CITY OF POST FALLS

CITY COUNCIL MEETING AGENDA

August 3, 2026 5:00 PM

Location: 2nd Floor Conference Room, 408 N. Spokane Street, Post Falls, ID 83854

CALL TO ORDER BY MAYOR WESTLUND

ROLL CALL OF CITY COUNCIL MEMBERS

Samantha Steigleder, Aaron Plew, Joe Malloy, Nathan Ziegler, Jack Mosby, Marc Lucca

WORKSHOP

a. Chapin Building Tour

b. Phase II Development Impact Fee Study Update

ADJOURNMENT

Questions concerning items appearing on this Agenda or requests for accommodation of special needs to participate in the meeting should be addressed to the Office of the City Clerk, 408 N. Spokane Street or call 208-773-3511. City Council and City commission meetings are broadcast live on Post Falls City Cable on cable channel 1300 (formerly 97.103) as well as the City's YouTube Channel (https://www.youtube.com/c/CityofPostFallsIdaho).

Mayor Randy Westlund
Councilors: Samantha Steigleder, Aaron Plew, Joe Malloy, Nathan Ziegler, Jack Mosby, Marc Lucca

Mission
Building Community.

CITY OF POST FALLS
AGENDA REPORT
WORKSHOP
MEETING DATE: 8/3/2026

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM:

SUBJECT: Chapin Building Tour

ITEM AND RECOMMENDED ACTION:
Meet in the 2nd Floor Conference Room to take roll. After convening, we will walk to the Chapin Building. In order to keep accurate minutes of the meeting during the tour, individual discussion between council members and other attendees should be avoided. Questions may be asked but should be asked one at a time.

DISCUSSION:
N/A

ITEM / PROJECT PREVIOUSLY REVIEWED BY COUNCIL ON:

APPROVED OR DIRECTION GIVEN:

FISCAL IMPACT OR OTHER SOURCE OF FUNDING:
N/A

BUDGET CODE:

ATTACHMENTS:
None

CITY OF POST FALLS
AGENDA REPORT
WORKSHOP
MEETING DATE: 8/3/2026

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: Robert Seale, Community Development Director

SUBJECT: Phase II Development Impact Fee Study Update

ITEM AND RECOMMENDED ACTION:
Community Development Director and consultant team will brief Mayor and Council on Phase II of the Impact Fee Study Update and request feedback prior to a future public hearing.

DISCUSSION:
The City currently has development impact fees for parks, public safety, streets, and multimodal facilities and is updating its impact fee study. Phase 1 included clarifying methodology options and administrative procedures through a series of issue papers. Phase 1 concluded in May 2025. Phase 2 was placed on hold while the team was waiting for the Transportation Master Plan to be completed and that plan was adopted by City Council on May 5, 2026. Once the Transportation Master Plan Capital Improvement Plan (CIP) was finalized, Phase 2 commenced. Phase 2 will finalize the impact fee CIPs, select the locally preferred methodology (building upon the Phase 1 work), update fee calculations, and prepare the final impact fee study.

Community Development staff and the consultants conducted a workshop with the Planning and Zoning Commission, acting as the Development Impact Fee Advisory Committee on June 18, 2026. The Advisory Committee provided feedback on the scenarios and proposed fees. The feedback and recommendation will be discussed during the workshop.

Moving forward, the tentative schedule is as follows:

- August: CC Workshop
- October: City Council Adopt Impact Fee CIPs
- November: City Council Adopt Impact Fee Study and Max Defensible Fees
- December: City Council Adopt Fee Schedule

ITEM / PROJECT PREVIOUSLY REVIEWED BY COUNCIL ON:
Previous presentations to Council and Commissions:

- February 21, 2023, City Council approved impact fee update and directed staff to issue RFP and undergo an in-depth study of methodologies.
- April 2, 2024, City Council Approves Phase I Contract
- September 11, 2024, Planning and Zoning Commission Status Update
- October 15, 2024, City Council Status Update
- January 20, 2025, Planning and Zoning Commission Status Update
- February 25, 2025, Parks and Recreation Commission Status Update
- May 6, 2025, City Council presentation of Phase I Study results.
- July 1, 2025, City Council approved contract for Phase II

- June 18, 2026, Planning and Zoning Commission update
- June 23, 2026, Parks and Recreation Commission update

APPROVED OR DIRECTION GIVEN:
February 21, 2023, City Council approved impact fee update and directed staff to issue RFP and undergo an in-depth study of methodologies.

April 2, 2024, entered into a contract with Welch Comer to begin Phase One of the impact fee update.

May 6, 2025, Council directed staff to develop a scope of work with Welch Comer and return with an updated contract to complete Phase II of the study.

July 1, 2025, Council approved Amendment I to the contract for the Impact Fee Study to be completed.

FISCAL IMPACT OR OTHER SOURCE OF FUNDING:
Previously Approved: July 1, 2025, Amendment I (Phase II) contract for $62,300 will be funded from Impact Fee Revenues.

Previously Approved: April 2, 2024, Phase I: Contracted at $115,890 ($95,910 expended)

BUDGET CODE:
035-420.0000.80300 Public Safety Impact Fee Study
037-431.0000.80300 Streets Impact Fee Study
038-443.0000.80300 Parks Impact Fee Study

ATTACHMENTS:
1. Meeting Memo from Welch Comer
2. PowerPoint Impact Fee Workshop 08.03.26_Handouts

WELCH-COMER
ENGINEERS | SURVEYORS

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Coeur d'Alene, ID 83814

Memorandum

TO: **MAYOR AND CITY COUNCIL**

FROM: **MELISSA CLEVELAND, PROJECT MANAGER**

PRJ. #: **41354.18**

SUBJECT: **DEVELOPMENT IMPACT FEE STUDY UPDATE**

DATE: **JULY 28, 2026**

CC: **BOB SEALE, COMMUNITY DEVELOPMENT DIRECTOR**

Introduction: The City currently has development impact fees for parks, public safety, streets, and multimodal facilities and is updating its impact fee study. Phase 1 included clarifying methodology options and administrative procedures through a series of issue papers. Phase 1 concluded in May 2025. Phase 2 was placed on hold while the team was waiting for the Transportation Master Plan to be completed and that plan was adopted by City Council on May 5, 2026. Once the Transportation Master Plan Capital Improvement Plan (CIP) was finalized, Phase 2 commenced. Phase 2 will finalize the impact fee CIPs, select the locally preferred methodology (building upon the Phase 1 work), update fee calculations, and prepare the final impact fee study.

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 only needed for Phase 1).

Schedule: Phase 2 began with updates to the Parks, Police, and Transportation CIPs between January and May 2026. There was a similar workshop with the Planning and Zoning Commission on June 28, 2026. Moving forward, the tentative schedule is as follows:

- August
  - July CC Workshop
- October
  - City Council Adopt Impact Fee CIPs
- November
  - City Council Adopt Impact Fee Study and Max Defensible Fees
- December
  - City Council Adopt Fee Schedule

If staff and City Council agree, the hearings above can be combined during one meeting.

Capital Improvement Plans:

Parks: The Parks CIP was developed by staff using the 2020 Parks Master Plan and current level of service standards. These represent projects and land acquisition anticipated through 2035.

