CITY OF POST FALLS

PLANNING AND ZONING COMMISSION MEETING AGENDA

January 30, 2025 5:30 PM

Location: Second Floor Conference Room, 408 N. Spokane Street, Post Falls, ID 83854

REGULAR MEETING – 5:30 PM

CALL TO ORDER

ROLL CALL OF PLANNING & ZONING COMMISSION MEMBERS

Vicky Jo Carey, Kibbee Walton, Ray Kimball, James Steffensen, Ross Schlotthauer, Chris Schreiber, Bobby Wilhelm

IMPACT FEE STUDY UPDATE

a. Phase I Impact Fee Study update

COMMISSION COMMENT

ADJOURNMENT

Questions concerning items appearing on this Agenda should be addressed to the Community Development Department – Planning Division at 408 N. 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, Chris Schreiber, Ross Schlotthauer, Bobby Wilhelm, Kibbee Walton

CITY OF POST FALLS
AGENDA REPORT
IMPACT FEE STUDY UPDATE
MEETING DATE: 1/30/2025

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: Robert Seale, Community Development Director

SUBJECT: Phase I Impact Fee Study update

ITEM AND RECOMMENDED ACTION:
The Planning and Zoning Commission acting as the Development Impact Fee Advisory Committee will be briefed on the status of Phase I of the Impact Fee Update report and discuss the information with staff and consultants.

DISCUSSION:
The City currently has impact fees for parks, public safety, streets and multimodal. The Phase I update to the impact fees includes clarifying methodolgy options and administrative procedures through issue papers. Phase 2, not under contract at this time, will include selection of locally-preferred methodology, updated fee calculations, and preparation of the impact fee study.

The consultant team has been working with City staff primarily on growth, parks, police, and transportation since mid-May. This workshop will provide information on updated growth assumptions, provide an updated overview of alternatives for fee types based on feedback from the November meeting with P&Z, and also discuss land use categories and single-family home fee scaling.

ITEM / PROJECT PREVIOUSLY REVIEWED BY COUNCIL ON:
Meetings were held in September and November with P&Z and Development Impact Fee Advisory Committee.

APPROVED OR DIRECTION GIVEN:

FISCAL IMPACT OR OTHER SOURCE OF FUNDING:
N/A

BUDGET CODE:
N/A

ATTACHMENTS:
1. 20250130 PZ Presentation

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Memorandum

TO: PLANNING AND ZONING COMMISSION

FROM: MELISSA CLEVELAND P.E., PROJECT MANAGER

PRJ. #: 41354.18

SUBJECT: DEVELOPMENT IMPACT FEE STUDY UPDATE

DATE: JANUARY 24, 2025

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 includes clarifying methodology options and administrative procedures through 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 impact fee study. Phase 2 may also include consultants assistance with development of impact fee CIPs.

Consultant Team: The consultant team consists of Welch Comer Engineers (overall project management), FCS Group (financial consultant and impact fee preparer), and Iteris (transportation modeler).

Schedule: The consultant team has been working with City staff primarily on growth, parks, police, and transportation since mid-May. The City's Planning and Zoning Commission is acting as the "development impact fee committee." Meetings were held with the Commission in September and November. The meeting on January 30th will update growth assumptions, provide an updated overview of alternatives for the various fee types based on feedback from the November meeting, and also discuss land use categories, and single-family home fee scaling.

Phase 1 of the project is planned to be complete in March.

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 we think we have finished the 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. A growth assumptions paper is attached to this memo. The consultant team will provide an update during the meeting and also explain differences between the planning boundary and the city limits.

Issue Paper: The meeting slides summarizing the issue paper are attached to this memo. The consultant team will provide an overview of the issue paper during the meeting.

