,800	SF	88.66%	11.34%	648	0.47	50,872	15,072	\$ 6,138,000
Parking	24,000	SF	88.66%	11.34%	435	0.31	34,104	10,104	\$ 303,000
COM NET	47	Sites	88.66%	11.34%	0.85	0.00061	66.8	19.8	\$ 8,000
COM FAC	3	Sites	88.66%	11.34%	0.05	0.00004	4.3	1.3	\$ 783,000
Total									\$ 7,232,000

Source: derived from prior tables.

* Residential Level of Service in units per 1,000 people.

** Non-residential Level of Service depicted in units per 1,000 SF of new non-res. development floor area.

Residential Growth

Using estimates from KMPO, U.S. Census and actual City housing permit data for single and multi-family homes, the current and projected number of dwelling units can be determined. As shown in **Exhibit 14**, there are an estimated 18,011 dwelling units in 2025. Housing units are projected to increase to 27,223 dwellings by 2035. The increase in residential growth is forecasted to require 6,786 net new single-family homes and 2,944 multifamily units between 2025 and 2035. This would result in an average growth share of 33.8% for residential development (9,212 units / 27,223 units).

Exhibit 14: Projected Dwelling Units in City of Post Falls, 2020-2035

Housing Type	2020	2024	2025	2035	Change:		
					AAGR: 2025-2035	2025-2035	Growth Share
Single Family	10,527	12,270	12,788	19,056	4.07%	6,786	
Multi-Family/Other	4,123	5,012	5,223	8,167	4.57%	2,944	
Total	14,650	17,282	18,011	27,223	4.22%	9,212	33.8%

Sources: City of Post Falls, Census (housing type allocations) and KMPO estimates and forecasts.

Non-Residential Growth

The City plans to continue its practice of assessing non-residential impact fees based on square footage of building floor area. Using KMPO employment growth forecasts and prior estimates of non-residential floor area, a forecast of future net new non-residential floor area growth is determined. As depicted in **Exhibit 15**, there is an estimated 8.68 million SF of non-residential

building area in the City in 2025. Based on KMPO job growth forecasts, an additional 967,000 SF is expected to be added by 2035. This would result in an average growth share calculation of 10% for non-residential development (967,000 SF / 9,644,000 SF).

Exhibit 15: Projected Non-Residential Building Area (000, SF)

	2020	2024	2025	2035	AAGR: 2025- 2035	Change: 2025- 2035	Avg. Increase
Commercial/Retail	3,335	3,707	3,806	4,230	2.68%	523	52.3
Office/Institutional	2,213	2,460	2,525	2,807	2.68%	281	28.1
Industrial/Flex	2,056	2,285	2,346	2,608	2.68%	261	26.1
Total	7,604	8,451	8,677	9,644	2.68%	967	106.6

Sources: City of Post Falls.

TRANSPORTATION IMPACT FEE GROWTH ASSUMPTIONS

Transportation impact fees use the same general methodology described earlier. That is, capital costs for planned impact fee eligible projects (improvements over the next 10 years) is divided by the growth in units of demand, in this case, growth in vehicle trips.

Current KMPO travel demand modeling assumptions for the City of Post Falls were compiled by Iteris. The growth analysis was made for two zones: Core area of City; and remainder of City. Preliminary findings indicate that between 2025 and 2035 peak hour trips are projected to increase by 8,713 trips – based on trips that either originate or terminate in the City (**Exhibit 16**). This would result in an overall growth share percentage of 12.9%.

Between 2025 and 2035, average daily vehicle trips are projected to increase by 72,605 trips based on trips that either originate or terminate in the City. This would also result in a growth share percentage of 12.9%.

Exhibit 16: Projected Growth in Vehicle Trips, 2020-2035

	2020	2025	2035	AAGR: 2020- 2035	Change: 2025- 2035	Growth Share
PM Peak Hour Total Trips*						
City Core Area	5,677	6,036	6,754	1.13%	718	10.6%
Rest of Post Falls Area	48,732	52,730	60,724	1.42%	7,994	13.2%
Total Post Falls Area	54,409	58,766	67,478	1.39%	8,713	12.9%

	2020	2025	2035	AAGR: 2020- 2035	Change: 2025- 2035	Growth Share
Average Daily Vehicle Trips*						
City Core Area	47,307	50,300	56,284	1.13%	5,984	10.6%
Rest of Post Falls Area	406,104	439,414	506,034	1.42%	66,620	13.2%
Total Post Falls Area	453,411	489,714	562,318	1.39%	72,605	12.9%

Source: KMPO travel demand model for Post Falls, analysis by Iteris 8/1/2024.

If the City opts to include two separate transportation impact fee zones, it could vary the growth share percentage by location. This would result in a higher 13.2% growth share outside the core area and a lower growth share of 10.6% within the core area.