Police: The Police CIP was developed using the 2021 Facilities Need Assessment. The projects and land acquisition represent needs through 2035.

Transportation: The 2025 Transportation Master Plan (adopted May 2026) was used to develop the Roadway and Multimodal CIPs. During Phase 1, it was determined that the multimodal fee

would be incorporated into the transportation fee or parks fee, and staff has allocated those projects accordingly.

Engineering and Parks staff coordinated to ensure multimodal projects were included in either the Parks CIP or the Transportation CIP, but not both. Trails primarily intended for recreation were included in the Parks CIP, while multimodal facilities primarily intended for transportation and access were included in the Transportation CIP.

Issue Papers: The issue papers addressing methodology and growth assumptions that were presented to City Council in May 2025 are attached to this memorandum for reference, along with the presentation slides from that meeting.

Fee Calculations: Based on the impact fee CIPs and growth assumptions established during Phase 1, draft impact fees have been calculated. These are summarized in the presentation slides attached to this memorandum.

A City Center fee was also considered, but it does not appear that this strategy would result in a lower fee. Initially, this was considered to potentially encourage development in the City core, but now appears it would be counterproductive to that goal.

Next Steps: Following direction at the City Council workshop, the team will finalize the impact fee study. Then, the hearings to approve the Impact Fee CIPs, impact fee study with maximum defensible fees, and the fee schedule can be scheduled.

Attachments: Growth Assumptions Memo (4-25-2025) and Impact Fee Issue Paper (4-28-2025)

Growth Assumptions Memo
April 2025

Memorandum

April 25, 2025

To: Bob Seale, Community Development Director
From: Todd Chase and Eli Jamieson, FCS
CC: Post Falls Impact Fee Advisory Committee, Melissa Cleveland (Welch Comer Engineers)

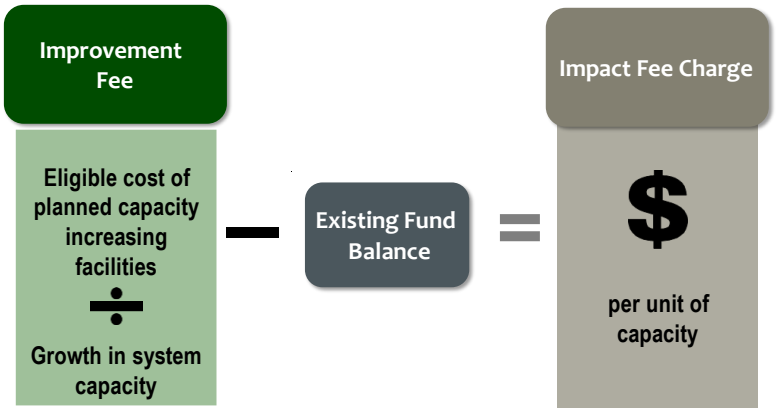
RE: Impact Fee Growth Assumptions and Policy Alternatives: Discussion REVISED

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.

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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 Fall'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), streets (transportation), and multimodal. 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
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

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	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.

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). Level One parks are typically active, developed parks. Level Two parks are passive, natural parks. 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 2025 population in the City is estimated at 48,961. For the parks calculations, the City population is used, rather than the planning area.

As shown in **Exhibit 5**, Post Falls currently has 5.2 acres of Level One parks per 1,000 residents and 13.8 acres of Level Two parks per 1,000 residents. Hence, the City is below the adopted LOS policy of 6 acres per 1,000 people for Level One parks; and 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 since it currently has19.1 acres of existing developed parks per 1,000 residents.

Based on the existing LOS for parks and future population growth forecast, this preliminary analysis indicates that the City can expect to fund up to 343 acres of additional parks with impact fees.

Exhibit 5: Level of Service Estimates and Future Parks Needs

Prelim. Post Falls Parks Level of Service & Future Needs (acres)

Park Facility Classification	Total Acres	Policy LOS*	2025 Current LOS*
Level 1 Parks	255.4	6.0	5.2
Level 2 Parks	677.6	10.0	13.8
All Parks	**933.0**	**16.0**	**19.1**

Source: Appendix A.

** Level of Service (LOS) = park acres per 1,000 residents.*

Future Park Land Needs based on LOS	Net New Population	Additional Parks acres @ Policy LOS	Additional Parks Acres @ Current LOS	Impact Fee Eligible Parks Acres
Proj. Change in Pop: 2025 to 2035	**22,552**			
Additional Level 1 Parks (acres)		135	**118**	**118**
Additional Level 2 Parks (acres)		**226**	312	**226**
Combined Parks (acres)		**361**	**430**	**343**

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

LOS = park acres per 1,000 residents.

2025 City pop estimate:	*48,961*
2035 City pop forecast:	*71,513*
Projected Change in Population:	***22,552***

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 service area (or planning boundary) population is expected to increase from 54,680 residents in 2025 to 79,045 by 2035. Similarly to the statement above, the population estimates for 2025 are higher in the service area (planning boundary) than the city limits.

KMPO forecasts for the Post Falls service area assume that the growth rate for dwelling units will increase at about the same rate as population – increasing from 19,969 dwellings in 2025 to 30,090 by 2035.

Employment growth forecasts assume the number of employees working inside the City planning area will increase from 14,114 employees in 2025 to 19,414 by 2035.

Additional analysis is provided for the downtown Core area versus the remainder of Post Falls. Such information is required if the City decides to vary its impact fees by subarea of the City.

Future growth within the planning area is also evaluated for the central Core Area of the City, which is depicted below. In general, the Core Area is growing much slower than the remainder of the Post Falls service area.