Development Impact Fee Study Update

CITY OF POST FALLS

Planning & Zoning Commission
1/30/2025

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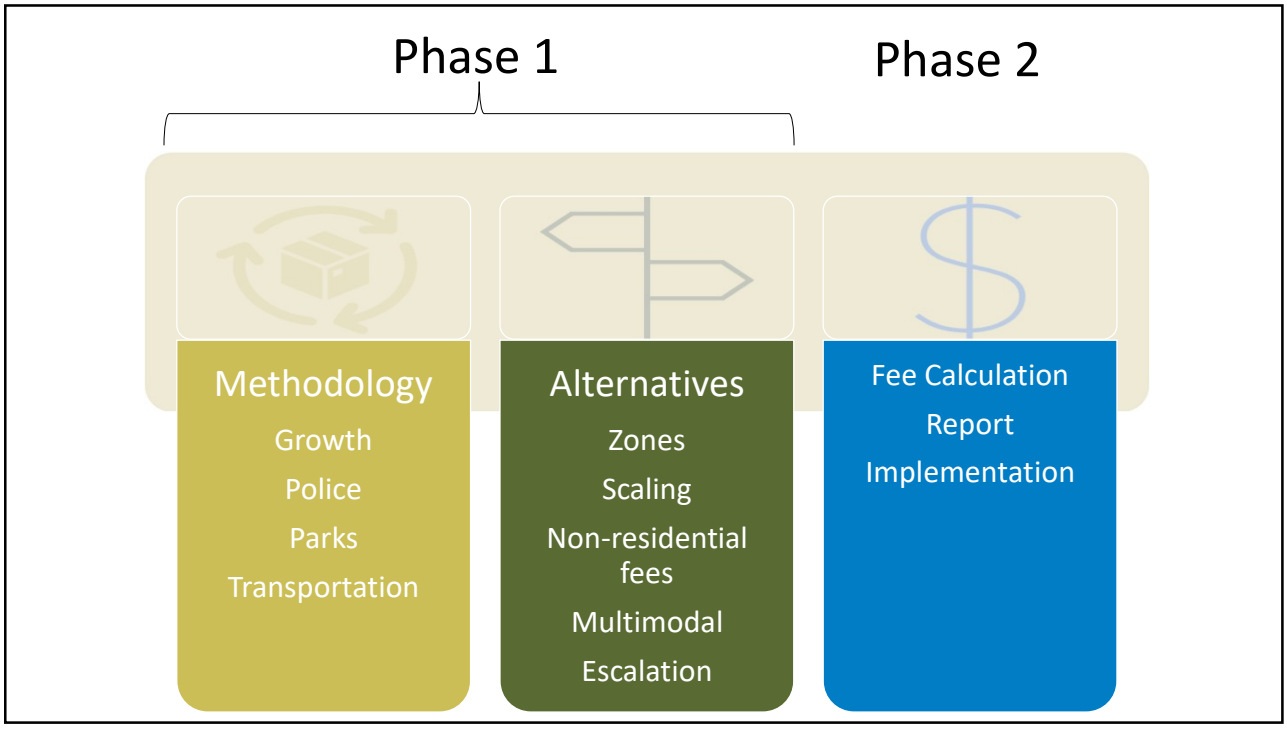

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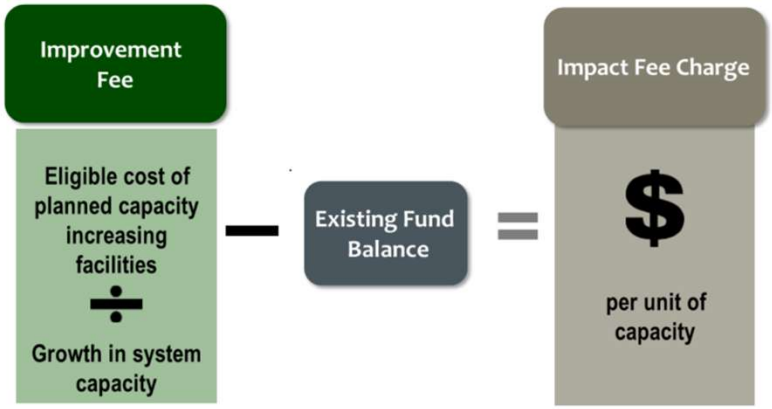
General Impact Fee Equation



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Considerations

Consider Parks Fee for Non-Res Uses

	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

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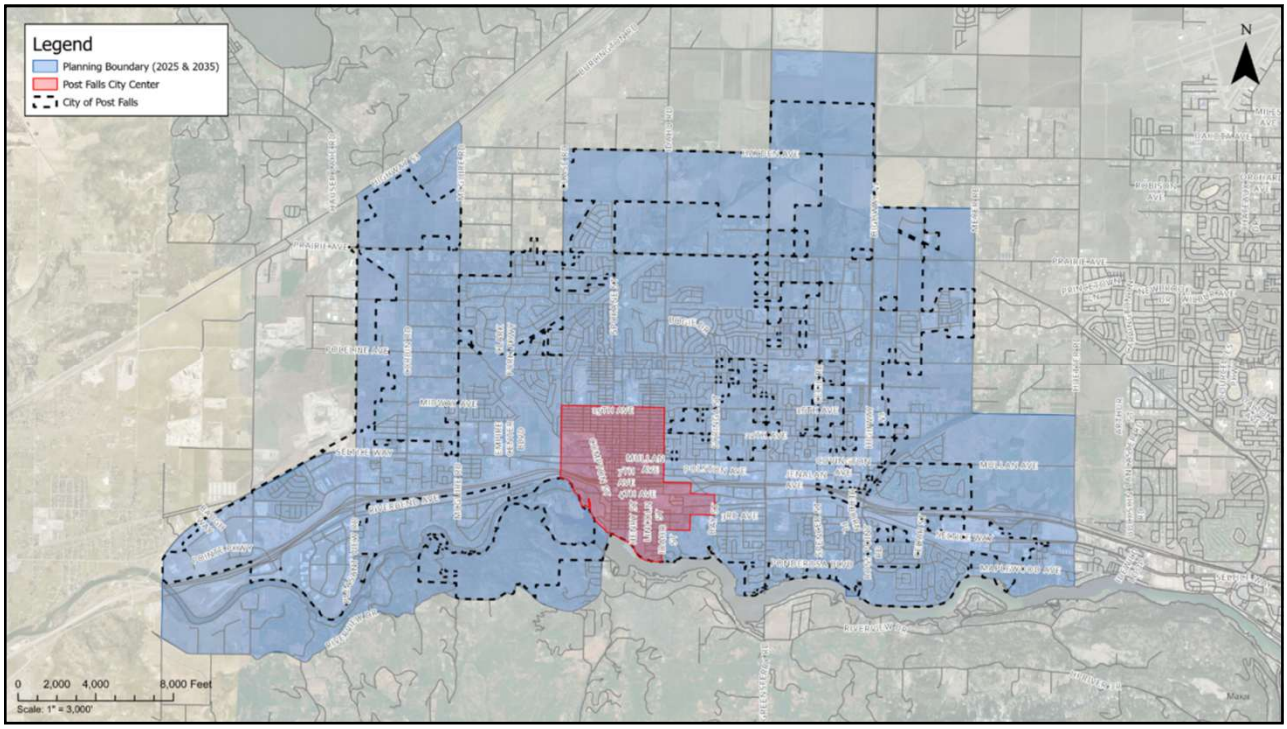