The Core Area of Post Falls is projected to account for approximately 8% of the trip growth between 2025-2035, and the rest of Post Falls is projected to account for the remaining 92% of the trip growth (**Exhibit 17**). Over the next 10 years, residential development (home-based trips) is projected to generate 37% of the net new trip growth in the City, and non-residential development the remaining 63% of net new trips.

Exhibit 17: Projected Growth in Vehicle Trips, 2025-2035

PM Peak Hour Vehicle Trip Growth, 2025-2035			
	Home Based	Non-Res	Total
Core Area	218	501	718
Rest of Post Falls Area	2,995	4,999	7,994
Total	3,213	5,500	8,713

Percent Distribution of Trips			
	Home Based	Non-Res	Total
Core Area	30%	70%	100%
Rest of Post Falls Area	37%	63%	100%
Total	37%	63%	100%

Source: KMPO travel demand model for Post Falls, analysis by Iteris 8/1/2024.

Please refer to Appendix A-3 for additional travel demand modeling assumptions.

MULTIMODAL IMPACT FEE GROWTH ASSUMPTIONS

The cost of developing multimodal facilities, such as pathways, bikeways and transit facilities that are not included in transportation or parks impact fees may be eligible for impact fee funding. The City may rely upon a combination of KMPO trip growth forecasts and other sources for estimating and forecasting total person trips, which is a representation of all daily trips made by people which originate or terminate in the City.

An acceptable approach for estimating and forecasting multimodal person trips is to rely upon survey estimates provided by the Institute of Traffic Engineers (ITE) and the U.S. Department of Transportation, National Household Transportation Survey. These surveys provide factors that can be utilized to estimate person trips for home-based trips, generated by detached housing, multifamily housing and mobile homes. As indicated in **Exhibit 18**, a factor of 1.68 person trips per vehicle trip reflects the national average of total person trips per vehicle trip in the U.S.A.

Non-home-based person trip data is less accurate than home-based surveys. However, the *ITE Trip Generation Manual, 11th Edition*, does provide estimates of person-trip factors for specific types of developments, such as shopping centers.

For Post Falls it is recommended that a factor of 1.0 be assumed as a person-trip to vehicle trip conversion factor for non-residential development; and a factor of 1.68 be assumed for residential development, as shown in **Exhibit 18**.

Exhibit 18: Person Trip Conversion Factors

Development Type	ITE Unit of Code Measure	Average Daily Vehicle Trip Ends	Pass-by Trip Reduction Factor	New PM Peak Hour Vehicle Trip Ends	Person Trip Conversion Factor	Average Daily Person Trip Ends
Single Family Detached Housing	210 Dwelling Units	9.43	1.00	9.43	1.68	15.84
Multifamily (Low-Rise)	220 Dwelling Units	6.74	1.00	6.74	1.68	11.32
Mobile Home	240 Dwelling Units	7.12	1.00	7.12	1.68	11.96
Other (non Residential)	Person Trip					1.00

Source: ITE, *Trip Generation Manual, 11th Edition*. Person trip conversion factor of 1.68 from U.S. Department of Transportation, 2017 National Household Travel Survey.

Future growth in person trips within Post Falls is determined by applying the person trip conversion factors to the average daily vehicle trip forecasts presented previously. This results in a 10-year growth forecast of 10,897 average daily person trips, of which 5,397 are assumed to be home-based and 5,500 non-home-based person trips (**Exhibit 19**).

Exhibit 19: Person Trip Growth Forecasts, Post Falls, 2025-2035

Projected Average Daily Person Trip Growth, 2025-2035			
	Home Based	Non-Res	
<i>Person Trip Factors</i>	<i>1.68</i>	<i>1.0</i>	
Person Trip Growth Forecast	Home Based	Non-Res	Total
Core Area	365	501	866
Rest of Post Falls Area	5,032	4,999	10,031
Total	5,397	5,500	10,897

Source: person trip factors derived from the U.S. Dept. of Transportation, 2017 National Household Travel Survey.

NEXT STEPS

These preliminary growth forecasts and LOS estimates shall be revised based on input from City staff and consultant team members. Preliminary findings and recommendations shall be presented to the Post Falls Impact Fee Advisory Committee in September for additional discussion and feedback prior to proceeding with specific impact fee methodology updates.