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

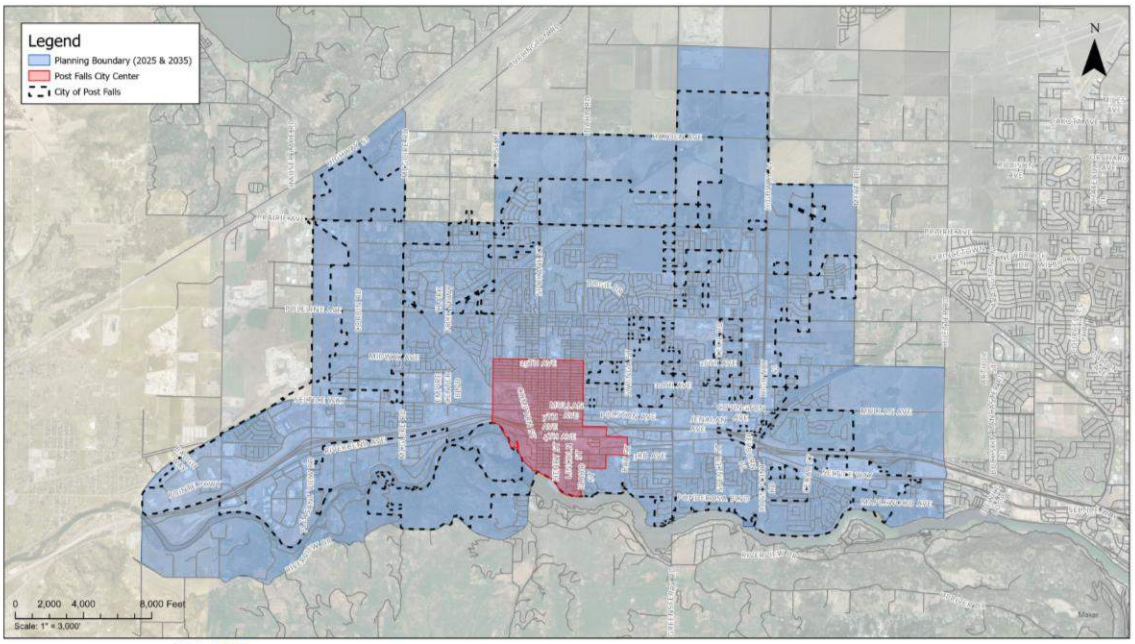
Post Falls Growth Forecasts: 2020-2035

Post Falls Total	2025	2025	2035	2035	Post Falls City		
	Post Falls City	Post Falls Planning Area	Post Falls City	Post Falls Planning Area	AAGR: 2025-2035	Change: 2025-2035	Growth Share
Population	48,961	54,680	71,513	79,045	3.86%	22,552	31.5%
Dwelling Units	18,638	19,969	27,223	30,090	3.86%	8,585	31.5%
Employees	12,638	14,114	17,383	19,414	3.24%	4,746	27.3%

Core Area Only	2025	2035	Post Falls City		
	Post Falls City	Post Falls City	AAGR: 2025-2035	Change: 2025-2035	Growth Share
Population	5,273	7,267	3.26%	1,994	27.4%
Dwelling Units	2,005	2,763	3.26%	758	27.4%
Employees	1,835	2,076	1.24%	241	11.6%

Non-Core Area	2025	2025	2035	2035	Post Falls City		
	Post Falls City	Post Falls Planning Area	Post Falls City	Post Falls Planning Area	AAGR: 2025-2035	Change: 2025-2035	Growth Share
Population	43,688	49,407	64,246	71,778	3.93%	20,558	32.0%
Dwelling Units	16,633	17,964	24,460	27,327	3.93%	7,827	32.0%
Employees	10,803	12,279	15,307	17,338	3.55%	4,505	29.4%

Source: City of Post Falls Future Growth Projections 4/22/2025.



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 based on hours of parks operation and resulting availability to residents and employees, as described 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**). Note, the employment estimates shown in Exhibit 7 are slightly different than the data presented in Exhibit 6 because Exhibit 6 is a 2025 estimate using KMPO data and Exhibit 7 relies on 2021 Census data.

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 44 hours per week; and an average of 34 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 (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).*

As shown in **Exhibit 9**, based on these assumptions, there are approximately 2.5 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 9.14 hours of parks availability per day for residents and 3.0 hours per day for non residents. 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 one dwelling unit generates parks demand that equates to 8.4 jobs (equivalent service units or ESUs).

Exhibit 9: Average Park Demand per Dwelling Unit and per 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.*

The non-residential ESU 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 per week is available for non-working residents. It is assumed that there are 14 hours per week of service availability applied to Post Falls residents that are working inside or outside the city, and 10 hours of service availability per week

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: 87.6% residential development; and 12.4% non-residential development** (see **Exhibit 11**).

Exhibit 11:

Post Falls Public Safety Proportional Share Factors

			Demand (Hours/Day)	Person Hours	Proportionate Share
Residential					
City Population, 2025 est.	48,961				
Residents, Not Working	57.6%	28,222	24	677,329	
Employed Residents, Working in City	8.8%	4,310	14	60,346	
Employed Residents, Working Outside City	33.6%	16,429	14	230,000	
Subtotal	**100.0%**	**48,961**		**967,674**	**87.6%**
Non-Residential					
Jobs in Post Falls, 2025 est.	12,638				
Employed Residents, Working in City		4,310	10	43,104	
Non-Residents, Working Inside City	74.0%	9,346	10	93,462	
Subtotal		**13,657**		**136,566**	**12.4%**
Total				**1,104,241**	**100.0%**

Source: US Census Bureau: OnTheMap Application, Census Table P1, 2021; adjusted to estiimated 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 Inventory, 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	87.63%	12.37%	641	0.50	50,853	15,053	$ 6,130,000
Parking	24,000	SF	87.63%	12.37%	430	0.33	34,091	10,091	$ 303,000
COM NET	47	Sites	87.63%	12.37%	0.84	0.00065	66.8	19.8	$ 8,000
COM FAC	3	Sites	87.63%	12.37%	0.05	0.00004	4.3	1.3	$ 782,000
Total									**$ 7,223,000**

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.*

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 18,638 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 8,585 additional housing units, including approximately 5,823 new single-family homes and 2,762 multifamily units between 2025 and 2035. This would result in an average growth share of 32% for residential development (8,585 units / 27,223 units).

Note, these dwelling unit projections may differ from the City's separate housing needs assessment. The studies have different purposes and different planning boundaries.

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

Forecast based on 2018 base year & new permits issued (2020-2023) and KMPO forecasts to 2035

Dwelling Units	2020	2021	2022	2023	2024	2025	2035
Single Family	11,407	11,859	12,125	12,413	12,800	13,233	19,056
Multi-Family/Other	4,074	4,467	4,758	5,005	5,228	5,405	8,167
Total	**15,481**	**16,326**	**16,883**	**17,418**	**18,028**	**18,638**	**27,223**

Source: City of Post Falls, 2021 Development Impact Fee Report, adjusted based on City issued permits, KMPO 2035 estimates.

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 8.9 million SF of non-residential

building area in the City in 2025. Based on KMPO job growth forecasts, an additional 1.2 million SF is expected to be added by 2035. This would result in an average growth share calculation of 12% for non-residential development (1,213,000 SF / 10,131,000 SF).

Exhibit 15:

Non-Residential Building Floor Area (000 SF), Post Falls, 2020-2035

	2020	2024	2025	2035	AAGR: 2025-2035	Change: 2025-2035	Avg. Increase
Commercial/Retail	3,335	3,789	3,911	4,443	3.24%	655	65.5
Office/Institutional	2,213	2,514	2,595	2,948	3.24%	353	35.3
Industrial/Flex	2,056	2,336	2,411	2,739	3.24%	328	32.8
Total	**7,604**	**8,638**	**8,918**	**10,131**	**3.24%**	**1,213**	**133.6**

Sources: City of Post Falls, and KMPO employment growth rates.

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 Post Falls service area were compiled by Iteris. The growth analysis was made for two zones: Core area of City; and remainder of service area. Preliminary findings indicate that between 2025 and 2035 *average weekday peak-hour vehicle trips* are projected to increase by 20,90 trips – based on trip-ends that either originate or terminate in Post Falls (**Exhibit 16)**. This would result in an overall growth share percentage of 26.3%.

Between 2025 and 2035, *average daily vehicle trips* are projected to increase by 177,199 trip-ends based on trips that either originate or terminate in the Post Falls service area. This would also result in a growth share percentage of 26.3%.

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 27.7% growth share outside the core area and a lower growth share of 16.4% within the core area.

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

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.*

The Core Area of Post Falls is projected to account for approximately 7% of the trip growth between 2025-2035, and the rest of Post Falls service area is projected to account for the remaining 93% of the trip growth (**Exhibit 17**). Over the next 10 years, residential development (home-based trips) is projected to generate 38% of the net new trip growth in the City, and non-residential development the remaining 62% of net new trips.