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Land Uses

Residential (per housing unit)
Single-Family
Multi-Family
Non-Residential (per sq. foot)
Commercial/Shopping Center
Office
Light Industrial
Manufacturing
Warehousing
Mini-Warehouse
Elementary School
Middle School/Junior High
High School
Day Care
Church
Assited Living
Nursing Home
Recreational Community Center
Hotel (per room)
Hotel (per sq. foot)

Keep MF by the unit, but scale SF (potential buckets)

Service and restaurants also here (?)

Combine light industrial and manufacturing

Combine warehousing and mini-warehousing (self storage)

Combine schools, daycare, church

Combine assisted living and nursing home

Maybe just any indoor recreational use, rather than rec center specifically

Potentially Add:

- Movie Theatre or other recreational uses
- Distribution separate or combine with warehousing?
- Hospital or medical office (separate from regular office)

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Population & Job Growth Forecast: 2020-2035

Whole Planning Boundary	2020 Census Boundary	2020 Planning Area	2025 Planning Area	2035 Planning Area	AAGR: 2025-2035	Change: 2025-2035	Growth Share
Population	38,485	42,245	52,518	72,850	4.35%	20,333	27.9%
Dwelling Units	14,650	16,063	19,969	27,700	4.34%	7,731	27.9%
Employees	9,793	11,326	12,171	13,844	2.33%	1,673	12.1%

City Core Only	2020 Census Boundary	2020 Planning Area	2025 Planning Area	2035 Planning Area	AAGR: 2025-2035	Change: 2025-2035	Growth Share
Population	4,208	4,208	5,236	7,281	3.72%	2,045	28.1%
Dwelling Units	1,602	1,602	1,991	2,769	3.71%	778	28.1%
Employees	1,721	1,721	1,840	2,078	1.27%	238	11.4%

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Existing Methodology

	Parks	Public Safety	Streets	Muiltimodal 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.

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Parks

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Employment Inflow/Outflow

Worker 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	23,013		
Total	**40,002**	**10,026**	

Source: US Census Bureau: OnTheMap Application, Census Table P1, 2021.

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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 (4 hrs per weekday & 12 hrs per weekend day)	44	28
Working Outside City (2 hrs per weekday & 12 hrs per weekend day	34	-
Not Working (12 hrs per day x 7 days per week)	84	-

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

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Park Demand per DU & Job

Total Hours per Week of Park Availability	Residential hours	Non-residential hours	Total Hours
Working Inside City	155,364	280,728	436,092
Working Outside City	457,572		457,572
Not Working	1,933,092		1,933,092
Total	**2,546,028**	**280,728**	**2,826,756**
a) Park Hours per resident	64		
b) Park Hours per non-resident employee		21	
c) Equivalent Non Res. Unit of Demand per resident (b / a)			0.325
d) Non-Res Employees Per Pop.			0.251
e) Average persons per Dwelling Unit			2.749
f) Non-Res parks demand (jobs per DU) (=1/c x e)			**8.448 *jobs = 1 Dwelling (parks demand)***
g) Non-Res parks demand per capita (=f/e)			**3.074 *jobs = 1 local resident***

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

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Park Demand from Visitation

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.*

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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

Current LOS is under on Level One and over on Level Two parks.

Level of Service	Total Acres	Policy LOS (acres per 1,000 people)	Existing LOS
Level 1 Parks	242.8	6	4.5
Level 2 Parks	673.1	10	12.6
All Parks	**915.9**	**16**	**17.1**

Source: KMPO (population estimates) and City of Post Falls (parks acres and

**Analysis assumes estimated 2025 population.*

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Parks Issues and Alternatives