Appendix A-1: Comparison of Alternative Growth Forecasts

City of Post Falls Growth Forecast Scenarios

Population	2020	2021	2024	2025	2035	Change: 2025-2035	Growth Share
KMPO estimates (9/14/2022)	38,485		45,399	48,961	71,513	22,552	46%
KMPO 7/29/24 (email from Iteris)*	44,291		51,583	53,406	71,635	18,229	34%
US Census Bureau estimates	38,485	38,162					

*note, Iteris thinks this includes TAZs outside the city limits

Employment (at place of work)	2020	2021	2024	2025	2035	Change: 2025-2035	Growth Share
KMPO estimates (9/14/2022)	9,793		10,385	10,538	12,202	1,664	16%
KMPO 7/29/24 (email from Iteris)*	11,546		12,421	12,640	14,833	2,193	17%
City forecast (8/28/2024)**	-		10,385	10,538	13,885	3,347	32%
US Census Bureau, On The Map	12,601	13,557					

*note, includes TAZs outside the city limits

** preliminary

Dwelling Units	2020	2021	2024	2025	2035	Change: 2025-2035	Growth Share
KMPO estimates (9/14/2022)	14,650		17,282	18,638	27,223	8,585	46%
City Est. (prior 2021 Report + New DUs	15,481		17,537	18,252	27,223	8,971	49%
US Census Bureau, Table DP05	15,355						

*note, includes TAZs outside the city limits

Appendix A-2

Post Falls Impact Fee Assumptions	
Post Falls Overnight Visitation Analysis, 2024 -25	
Lodging & RV Site Inventory	
Existing	Lodging Units (rooms or sites)
Red Lion Hotel Templin's on The River	163
Sleep Inn Near Washington State Line	83
Red Lion Inn & Suites Post Falls	77
SureStay Plus by Best Western Post Falls	99
The Suites at Prairie Falls	17
Quality Inn	47
Coure D'Alane RV Resort	189
Post Falls RV Campground	128
Suntree RV Park	126
Total	929
<i>Source: City of Post Falls overnight facility inventory, Aug. 2024.</i>	
Lodging Room Inventory	
Planned	Lodging Units (rooms or sites)
Hyatt (under construction)	150
Potential Mid-sized Hotel (Westside)	100
Potential Mid-sized Hotel (Northeast)	100
Potentail RV Park	100
Total	450
<i>Source: City of Post Falls, Aug. 2024.</i>	
Lodging Room Inventory	
Existing and Planned by 2034	Lodging Units (rooms)
Total Rooms	1,379
Avg. Daily Park Users per Room (Occupancy × People Per Unit)	2.14
Avg. Number of Overnight Visitors Per Day, Proj. 2035	2,954

Appendix A-3: Travel Modeling Assumptions: *preliminary 8.2.2024*

					AAGR: 2020- 2035	Change: 2025- 2035	Growth Share
PM Peak Hour - Home Based Trips							
	2020	2024	2025	2035			
City Core	2,082	2,169	2,191	2,408	0.95%	218	9.0%
Rest of Post Falls Area	20,356	21,554	21,854	24,849	1.29%	2,995	12.1%
Total Post Falls Area	22,438	23,723	24,044	27,257	1.26%	3,213	11.8%
PM Peak Hour - Non-Home Based Trips							
	2020	2024	2025	2035			
City Core	3,595	3,795	3,845	4,346	1.23%	501	11.5%
Rest of Post Falls Area	28,376	30,376	30,876	35,875	1.51%	4,999	13.9%
Total Post Falls Area	31,972	34,171	34,721	40,221	1.48%	5,500	13.7%
PM Peak Hour Total Trips*							
	2020	2024	2025	2035			
City Core Area	5,677	5,964	6,036	6,754	1.13%	718	10.6%
Rest of Post Falls Area	48,732	51,930	52,730	60,724	1.42%	7,994	13.2%
Total Post Falls Area	54,409	57,894	58,766	67,478	1.39%	8,713	12.9%

Source: KMPO travel demand model for Post Falls, analysis by Iteris 8/1/2024.