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

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.

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 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.*

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 222,963 average daily person trips, of which 177,199 are assumed to occur within vehicles and the remaining 45,764 person trips are assumed to occur as home-based pedestrian or bicycle trips on multimodal facilities (**Exhibit 19**).

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

Total Average Daily Vehicle Trip-end Growth, 2025-2035 (Vehicles)			
	Home Based	Non-Home Based	Total
Core Area	5,206	7,935	13,141
Rest of Post Falls Area	62,094	101,964	164,058
Total	**67,300**	**109,899**	**177,199**

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

Projected Average Daily Total Person Trip-end Growth, 2025-2035 (People)			
	Home Based	Non-Home Based	Total
Person Trip Factors	*1.68*	*1.0*	
Core Area	8,746	7,935	16,681
Rest of Post Falls Area	104,317	101,964	206,282
Total	**113,063**	**109,899**	**222,963**

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

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	3,540	-	3,540
Rest of Post Falls Area	42,224	-	42,224
Total	**45,764**	**-**	**45,764**

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

NEXT STEPS

These growth forecasts and LOS estimates shall be reviewed by staff and City Council. Once approved, along with the proposed methodology, Phase 1 of the project will be complete and, if the Council desires, the consultant team will move on to Phase 2, which includes preparation of the fee study and report.

Appendix A-1: Lodging and RV Inventory

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**

Source: *City of Post Falls overnight facility inventory, Aug. 2024.*

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**

Source: *City of Post Falls, Aug. 2024.*

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**

Issues and Alternatives Memo
April 2025

Memorandum

April 28, 2025

To: Bob Seale, Community Development Director
From: Todd Chase and Eli Jamieson, FCS
CC: Post Falls Impact Fee Advisory Committee, Melissa Cleveland (Welch Comer Engineers)

RE: Impact Fee Issues and Alternatives: REVISED

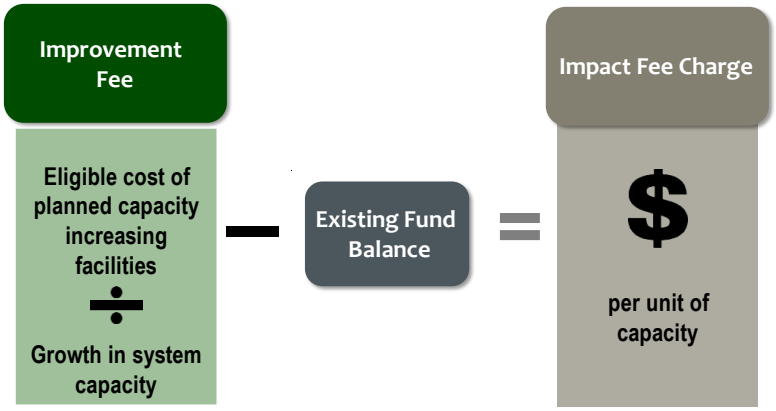
INTRODUCTION

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 issues and alternative methods for calculating the impact fee calculation for Police, Parks and Transportation development impact fees. Preliminary recommendations are identified for discussion purposes.

Please refer to the separate Memorandum regarding Idaho state legislative requirements, Post Falls current impact fee charges and methodologies, and growth-related assumptions that serve as the denominator in the impact fee calculation, shown in **Exhibit 1**.

Exhibit 1: Impact Fee Calculation



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 2**.

Exhibit 2: Post Falls Current Impact Fee 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.

PARKS IMPACT FEE ISSUES & ALTERNATIVES

The issues regarding Post Falls Parks Impact Fees falls into the following general categories:

- Future Development Costs based on Incremental Expansion vs. adopted 10-year Capital Improvement Program
- Parks Project Classifications
- Level of Service Assumptions
- Single vs. Two-Zone System
- Impact Fee Cost Allocation
- Residential and Non-Residential Customer Charges
- Impact Fee Credit Policies
- Exemptions
- Fee Scaling
- Land Uses
- Escalation of Fees

A description of these issues and the advantages and disadvantages associated with alternatives are provided in **Exhibit 3**. For discussion purposes, preliminary recommendations are provided in ***bold italics.***

Exhibit 3 Parks Impact Fee Issues and 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	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 less than policy LOS	***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***
Impact Fee Cost Allocation	Fees based on prior estimated pop per dwelling unit: SF (2.62) and Multifamily/Other (1.95)	Update Current Methodology: SF (2.92) and Multifamily (2.29). See Appendix B	Utilize current 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 with single family fees charged per sq.ft. and multifamily fees charged per living unit***
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***

PUBLIC SAFETY IMPACT FEE ISSUES & ALTERNATIVES

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 based on an incremental expansion approach.

Idaho Code § 67-8203(24)(f) was amended in 2021 so that the term "public facilities" includes "fire stations and apparatus." The amendment simply added the words "stations and apparatus" after the word "fire." It now says:

"Public facilities" means: (f) Public safety facilities, including law enforcement, fire stations and apparatus, emergency medical and rescue, and street lighting facilities.

The statement of purpose for HB 156 in 2021 stated:

"*This bill amends the state law by adding fire stations and apparatus to the public safety facilities definitions in the Idaho Development Impact Fee Act in order to clarify fire stations and apparatus are included in the public safety facilities portion of the public facilities definition and therefore eligible for consideration for systems improvements authorized by capital improvement plans for impact fee expenditures."*

This definition is relevant to Post Falls because police vehicles are not included in this definition and cannot be funded with impact fees.

The term "systems improvements" means "capital improvements to public facilities. I.C. § 67-8204(28). "The term "Capital improvements" means:

"improvements with a useful life of ten (10) years or more, by new construction or other action, which increase the service capacity of a public facility. I.C. § 67-8203(3)."

For example, if an asset, such as a communications facility is approaching the end of its useful life, and new investment (such as a new high frequency antenna and server) is required to extend that useful life by at least 10 years, a portion of that investment may be impact fee eligible.

It should be noted that the additional public safety system improvements that are now allowed per HB 156 have yet to be challenged or tested in Idaho courts.

The issues regarding Post Falls Public Safety Impact Fees are organized into the following categories:

- Future Development Costs based on Incremental Expansion vs. adopted 10-year Capital Improvement Program
- Project Classifications
- Level of Service Assumptions
- Impact Fee Cost Allocation
- Single vs. Two-Zone System
- Residential and Non-Residential Customer Charges
- Credit Policies
- Exemptions

A description of these issues and the advantages and disadvantages associated with alternatives are provided in **Exhibit 4**. For discussion purposes, preliminary recommendations are provided in ***bold italics.***

Exhibit 4 Public Safety Impact Fee Issues and 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	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***
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***

TRANSPORTATION IMPACT FEE ISSUES & ALTERNATIVES

Transportation impact fees in Post Falls are based on estimated project construction costs that are derived from an adopted long-range capital improvement program.