Issue for Discussion	Current Policy	Status Quo Alt. 1	Other Alts.	Considerations	DRAFT Consultant Recommendation
Future Development Costs based on Incremental Expansion vs. adopted 10-year Capital Improvement Program	Incremental expansion approach based on park land, amenities, and indoor recreation space	Maintain Current Policy with updated unit cost estimates	Plan-based system CIP cost of capacity improvements	A CIP approach (Alt. 2) would likely yield most accurate cost basis	***Alt. 2 if based on Post Falls 2020 Parks & Rec. Master Plan***
Parks Project Classifications	City has two parks classifications: Level 1 Parks and Level 2 Parks (see Appendix A)	Maintain Current Policy with two parks classifications	Amend current policy with one overall parks classification	Current approach (Alt. 1) would likely provide better way to monitor and deliver parks facilities in equitable manner	***Alt. 1***
Level of Service Assumptions	City's current LOS policy is 6 acres per 1,000 residents) for Level 1 parks and 10 acres per 1,000 for Level 2 parks	Maintain Current LOS Policy with two parks classifications	Amend current LOS policy with one overall parks classification	Current approach (Alt. 1) may produce less impact fee revenue than Alt. 2 since existing LOS for Level 1 parks is 4.5	***Impact Fee methods should evaluate both Alts.***
Single vs. Two-Zone Service Area	City currently has one overall impact fee service area for Parks	Maintain current policy with one service area	Provide two service areas	Alt. 2 has strongest nexus between new development and parks facility needs, but creates extra admin costs	***Impact Fee methods should evaluate both Alts. If CIP approach is used***

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Parks Issues and Alternatives

Issue for Discussion	Current Policy	Status Quo Alt. 1	Other Alts.	Considerations	DRAFT Consultant Recommendation
Impact Fee Cost Allocation	Fees are based on Population per Dwelling Unit: SF (2.62) and Multifamily/Other (1.95)	Update Current Methodology: SF (2.50) and Multifamily (3.32). See Appendix A	Utilize avg persons per DU by Housing Type and apply it to Avg. Sq.Ft. of units: SF (2,615) and MF (1,175). See Appx. C	Alt. 2 has strongest nexus between new development and parks facility needs	***Alt. 2***
Residential and Non-Residential Customer Charges	City currently only assesses parks impact fees on new residential development	Maintain current policy	Amend methodology to include non-res uses (e.g., lodging/RV sites and commercial)	Alt. 2 would lower res impact fees compared with Alt. 1 but increase non-res impact fees	***Alt 2 with charges to Residential and Lodging/RV developments (not commercial or industrial)***
Impact Fee Credit Procedures	Standard Credit Policies apply	Maintain current policy	City could remove neighborhood parks from CIP list and make them conditional (not creditable)	Alt. 2 would lower res impact fees compared with Alt. 1 but no assurance certain parks would be built	***Alt. 1***
Exemptions	Non-Residential Exemptions	Maintain current policy	Exempt: commercial/industrial; ADUs & minor additions (e.g., under 500 Sq.Ft.); non-HVAC floor area; common areas.	Alt. 2 would lower res impact fees compared with Alt. 1	***Alt. 2***

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Draft Parks Impact Fee Growth Alts.

Analysis of Growth Share without Non-Residential Included

Park User Demand Generated by Future Growth in Post Falls Area	2020	2025 Est.	2035 Proj.	2025-2035 change	AGR
Population	42,245	52,518	72,850	20,333	4.22%
Growth Share				**27.9%**	

Source: KMPO 2020-2035 Future Growth Projections for planning area.

KMPO data interpolated by FCS. AGR = average annual growth rate.

Analysis of Growth Share with Non-Residential Included

User Demand Generated by Future Growth in Post Falls Area	2020	2025 Est.	2035 Proj.	2025-2035 change	AGR
Population	42,245	52,518	72,850	20,333	4.22%
Employment: Equivalent Service Units (ESUs)	3,685	3,960	4,444	484	1.05%
Overnight Visitors (ESUs)		1,990	3,008	1,018	4.22%
Total (service units)		**58,467**	**80,303**	**21,836**	
Growth Share				**27.2%**	

Source: KMPO 2020-2035 Future Growth Projections for planning area.

Note, Employees are not forecast by KMPO, these are forecast by the City of Post Falls.