KMPO Land Use Forecasts

Land Use Type	Unit	2020 Within Post Falls Only		2035 Within Post Falls Only		2045 Within Post Falls Only	
		Post Falls Model	KMPO Model	Post Falls Model	KMPO Model	Post Falls Model	KMPO Model
LU1: (SFDU) Single-Family Dwelling Units	Dwelling Units	13,421	13,421	17,906	17,906	22,392	22,392
LU2: (MFDU) Multi-Family Dwelling Units	Dwelling Units	3,019	3,019	7,309	7,309	10,521	10,521
LU3: (RET) Retail	Employees	1,972	1,972	2,494	2,494	2,868	2,868
LU4: (FIRES) Finance, Insurance, Real Estate Rental and Leasing Services	Employees	349	349	425	425	491	491
LU5: (INDUST) Industrial	Employees	989	989	1,216	1,216	1,397	1,397
LU6: (SCH) Schools	Students	6,943	6,943	7,862	7,862	9,101	9,101
LU7: (ACCOM) Accommodations	Rooms	398	398	490	490	564	564
LU8: (AER) Arts, Entertainment, and Recreation	Spaces	1,079	1,079	1,326	1,326	1,525	1,525
LU9: (OSFDU) Outer Single-Family Residential	Dwelling Units	0	0	0	0	0	0
LU10: (PSS) Post-Secondary School	Students	0	0	0	0	0	0
LU11: (AGRI) Agriculture	Acres	2,113	2,113	832	832	611	611
LU12: (WFRT) Waterfront Units	Dwelling Units	0	0	0	0	0	0
LU13: (POL) Publicly-Owned Land	Acres	941	941	941	941	941	941
LU14: (TRNWH) Transportation and Warehousing	Employees	224	224	275	275	317	317
LU15: (MED) Medical	Employees	2,015	2,015	2,576	2,576	3,041	3,041
LU16: (GOVT) Government	Employees	300	300	368	368	424	424
LU17: (ASWMR) Administrative, Support, Waste Management, and Remediation Services	Employees	335	335	411	411	471	471
LU18: (PSTMC) Professional, Scientific, Technical Services, Management of Companies, and Enterprises	Employees	258	258	312	312	359	359
LU19: (EDUSRV) Educational Services	Employees	846	846	1,009	1,009	1,153	1,153
LU20: (OTHR) Other Services (Except Public Administration)	Employees	206	206	251	251	290	290
LU21: (INFO) Information	Employees	70	70	86	86	99	99
LU22: (UTLCONST) Utilities and Construction	Employees	1,027	1,027	1,264	1,264	1,452	1,452
LU23: (FS) Food Services	Employees	1,202	1,202	1,515	1,515	1,842	1,842