The issues regarding Post Falls Transportation Impact Fees are organized into the following categories:

- Future Development Costs and Project Priorities
- Impact Fee and Credit-Eligible Project Elements
- Level of Service Assumptions
- Single vs. Two-Zone System
- Residential and Non-Residential Customer Charges
- Basis for Growth
- Credit Procedures
- Exemptions

A description of these issues and the advantages and disadvantages associated with alternatives are provided in **Exhibit 5**. For discussion purposes, preliminary recommendations are provided in ***bold italics.***

MULTIMODAL IMPACT FEE ISSUES & ALTERNATIVES

Multimodal impact fees in Post Falls are currently based on the incremental cost approach.

Similar with transportation, the issues regarding Post Falls Multimodal Impact Fees are organized into the above-mentioned categories:

- Future Development Costs and Project Priorities
- Impact Fee and Credit-Eligible Project Elements
- Level of Service Assumptions
- Single vs. Two-Zone System
- Residential and Non-Residential Customer Charges
- Basis for Growth
- Credit Procedures
- Exemptions

A description of these issues and the advantages and disadvantages associated with alternatives are provided in **Exhibit 5**. For discussion purposes, preliminary recommendations are provided in ***bold italics.***

Note, it is important that the City ensure that any multimodal facilities included in the impact fee assessment calculation be separate from those listed under parks and transportation.

NEXT STEPS

These issues and preliminary recommendations may be revisited 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.

Exhibit 5 Transportation and Multimodal Impact Fee Issues and Alternatives

Transportation and Multimodal Impact Fee Issues and 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***
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***

IMPACT FEE SCALING BY HOME SIZE

This section explores methods that cities have implemented that vary impact fees by dwelling unit size and type. Such methods are generally intended to enhance equity of the charge by demonstrating a nexus between dwelling unit size and system demand. Varying fees by home size in combination with other local policy techniques may also encourage construction of smaller, more affordable homes.

FCS compiled information from Northwest cities that have implemented scaled impact fees by home size. In addition, FCS reviewed national literature regarding impact fees practices in other states to determine other innovative practices being used around the U.S.A.

By scaling and lowering the impact fee for smaller homes, such as cottages, duplexes and apartments, this may result in reducing development costs if other factors such as developer profit and overhead remain equal.

According to a publication by the U.S. Dept. of Housing and Urban Development, *Impact Fees and Affordable Housing, 2008,* if impact fee reductions can be calculated in a manner that reduces construction of housing costs (and rents) for smaller housing types, there may be a beneficial impact to lower-income households, whereby less household income would be devoted to housing costs.

While most jurisdictions surveyed vary impact fees by home size (heated living area in sq.ft.) some jurisdictions have adopted methods that vary fees by number of bedrooms, development type (i.e., for Planned Unit Developments) and lot size. These examples include:

- **Sandpoint, Idaho**. Prior to 2024 impact fees for single family dwellings were calculated and charged based on the number of bedrooms in a dwelling unit. The fees are separated for homes with 0-3 bedrooms, and 4+ bedrooms. Note, Post Falls prior impact fee methodology also varied fees by number of bedrooms; however, that method was discontinued several years ago on account of the fungibility of what constitutes a bedroom vs. living area of a home.
- **Hayden and Coeur d'Alene, Idaho**. Impact fees are based on heated floor area of a home or residence. This way fees are charged based on the amount of net new square feet of space that is added to a lot.

While all case study cities listed above have adopted legally defensible scalable fees by home size, the methods that appear to be most frequently used include scaling fees by heated floor area (square feet); or by ERU factors that reflect single family home size groupings such as small, standard and large homes.

As noted earlier in this Memorandum, impact fees are intended to reflect the relationship between future demand (generated by new development) and the capital cost of public facilities for accommodating growth. In transitioning to a scaled impact fee model, and to ensure revenue neutrality to the general tax payer, any effort to scale impact fees by home size needs to generate the same amount of revenue that would otherwise be collected under current methods.

To achieve "revenue neutrality" scaled impact fees need to be calibrated to the type of housing that is occurring in Post Falls. This often requires detailed data regarding current trends in housing permitting activity to accurately track and measure the key metric that is added with each new development (such as heated floor area). Between 2017-2024, Post Falls permitted 5,537 new dwelling units. Of that total, 49% were single family, 48% multifamily (3+ units per structure) and the remainder were townhomes/plexes, as

shown in **Exhibit 6.** Based on these records, the average new dwelling unit size constructed in Post Falls between 2017-2024 ranged from 1,175 SF for multifamily dwellings to 2,615 SF for single family dwellings, and the overall combined average dwelling unit size was 1,877 square feet.

Exhibit 6:

Post Falls Residential New Construction Permits Issued: 2017 to 2024

Residential New Construction Square Footage

Sum of Square Footage Row Labels	2017	2018	2019	2020	2021	2022	2023	2024	Grand Total
Duplex		3,816	82,894	48,613	6,926	18,495	3,648		164,392
Multi-Family		292,783	777,099	902,059	432,252	284,590	298,797		2,987,580
Single-Family	115,488	1,434,987	1,424,323	1,354,977	1,246,372	625,638	581,447	274,451	7,057,683
Townhouse			36,520			71,518	42,532	33,328	183,898
Grand Total	**115,488**	**1,731,586**	**2,320,836**	**2,305,649**	**1,685,550**	**1,000,241**	**926,424**	**307,779**	**10,393,553**

Construction Dwelling I

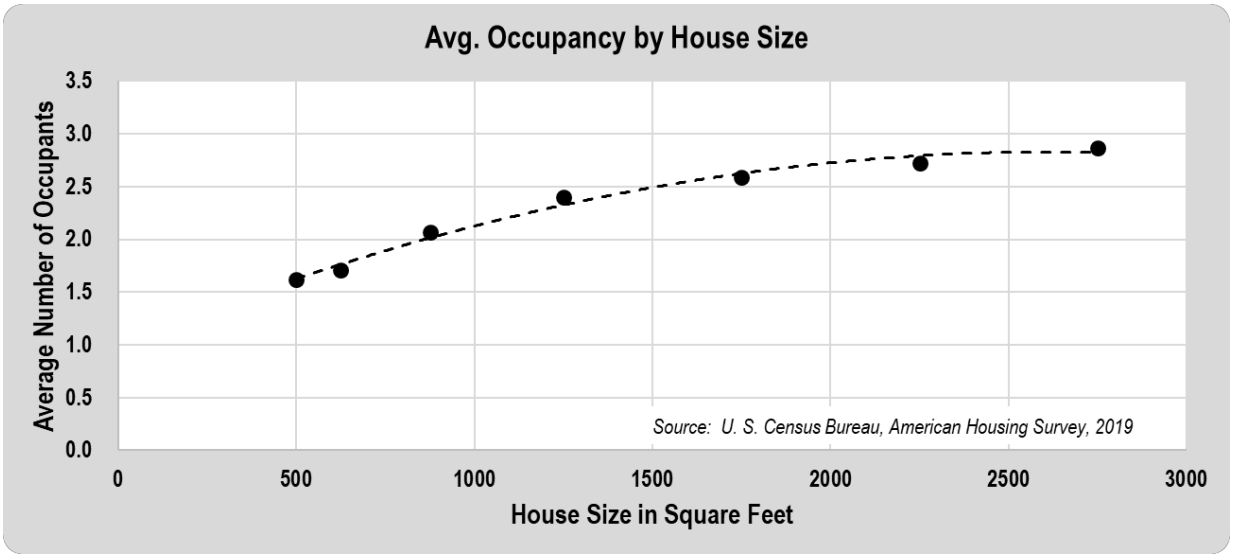
Sum of # of Units Row Labels	2017	2018	2019	2020	2021	2022	2023	2024	Grand Total
Duplex		2	44	26	4	10	2		88
Multi-Family		285	564	859	393	291	247		2,639
Single-Family	44	539	523	468	452	266	288	119	2,699
Townhouse			20			37	28	26	111
Grand Total	**44**	**826**	**1,151**	**1,353**	**849**	**604**	**565**	**145**	**5,537**