**AAGR= average annual growth rate*

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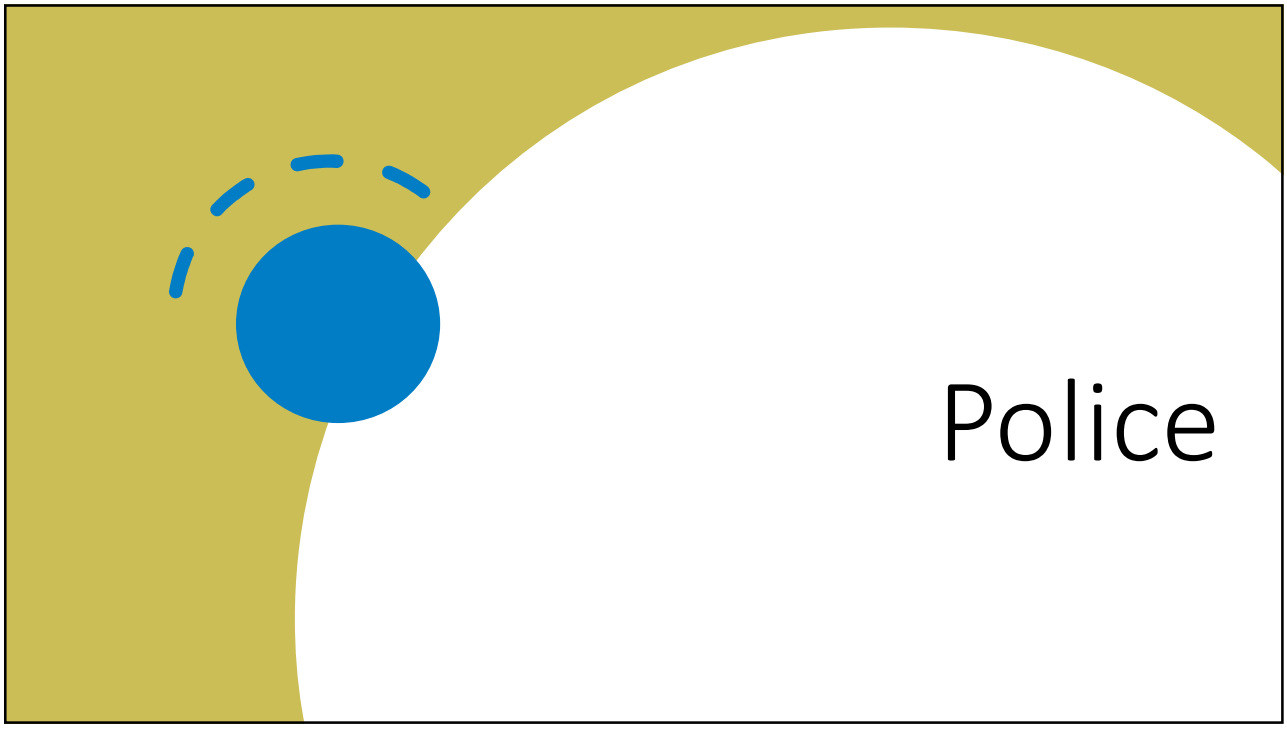

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Draft Public Safety Demand Assumptions

Post Falls Public Safety Proportional Share Factors

			Demand (Hours/Day)	Person Hours	Proportionate Share
Residential					
Post Falls Population, 2025 est.*	52,518				
Residents, Not Working	57.6%	30,275	24	726,597	
Employed Residents, Working in City	8.8%	4,623	14	64,721	
Employed Residents, Working Outside City	33.6%	17,620	14	246,677	
Subtotal	**100.0%**	**52,518**		**1,037,994**	**88.4%**
Non-Residential					
Jobs in Post Falls, 2025 est.*	12,171				
Employed Residents, Working in City		4,623	10	46,229	
Non-Residents, Working Inside City	74.0%	9,001	10	90,010	
Subtotal		**13,624**		**136,239**	**11.6%**
Total				**1,174,234**	**100.0%**

Source: US Census Bureau: OnTheMap Application, Census Table P1, 2021; 2025 pop. & job estimates for planning area.

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Draft Public Safety LOS Assumptions

Current Inventory based on 2022 CIP

From Prior Table

Preliminary Estimates

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	94.42%	5.58%	644	0.23	49,080	13,280	$ 5,408,000
Parking	24,000	SF	94.42%	5.58%	431	0.16	32,903	8,903	$ 267,000
COM NET	47	Sites	94.42%	5.58%	0.84	0.00031	64.4	17.4	$ 7,000
COM FAC	3	Sites	94.42%	5.58%	0.05	0.00002	4.1	1.1	$ 690,000
Total									**$ 6,372,000**

Source: derived from prior tables.

** Residential Level of Service in units per 1,000 people in Post Falls Planning Area.*

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

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Public Safety Issues & Alternatives

Issue for Discussion	Current Policy	Status Quo Alt. 1	Other Alts.	Considerations	DRAFT Consultant Recommendation
Future Development Costs based on Incremental Expansion vs. adopted 10-year Capital Improvement Program	Incremental expansion approach	Maintain Current Policy with updated unit cost estimates	Plan-based system CIP cost of capacity improvements	A CIP approach (Alt. 2) would likely yield most accurate cost basis	***Alt. 2 if based on current CIP***
Public Safety Project Classifications	Current classifications: buildings, parking & communciations (sites).	Maintain Current classifications	Per HB 156, include apparatus with 10-year useful life & actions that extend useful life of faciities by 10 years	Alt. 2 has yet to be tested in Idaho courts	***Alt. 1 has least legal risk . Alt. 2 may be considered if actions by City extend useful life of assets by 10+ years***
Level of Service Assumptions	No stated LOS policy that deviates from current LOS calculation	Maintain current policy with new LOS calcuations (see Appendix D)	Consider new LOS standard based on remaining useful life of facilities	Current approach (Alt. 1) is at least risk for legal challenge	***Alt. 1 has least legal risk . Alt. 2 may be considered if actions by City extend useful life of assets by 10+ years***
Single vs. Two-Zone Service Area	City currently has one overall impact fee service area	Maintain current policy with one service area	Provide two service areas	Alt. 2 requires additonal data regarding response times by subarea	***Alt. 1***