Development Impact Fee Study Update

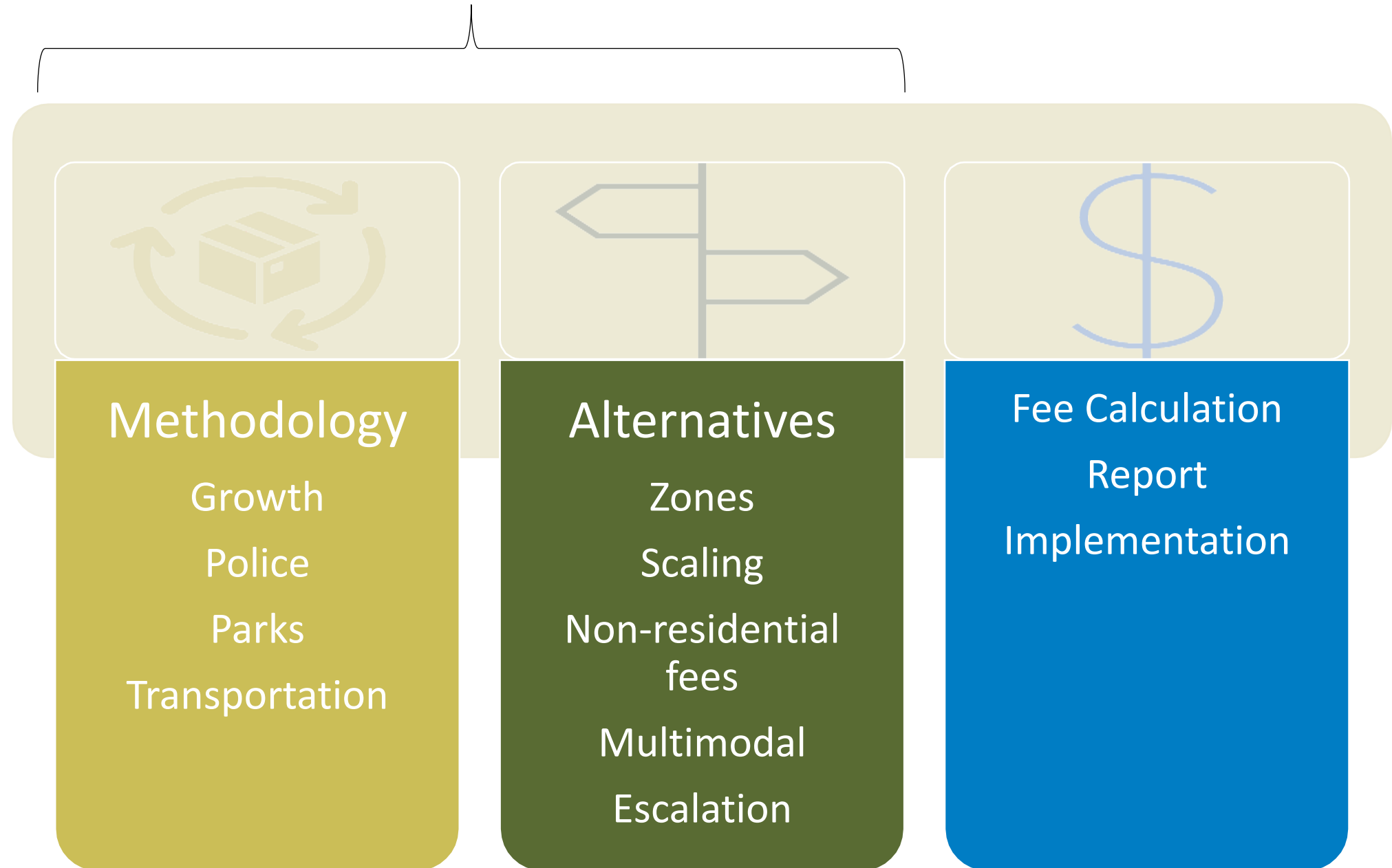


Planning & Zoning Commission

9/11/2024

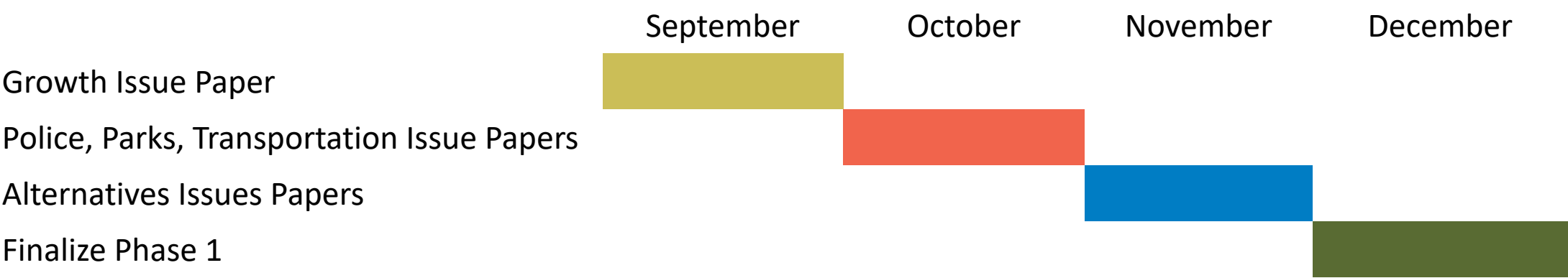
Phase 1

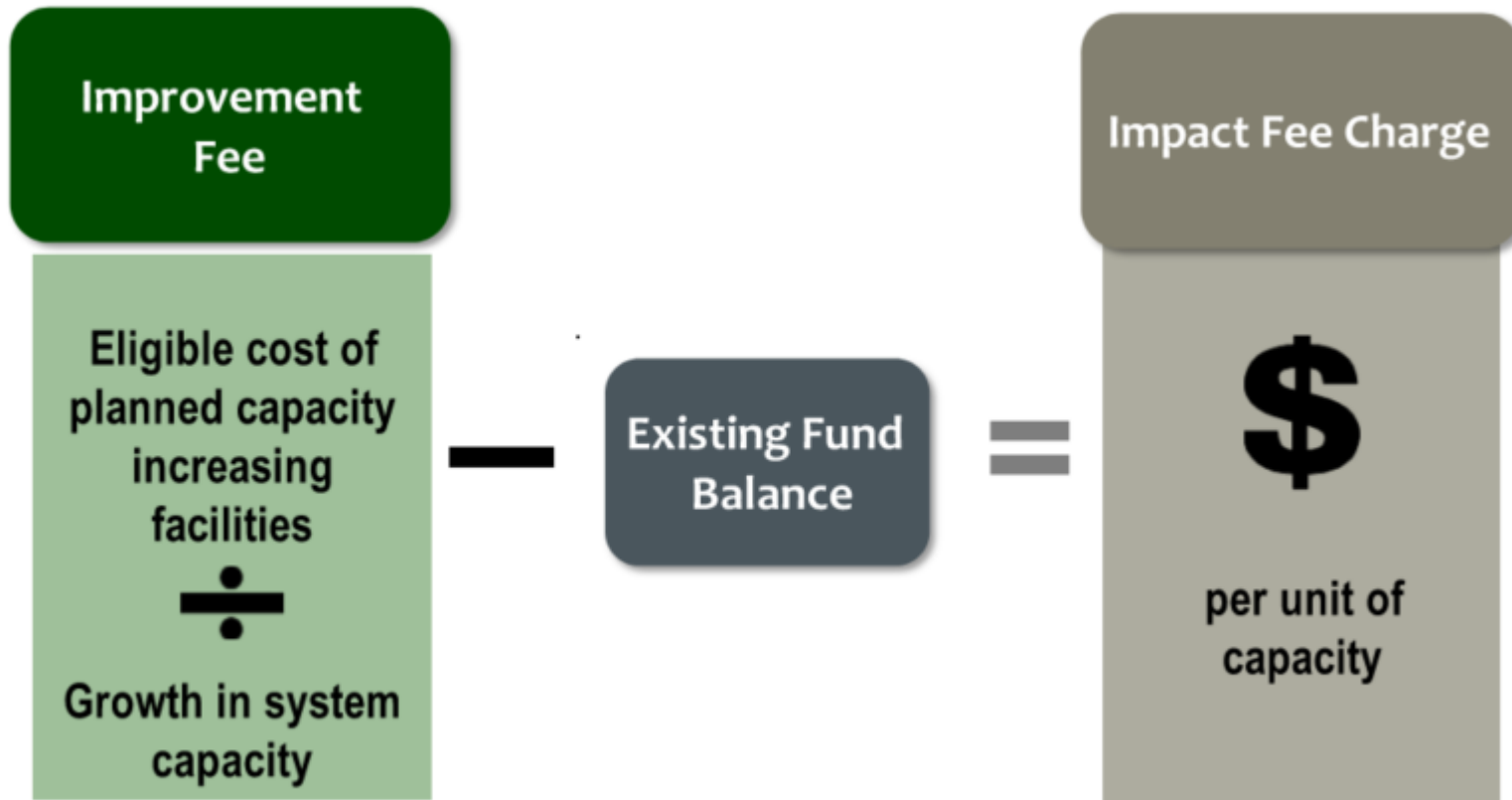
Phase 2



Schedule

Growth





Considerations

	Parks	Public Safety	Streets	Multimodal
Residential (per housing unit)				
Single-Family	\$ 6,444.00	\$ 1,260.00	\$ 3,174.00	\$ 1,387.00
Multi-Family	\$ 4,797.00	\$ 937.00	\$ 1,795.00	\$ 1,032.00
Non-Residential (per sq. foot)				
Commercial/Shopping Center	N/A	\$ 1.24	\$ 6.34	\$ 1.36
Office	N/A	\$ 0.49	\$ 2.48	\$ 0.53
Light Industrial	N/A	\$ 0.25	\$ 1.26	\$ 0.28
Manufacturing	N/A	\$ 0.20	\$ 1.00	\$ 0.22
Warehousing	N/A	\$ 0.09	\$ 0.45	\$ 0.10
Mini-Warehouse	N/A	\$ 0.08	\$ 0.39	\$ 0.09
Elementary School	N/A	\$ 0.64	\$ 3.28	\$ 0.70
Middle School/Junior High	N/A	\$ 0.66	\$ 3.39	\$ 0.74
High School	N/A	\$ 0.47	\$ 2.36	\$ 0.52
Day Care	N/A	\$ 1.57	\$ 8.00	\$ 1.71
Church	N/A	\$ 0.35	\$ 1.77	\$ 0.39
Assited Living	N/A	\$ 0.21	\$ 1.06	\$ 0.23
Nursing Home	N/A	\$ 0.33	\$ 1.69	\$ 0.36
Recreational Community Center	N/A	\$ 1.44	\$ 7.34	\$ 1.58
Hotel (per room)	N/A	\$ 416.12	\$ 2,128.11	\$ 455.63
Hotel (per sq. foot)	N/A	N/A	N/A	N/A

Wrap multimodal fee into transportation (or parks)

Scale by size

Are these the right land uses

Population Growth

	2020	2024	2025	2035	2020-2035