Source: City of Post Falls

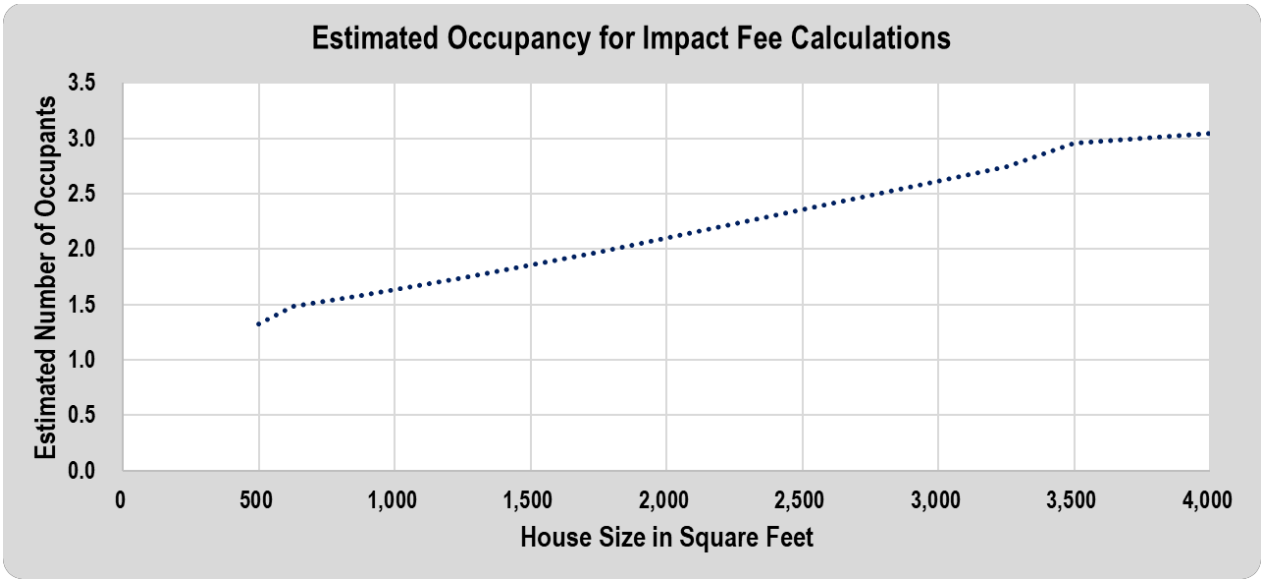
Because housing market preferences evolve over time with changing demographic factors (i.e., fewer persons per household) and pricing factors (i.e., smaller homes tend to be more affordable than larger homes), it is recommended that cities collect additional detailed information in their permitting database to make an informed decision and to re-evaluate and re-calibrate their impact fee scaling methodologies every 5-7 years to account for these changing dynamics.

FCS GROUP utilized U.S. Census statistics to understand the correlation between home size (often measured in square feet or number of bedrooms) and system demand drivers such as people per household. Census data indicates that up to a certain point, the number of occupants in a dwelling unit is no longer positively correlated with the size (measured in square feet) of the dwelling unit. This relationship is shown in **Exhibit 7.**

Exhibit 7: Housing Occupancy vs. Home Size



At approximately 3,500 square feet and above, there is no longer a strong relationship between home size and occupancy. In order to simplify this relationship for the purpose of calculating impact fees, we have translated the parabolic function shown above to a linear (and capped) function shown below:



According to the national Census data shown above, dwellings that are 3,558 square feet or larger have an estimated occupancy of 3.04 residents.

The mathematical equation that depicts the relationship between household size and occupancy for dwellings is shown below.

Scaled Impact Fee per Dwelling Type: Based on Current Fees in Post Falls

Current Impact Fee	Single Family	Multifamily	All Housing
Impact Fees per Dwelling (Avg.)	$ 12,265	$ 8,561	
Average residents per Dwelling*	2.92	2.29	2.75
Avg. Dwelling Size**	2,615	1,175	1,877
Impact Fee per New Resident (Avg.)	**$ 4,206**	**$ 3,746**	

** 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 Assumptions for Scaling Fees by Home Size	Square Feet	Residents	SDC
Fee per resident	897	1.0000	$4,206
Fee per square foot of residence	1	0.0011	$4.69
Maximum SDC per single-family residence	4,000	3.0516	$12,834

Based on the most current Census data, the average household size in Post Falls for single family homes was 2.92 occupants in 2022.[1] Using the equation shown above, 2.92 occupants equates to approximately 2,615 square feet of dwelling floor area. That means that, on average, there are 0.0011 occupants per square foot per dwelling unit in Port Falls. Furthermore, the smallest dwelling that could support one resident is 897 square feet (statistically). The average occupancy in Post Falls has changed with the current census data; therefore, these differ from the data presented in the issues matrix when describing existing methodology.

Because it is more accurate and less administratively time consuming to track square feet of dwellings than what constitutes a "bedroom" in a new home or apartment (for example, some homes will characterize a den as a bedroom), most cities rely upon floor area as a preferred metric than bedrooms when scaling their impact fees. Also, in the case of major remodeling of an existing home which would increase the floor area by over 600 SF, the ability to track square feet vs. bedrooms could enable the City to assess an impact fee for these types of major additions.

The following analysis provides an example of how the nexus between dwelling size and occupancy can be applied to Post Falls' current fee structure.

Example of Scaling Current Impact Fees

The City currently has separate categories for single family homes and multifamily units.

[1] Please note: these current Census estimates from the American Community Survey (2017-2022) indicate that the average household size in single family homes has increased to 2.92 in 2022 – up from 2.62 which was assumed in the prior adopted 2021 Post Falls Impact Fee Methodology report.

To illustrate the conversion of the existing impact fee to fees in aggregate per resident, FCS divided the existing fee per dwelling type by average number of occupants by dwelling type to calculate the average fee per occupant = $4,206 for single family homes and $3,746 for multifamily units.

Next, we applied the mathematical formula described above to determine the relationship between occupancy and home size. This results in a fee that equates to $9.60 per square foot or $9,600 per 1,000 square feet home, as expressed in **Exhibit 8**.