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Public Safety Issues & Alternatives

Issue for Discussion	Current Policy	Status Quo Alt. 1	Other Alts.	Considerations	DRAFT Consultant Recommendation
Impact Fee Cost Allocation	Fees are based on Population and Non-residential vehicle trips	Update Current Methodology: see Appendix D	City could utilze residential and non-residential square feet (existing and forecast) if data is available	Alt. 2 requires additonal data	***Alt. 1***
Residential and Non-Residential Customer Charges	City currently assesses public safety impact fees on all development	Maintain current policy	N/A	N/A	***Alt. 1***
Impact Fee Credit Procedures	Standard Credit Policies apply	Maintain current policy	N/A	N/A	***Alt. 1***
Exemptions	None	Maintain current policy	N/A	N/A	***Alt. 1***

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Transportation

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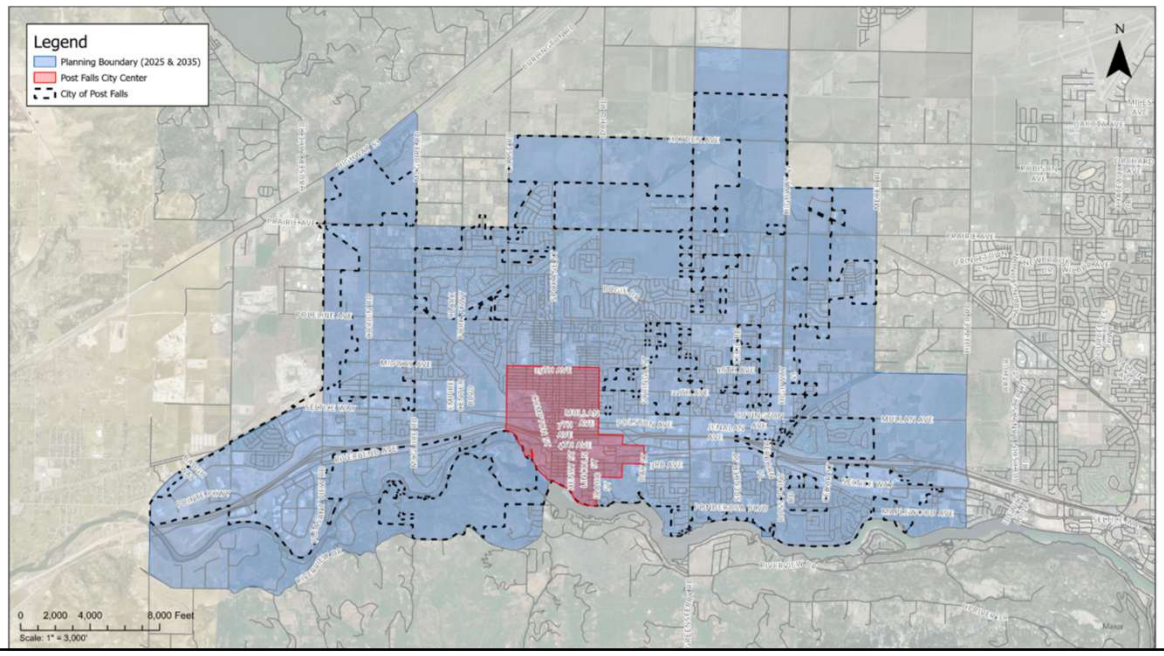
Consider a City Center Fee Zone



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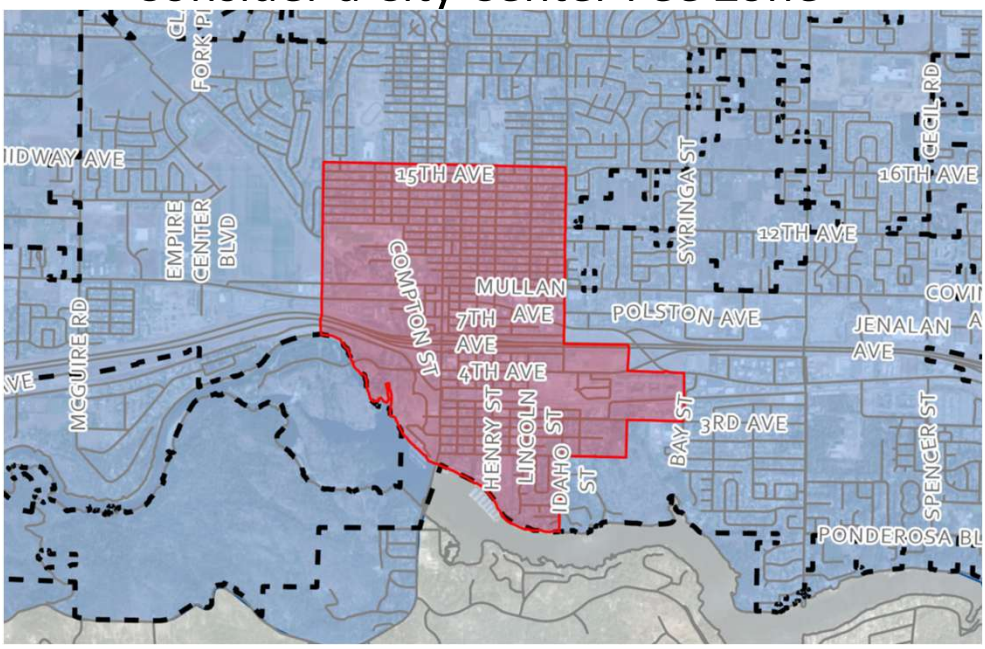
Consider a City Center Fee Zone