Population	38,485	45,399	48,961	71,513	4.22%
Occupied Dwelling Units	14,650	17,282	18,638	27,223	4.22%
Employees (KMPO forecast)	9,793	10,385	11,174	12,202	1.48%
Employees (City forecast)	9,793	10,385	11,174	13,885	2.68%

Employment Inflow/Outflow

2021 Inflow/Outflow Analysis	People Living Inside City	People Living Outside City	Total
People Working Inside City	3,531	10,026	13,557
Residents Working Outside City	13,458		
Not Working	23,119		
Total	40,108	10,026	

Existing Methodology

Considering plan
or CIP-based



	Parks	Public Safety	Streets	Multimodal Paths
Current Calculation Method	Incremental expansion approach based on park land, amenities, and indoor recreation space	Incremental expansion approach based on police facilities and communication infrastructure	Plan-based system capacity improvements	Incremental expansion approach based on linear feet of trails
Unit of Growth (10 year forecast)	Projected population	Projected population and vehicle trips	Projected vehicle trips	Projected population and vehicle trips



Parks

Parks

Two types of eligible parks:

1. New park facilities & improvements
 - Serve new growth
2. Expansion of Existing Parks
 - Serve a mix of new growth and existing users

At 2024 est. population of 45,399, currently under on Level One and over on Level Two parks.