Using this formulaic relationship between housing occupancy and housing size, the new calculated total impact fee by home size would range from $3,049 for a small ADU at 650 SF; to $12,265 for a standard size home with 2,615 SF. The fee would be capped at $12,834 for homes over 3,500 SF**.**

Exhibit 8: Current Impact Fees Scaled by Home Size, City of Post Falls

Scaled Impact Fees 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	650	1,250	1,350	1,725	2,615	3,500
Implied average occupancy	0.72	1.39	1.51	1.92	2.92	3.05
Calculated SDC	**$3,049**	**$5,863**	**$6,332**	**$8,091**	**$12,265**	**$12,834**
average cost per SF	*$4.69*	*$4.69*	*$4.69*	*$4.69*	*$4.69*	*$3.67*
Change from Current Fee	**$3,049**	**($6,402)**	**($5,933)**	**($4,174)**	**$0**	**$569**
	No current fee					
Current Impact Fees for Multifamily Dwelling Units				**$8,561**		
Current Impact Fees for Single Family Dwellings					**$12,265**	

As shown above, the new scaled impact fees by home size would result in a measurable decrease in fees for smaller homes under 1,800 SF. Fees for homes over 3,500 SF would increase by $569. Fees for multifamily units would remain unchanged from the existing fee.

The fees for ADUs could increase if City council decides to eliminate the current exemption.

This type of approach also provides a nexus for the City to charge an impact fee for additions that result in a net increase in floor area in a building.

Impact Fee Land Use Categories

The land uses Post Falls currently uses were considered for revisions to enhance fee equity, while also retaining effectiveness for use by the development community and City staff. The suggestions and recommendations shown below were reviewed by the Planning and Zoning Commission, acting as the Development Impact Fee Committee.

Existing Land Use Categories	Recommend Land Use Categories
Single Family (per each dwelling unit)	Single Family (by the square foot of heated floor area, not including garage/shop)
Multifamily Residential (per each dwelling unit)	Multifamily Residential (per each dwelling unit)
Commercial/Shopping Center (per square foot)	Commercial/Shopping Center/Service/Restaurant/Office/Medical Office (by the square foot)
Office (per square foot)	
Light Industrial (per square foot)	Light Industrial/Manufacturing/Distribution (by the square foot)
Manufacturing (per square foot)	
Warehousing (per square foot)	Warehousing/Storage/Self-Storage (by the square foot)
Mini-Warehousing (per square foot)	
Elementary School (per square foot)	School/Day Care/Church[1] (by the square foot)
Middle School (per square foot)	
High School (per square foot)	
Day Care (per square foot)	
Church (per square foot)	
Assisted Living (per square foot)	Assisted Living/Nursing Home (by the square foot)
Nursing Home (per square foot)	
Recreation Community Center (per square foot)	Indoor recreation[2] (by the square foot)
Hotel (per room)	Hotel (per each room)
Hotel (per square foot)	

Notes:

1. Consider if church should remain a standalone use. Compare costs in Phase 2.
2. Consider the goal of this fee. Many smaller recreational uses end up in commercial buildings (golf simulators, axe throwing, etc.) Those uses may be considered under the commercial category. Compare costs in Phase 2.

Annual Escalation

It is recommended that the development impact fees be escalated annually based on a reputable, published index factor such as Engineering News Record Construction Cost Index. Having a set procedure

for escalating the fees annually allows for consistency in process and allows the fee to keep up with the cost of construction between fee study updates. Having a published process also allows the development community to estimate their future fees.

Appendix A: Parks Inventory and Level of Service

City of Post Falls Parks Inventory, 2025

Park	Level One Acreage	Level Two Acreage	Total Acreage
Arboretum	-	6.74	6.74
Beck Park	8.77	-	8.77
Black Bay Depot	0.92	-	0.92
Black Bay Park	23.00	43.77	66.77
Cecil & Horse haven	3.22	-	3.22
Centennial Trail	2.97	51.73	54.70
Forth St. Trail Head	0.92		0.92
Chase Fields	9.12	-	9.12
Community Forest	-	-	482.48
Kroetch		75.73	
Lost Mines		242.22	
Lower Q'emiln		38.87	
May		122.52	
Community Garden	2.11	-	2.11
Corbin Park	23.61		23.61
Corbin Hastings/Anselmo	5.35		5.35
Corbin Ditch		15.29	15.29
Corbin Dog Park	2.60		2.60
Crown Pointe	4.19	-	4.19
Falls Park	7.21	14.52	21.73
Greensferry Pocket Park	1.03	-	1.03
Hargrave Property	5.00	-	5.00
Hilde Kellogg	4.25	-	4.25
Karen Streeter Greenway	5.24		5.24
Karen Streeter Trail		6.10	6.10
Kiwanis Park	13.12	24.56	37.68
Montrose Sports Complex	23.10	-	23.10
Park in the Meadows	5.37	-	5.37
Polites Park	-	1.79	1.79
Post Falls Landings	3.00	-	3.00
Prairie Trail	-	10.08	10.08
Q'emiln Park	22.75	18.13	40.88
Ross Point Pumphouse	2.65	-	2.65
Singing Hills	7.59	-	7.59
Skate Park	1.15	-	1.15
Quarry Sports Complex	25.93	-	25.93
Sportsman's Park	6.29	-	6.29
Syringa Park	7.43	-	7.43
Trailer Park Wave	-	1.77	1.77
Treaty Rock	-	3.82	3.82
Tullamore Park	8.49	-	8.49
Warren Playfield	2.34	-	2.34
West Ridge	2.97	-	2.97
White Pine	5.62	-	5.62
Woodbridge	5.36	-	5.36
Woodbridge II	2.71		2.71
Totals	**255.38**	**677.64**	**933.02**

Source: City of Post Falls, 2025.

Prelim. Post Falls Parks Level of Service & Future Needs (acres)

Park Facility Classification	Total Acres	Policy LOS*	2025 Current LOS*
Level 1 Parks	255.4	6.0	5.2
Level 2 Parks	677.6	10.0	13.8
All Parks	**933.0**	**16.0**	**19.1**

Source: Appendix A.

** Level of Service (LOS) = park acres per 1,000 residents.*

Future Park Land Needs based on LOS	Net New Population	Additional Parks acres @ Policy LOS	Additional Parks Acres @ Current LOS	Impact Fee Eligible Parks Acres
Proj. Change in Pop: 2025 to 2035	**22,552**			
Additional Level 1 Parks (acres)		135	**118**	**118**
Additional Level 2 Parks (acres)		**226**	312	**226**
Combined Parks (acres)		**361**	**430**	**343**

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

LOS = park acres per 1,000 residents.