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Vehicle Trip Growth Forecast

Post Falls Travel Demand Forecasts,2020-2035: Planning Area

PM Peak Hour - Home Based Trip-ends	2020	2025	2035	AAGR: 2020-2035	Change: 2025-2035	Growth Share
City Core	2,718	3,026	3,640	1.87%	614	16.9%
Rest of Post Falls Area	16,546	20,209	27,537	3.14%	7,328	26.6%
Total Post Falls Area	**19,264**	**23,235**	**31,177**	**2.98%**	**7,941**	**25.5%**

PM Peak Hour - Non-Home Based Trip-ends	2020	2025	2035	AAGR: 2020-2035	Change: 2025-2035	Growth Share
City Core	4,437	4,905	5,842	1.76%	937	16.0%
Rest of Post Falls Area	24,384	30,399	42,431	3.39%	12,032	28.4%
Total Post Falls Area	**28,821**	**35,305**	**48,273**	**3.18%**	**12,968**	**26.9%**

PM Peak Hour Total Trip-ends*	2020	2025	2035	AAGR: 2020-2035	Change: 2025-2035	Growth Share
City Core Area	7,155	7,931	9,482	1.80%	1,551	**16.4%**
Rest of Post Falls Area	40,930	50,608	69,968	3.29%	19,360	**27.7%**
Total Post Falls Area	**48,085**	**58,540**	**79,450**	**3.10%**	**20,909**	**26.3%**

Source: KMPO travel demand model for Post Falls, analysis by Iteris 1/22/2025.
** numbers may not add exactly due to rounding.*

Source: Post Falls Model, Iteris, Jan. 22, 2025.

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Vehicle Trip Growth: Core vs Rest of City

PM Peak Hour Vehicle Trip-end Growth, 2025-2035				
	Home Based	**Non-Home Based**	**Total**	**% Dist.**
Core Area	614	937	1,551	7%
Rest of Post Falls Area	7,328	12,032	19,360	93%
Total	**7,942**	**12,969**	**20,911**	**100%**

Source: KMPO travel demand model for Post Falls, analysis by Iteris 1/22/2025.

Source: Post Falls Model, Iteris, Oct 31, 2024.

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Multimodal Growth Assumptions

(For standalone facilities not included in transportation or parks)

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

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.*

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Multimodal Facility Trip Growth Forecast (trips not taken by motor vehicles)

Proj. Average Daily Multimodal Trip-ends, 2025-2035 (People Not in Vehicles)			
	Home Based	**Non-Home Based**	**Total**
Person Trip Factors	*1.68*	*1.0*	
Core Area	8,746	-	8,746
Rest of Post Falls Area	104,317	-	104,317
Total	**113,063**	**-**	**113,063**

Source: calculated as difference between total vehicle trips and person-trips.

Source: derived from prior tables using PF model and person trip factors.

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Transportation and Multimodal Issues & Alternatives

Issue for Discussion	Current Policy	Status Quo (Alt. 1)	Other Alts. (Alt. 2)	Considerations	DRAFT Consultant Recommendation
Future Development Costs based on Incremental Expansion vs. adopted 10-year Capital Improvement Program	Plan-based system approach for Transportation; Incremental expansion approach for Multifmodal	Maintain Current Policy with updated cost estimates	Plan-based system CIP cost of capacity improvements for both transportation and multimodal improvements	A CIP approach (Alt. 2) would likely yield most accurate cost basis	***Alt. 2 if based on current adopted Transporation System Plan and CIP***
Project Classifications	Based on functional classification of streets and multimodal pathways	Maintain Current classifications	May consider adding new classification for public vs. private construction (might entail lower unit-costs and ROW costs for private construction)	Need to ensure that ROW and design standards are conistently applied	***Alt. 2 if based on current adopted Transporation System Plan and CIP***
Level of Service Assumptions	No stated LOS policy that deviates from current LOS calculation	Maintain current policy for streets; multimodal facilities (miles per capita)	LOS based on volume/capacity ratios at intersections where improvements are planned, plus LOS based on miles per capita for multimodal	Alt. 2 requires traffic modeling data underway	***Alt. 2 if based on current adopted Transporation System Plan and CIP***
Single vs. Two-Zone Service Area	City currently has one overall impact fee service area	Maintain current policy with one service area	Provide two service areas	Alt. 2 requires additonal data regarding trip generation by subarea	***Consider both Alts 1 and 2 in Impact Fee Report***

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Transportation and Multimodal Issues & Alternatives