Level of Service	Total Acres	Policy LOS (acres per 1,000 people)	2024 Existing LOS
Level 1 Parks	242.8	6	5.3
Level 2 Parks	673.1	10	14.8
All Parks	915.9	16	20.2

Park Availability Per Person

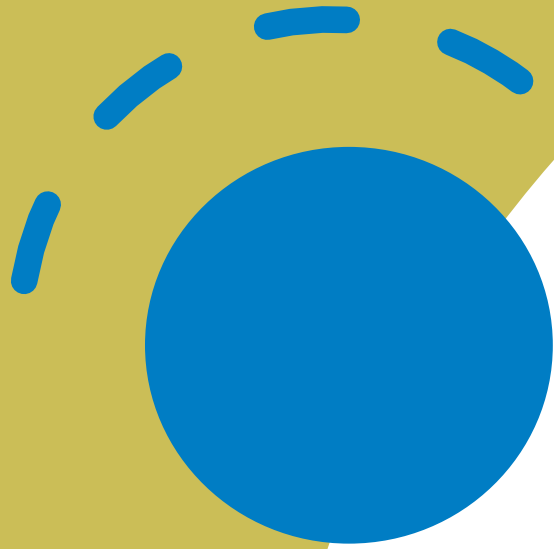
Hours per Week of Park Availability Per Person, Res. & Non-Res. Demand*	Hours per week Residential Demand	Hours Per Week Non-Residential demand*
Working Inside City (8 hrs per weekday & 16 hrs per weekend day)	72	28
Working Outside City (4 hrs per weekday & 16 hrs per weekend day)	52	-
Not Working (16 hrs per day x 7 days per week)	112	-

Average Park Demand Per Dwelling Unit & Job

Total Hours per Week of Park Availability		Non-residential	
	Residential hours	hours	Total Hours
Working Inside City	254,232	280,728	534,960
Working Outside City	699,816		699,816
Not Working	2,573,983		2,573,983
Total	3,528,031	280,728	3,808,759
a) Park Hours per resident	88		
b) Park Hours per non-resident employee		21	
c) Equivalent Non Res. Unit of Demand per resident (b / a)			0.235
d) Non-Res Employees Per Pop.			0.251
e) Average persons per Dwelling Unit			2.749
f) Non-Res parks demand (jobs per DU) (c x e)			1 job = 0.645 Dwelling Unit

Average Park Demand from Overnight Visitors

Post Falls Overnight Visitation Estimates	2025	2035	AAGR	Change
Total RV and Lodging Units ¹	929	1,379		
Average Annual Occupancy ²	63.0%	63.0%		
Average People Per Unit ³	3.40	3.40		
Avg. Daily Park Users per Unit (Occupancy × People Per Unit)	2.14	2.14		
Average Number of Overnight Visitors Per Day	1,990	2,954	4.22%	964
Growth Share				33%



Police

Public Safety Demand

			Demand (Hours/Day)	Person Hours	Proportionate Share
Residential					
	City Population, 2025 est.	47,314			
	Residents, Not Working	57.6%	27,273	24	654,544
	Employed Residents, Working in City	8.8%	4,165	14	58,316
	Employed Residents, Working Outside City	33.6%	15,876	14	222,263
	Subtotal	100.0%	47,314	935,122	88.7%
Non-Residential					
	Jobs in Post Falls	10,538			
	Employed Residents, Working in City		4,165	10	41,654
	Non-Residents, Working Inside City	74.0%	7,793	10	77,932
	Subtotal		11,959	119,586	11.3%
	Total			1,054,708	100.0%

Existing Public Safety LOS

Facility Type	Existing Inventory		Res. %	Non-Res. %	Current Res. LOS*	Current Non-Res. LOS**	Future Units (2035)	Net New Units Needed by 2035		Impact Fee Eligible Cost
	(2025)	Units								
Buildings	35,800	SF	88.66%	11.34%	648	0.47	50,872	15,072		\$ 6,138,000
Parking	24,000	SF	88.66%	11.34%	435	0.31	34,104	10,104		\$ 303,000
COM NET	47	Sites	88.66%	11.34%	0.85	0.00061	66.8	19.8		\$ 8,000
COM FAC	3	Sites	88.66%	11.34%	0.05	0.00004	4.3	1.3		\$ 783,000
Total										\$ 7,232,000