Issue for Discussion	Current Policy	Status Quo (Alt. 1)	Other Alts. (Alt. 2)	Considerations	DRAFT Consultant Recommendation
Impact Fee Cost Allocation	Fees are based on hybrid calculation using ITE 10th Gen. Handbook and growth forecasts of housing units and non-res floor area (Sq.Ft.)	Update Current Methodology using KMPO data and Post Falls Model (Appendix E)	City could amend ITE trip link reduction factors and multimodal person trip factors for selected land use types (see Appendix E)	Alt. 2 relies upon combination of local, regional and national trip data	***Alt. 2 if based on current adopted Transporation System Plan and CIP***
Residential and Non-Residential Customer Charges	City currently assesses transportation & multimodal impact fees on all development	Maintain current policy, which relies upon hybrid trip generation assumptions by land use type	Consider KMPO vs. ITE 11th Gen.Handbook trip rates, reduction factors and person trip conversion factors (see Appendix E)	Alt. 2 allows for additional land use development classifications (see Appendix E)	***Alt. 2 (requires city input and discussion)***
Impact Fee Credit Procedures	Standard Credit Policies apply	Maintain current policy	Consider changes in allowable credits based on decision regarding project cost assumptions (see above)	Need to ensure that ROW and design standards are conistently applied	***Alt. 2 (requires city input and discussion)***
Exemptions	None	Maintain current policy	N/A	N/A	***Alt. 1***

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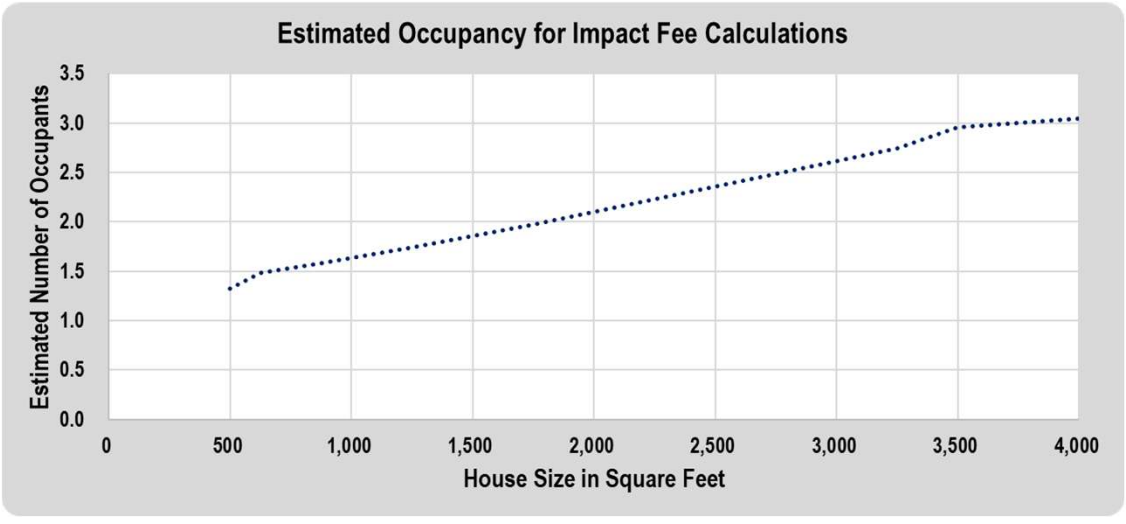
Fee Scaling



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Current Parks Impact Fee Scaling, Example

Parks Impact Fee per Dwelling Assumptions: Current Fees in Post Falls

Updated Fees	SF	MF
Parks Impact Fee per Dwelling (Avg.)	$ 6,444.00	$ 4,797.00
Average residents per Dwelling*	2.92	2.29
Avg. Dwelling Size**	2,615	1,175
Parks Fee per Resident (Avg.)	$ 2,210	$ 2,099

** Based on U.S. Census estimates for City of Post Falls, 2022, 5-year avg.*

*** Based on approved new dwellings: 2017-2024, City of Post Falls Planning Dept.*

Development Schedule Assumptions for Scaling	Square Feet	Residents	SDC
Fee per resident	897	1.0000	$2,210
Fee per square foot of residence	1	0.0011	$2.46
Maximum SDC per single-family residence	4,000	3.0516	$6,743

Park Impact Fee by Home Size	Single Family Housing Type Examples					
Development Characteristics	ADU	Cottage	Townhome	Alley Loaded Detached	Standard Detached	Estate
Avg. House size in square feet	750	1,250	1,350	1,725	2,318	3,500
Implied average occupancy	0.836	1.394	1.506	1.924	2.585	3.052
Calculated SDC	**$1,848**	**$3,080**	**$3,327**	**$4,251**	**$5,712**	**$6,743**
average cost per SF	*$2.46*	*$2.46*	*$2.46*	*$2.46*	*$2.46*	*$1.93*
Change from Current Fee	**($4,596)**	**($3,364)**	**($3,117)**	**($2,193)**	**($732)**	**$299**

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Discussion

WELCH-COMER ENGINEERS | SURVEYORS

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