Transportation

Consider a City Center Fee Zone

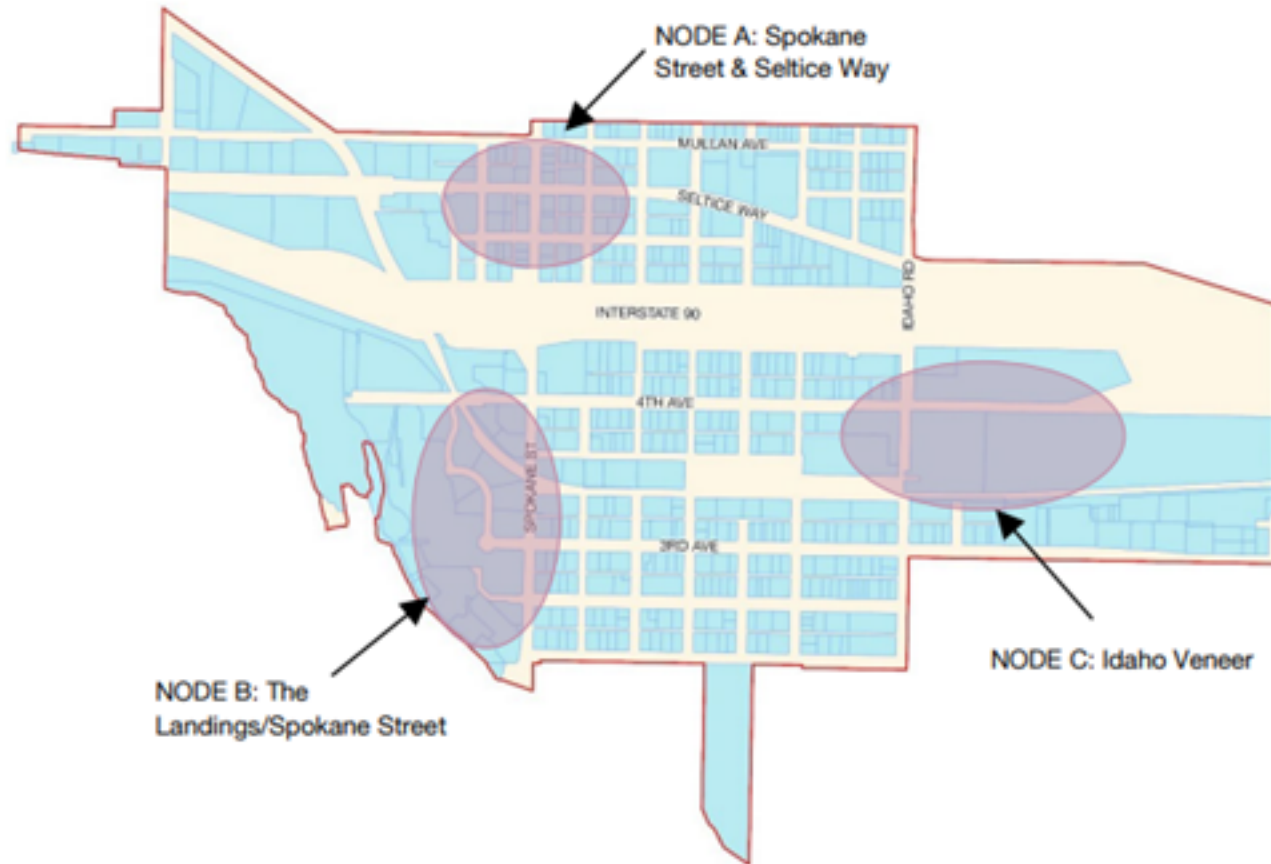


Figure 3 - City Center Nodes

Growth in Trips

PM Peak Hour Total Trips*	2020	2025	2035	AAGR: 2020- 2035	Change: 2025- 2035	Growth Share
City Core Area	5,677	6,036	6,754	1.13%	718	10.6%
Rest of Post Falls Area	48,732	52,730	60,724	1.42%	7,994	13.2%
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Total Post Falls Area	453,411	489,714	562,318	1.39%	72,605	12.9%

Trips Core vs Rest of City

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Percent Distribution of Trips			
	Home Based	Non-Res	Total
Core Area	30%	70%	100%
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Total	37%	63%	100%

Person-Trip Conversions

Development Type	ITE Code	Unit of Measure	Average Daily Vehicle Trip Ends	Pass-by Trip Reduction Factor	New PM Peak Hour Vehicle Trip Ends	Person Trip Conversion Factor	Average Daily Person Trip Ends
Single Family Detached Housing	210	Dwelling Units	9.43	1.00	9.43	1.68	15.84
Multifamily (Low-Rise)	220	Dwelling Units	6.74	1.00	6.74	1.68	11.32
Mobile Home	240	Dwelling Units	7.12	1.00	7.12	1.68	11.96
Other (non Residential)		Person Trip					1.00

Person Trip Growth Forecast

Projected Average Daily Person Trip Growth, 2025-2035			
	Home Based	Non-Res	
<i>Person Trip Factors</i>	<i>1.68</i>	<i>1.0</i>	
Person Trip Growth Forecast	Home Based	Non-Res	Total
Core Area	365	501	866
Rest of Post Falls Area	5,032	4,999	10,031
Total	5,397	5,500	10,897

Next Steps



Finish employment data and TAZ adjustments in Regional Demand Model



Finalize trip growth from model (City Center and rest of City)



Revise growth estimates and LOS estimates based on input from City and/or Planning and Zoning



October

Police
Parks
Transportation



November

Scaling SF
Non-residential park fees
Escalation



Questions