2025 City pop estimate:	*48,961*
2035 City pop forecast:	*71,513*
Projected Change in Population:	***22,552***

Figure 4. Parks Level of Service Standards and Cost Factors (Report Figure 25 [updated])

Level of Service Standards					
Population in 2018	35,007				
	Current	Adopted			
Acres of Level One Park Land Per 1,000 Residents	6.15	6.00			
Acres of Level Two Park Land Per 1,000 Residents	10.04	10.00			
LAND COSTS					
Level One Land Cost per Acre	$147,000				
Level Two Land Cost Per Acre	$87,000			City Share %	City Share $
Weighted Average Land Cost Per Acre	*$109,776*				
Level One Land Cost Per Person	$903.45	$882.00		100%	$882.00
Level Two Land Cost Per Person	$873.85	$870.00		100%	$870.00
Park Land Cost Per Person					*$1,752.00*
IMPROVEMENT COSTS					
Level One Improvements Cost per Acre	*$124,605*				
Level Two Improvements Cost Per Acre	*$10,834*				
Level One Improvements Cost Per Person	$766.32	$747.63		100%	$747.63
Level Two Improvements Cost Per Person	$108.77	$108.34		100%	$108.34
Park Improvement Cost Per Person					*$855.97*

Prior 2021 Parks and Recreational Facilities Unit Cost Assumptions

Figure 5. Indoor Recreation Facility Level of Service Standards and Cost Factors (Report Figure 26 [updated])

Facility	Building Square Footage	Current Replacement Cost/SF*	Total Value*	City Share	
				City Cost	City Prorated SF
Boys & Girls Gym (partial City facility)	10,826	$181.34	$1,963,188	$136,332	752
Trailhead Pavilion	3,712	$148.22	$550,180	$550,180	3,712
The Tree House (former Chamber of Commerce Bldg)	1,330	$96.89	$128,864	$128,864	1,330
Black Bay Depot	4,641	$161.97	$751,704	$751,704	4,641
TOTAL	20,509	$165.49	$3,393,935	$1,567,080	***10,435***

2018 Population	35,007
Square Foot Per Capita	0.30
Cost per Capita	$44.76

** City of Post Falls; escalated to 2022 values per annual Community Development fee updates (3.8% in FY22; 8.9% in FY23).*

Appendix B: Persons per Housing/Living Unit, City of Post Falls, 2022

Estimated Persons per Living Unit, City of Post Falls				
	Impact Fee Housing Classification	Occupied Housing Units	Persons in Housing Structure	Persons per Unit
1-unit, detached or attached	Single Family	10,369	30,239	2.92
2 or more units	Multi-Family (2+ units)	3,098	7,080	2.29
Mobile Home, other	Single Family	963	2,343	2.43
Total		14,430	39,662	**2.75**
Single Family Total	Combined SF & Mobile Homes	11,332	32,582	2.88
Multi Family Total	Multi-Family (2+ units)	3,098	7,080	2.29
Lodging Total	Lodging Rooms/RV Pads			2.14

Source: US Census Bureau ACS 5-Year Estimates 2022: Table S2504 Table B25033

Appendix C: Residential Construction Permits Issued

Post Falls Residential New Construction Permits Issued: 2017 to 2024

Count of Record #									
Row Labels	**<1(**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**Grand Total**
Duplex			1	22	13	2	5	1		44
Multi-Family			20	43	44	25	12	10		154
Single-Family		44	539	523	468	452	266	288	119	2699
Townhouse				20			37	25	5	87
(blank)										
Grand Total		**44**	**560**	**608**	**525**	**479**	**320**	**324**	**124**	**2984**

Residential New Construction Sqare Footage

Sum of Square Footage									
Row Labels	**<1(**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**Grand Total**
Duplex			3,816	82,894	48,613	6,926	18,495	3,648		164,392
Multi-Family			292,783	777,099	902,059	432,252	284,590	298,797		2,987,580
Single-Family		115,488	1,434,987	1,424,323	1,354,977	1,246,372	625,638	581,447	274,451	7,057,683
Townhouse				36,520			71,518	42,532	33,328	183,898
(blank)										
Grand Total		**115,488**	**1,731,586**	**2,320,836**	**2,305,649**	**1,685,550**	**1,000,241**	**926,424**	**307,779**	**10,393,553**

ew Construction Dwelling Uni

Sum of # of Units									
Row Labels	**<1(**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**Grand Total**
Duplex			2	44	26	4	10	2		88
Multi-Family			285	564	859	393	291	247		2,639
Single-Family		44	539	523	468	452	266	288	119	2,699
Townhouse				20			37	28	26	111
(blank)										
Grand Total		**44**	**826**	**1,151**	**1,353**	**849**	**604**	**565**	**145**	**5,537**

	Avg. SF per DU
All Units	**1,877**
SF Units	2,615
MF Units	1,175

Source: City of Post Falls

Appendix D: Public Safety Assumptions - DRAFT

D-1: 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.*

D-2: Existing Public Safety Facility Level of Service, 2025-2035

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	87.63%	12.37%	641	0.50	50,853	15,053	$ 6,130,000
Parking	24,000	SF	87.63%	12.37%	430	0.33	34,091	10,091	$ 303,000
COM NET	47	Sites	87.63%	12.37%	0.84	0.00065	66.8	19.8	$ 8,000
COM FAC	3	Sites	87.63%	12.37%	0.05	0.00004	4.3	1.3	$ 782,000
Total									**$ 7,223,000**

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.*

Appendix E: Transportation Assumptions - DRAFT

Exhibit E-1: Projected Growth in Vehicle Trips, 2020-2035

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.*

Exhibit E-2: Projected Growth in Vehicle Trips, 2025-2035

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.

Percent Distribution of Trip-ends			
	Home Based	Non-Home Based	Total
Core Area	39.6%	60.4%	100%
Rest of Post Falls Area	37.9%	62.1%	100%
Total	38.0%	62.0%	100%

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

Exhibit E-3: KMPO Vehicle Trip Generation Rates

Land Use Classification	Total PM Rate Per Unit	Units
LU1: SFDU (Single-Family Dwelling Units)	1.00	DU
LU2: MFDU (Multi-Family Dwelling Units)	0.56	DU
LU3: Retail	2.44	KSF
LU4: Commercial (Finance, Insurance, Real Estate, and Services)	1.21	KSF
LU5: Industrial	0.41	KSF
LU6: Schools (K-12 and private)	0.17	KSF
LU7: Accommodations (Hotel/Motel)	0.54	Room
LU8: Arts, Entertainment, and Recreation	0.17	KSF
LU9: Reserved for Outer Zone SFDU	0.42	DU
LU10: Post-Secondary Schools (college or trade school)	0.13	KSF
LU11: Agriculture	0.01	KSF
LU13: Publicly-Owned Lands	0.85	acre
LU14: Transportation and Warehousing	1.41	KSF
LU15: Medical	0.90	KSF
LU16: Government	1.21	KSF
LU17: Administration and Support	1.21	KSF
LU18: Professional, Science, and Technology	1.21	KSF
LU19: Educational Services	1.21	KSF
LU20: Other Services (not medical)	1.21	KSF
LU21: Information	0.86	KSF
LU22: Utilities and Construction	2.44	KSF

Source: KMPO, 2020.

Exhibit E-4: ITE Trip Generation Rates, 11th Edition

	ITE Code	Unit of Measure	PM Peak Hour Vehicle Trip Ends	Pass-by Trip Reduction Factor	New PM Peak Hour Vehicle Trip Ends	Person Trip Conversion Factor	New PM Peak Hour Person Trip Ends
General Light Industrial	110	1,000 SFGFA	0.65	1.00	0.65	1.68	1.09
Industrial Park	130	1,000 SFGFA	0.34	1.00	0.34	1.68	0.57
Manufacturing	140	1,000 SFGFA	0.74	1.00	0.74	1.68	1.24
Warehousing	150	1,000 SFGFA	0.18	1.00	0.18	1.68	0.30
Mini-Warehouse	151	1,000 SFGFA	0.15	1.00	0.15	1.68	0.25
Utility	170	1,000 SFGFA	2.16	1.00	2.16	1.68	3.63
Specialty Trade Contractor	180	1,000 SFGFA	1.93	1.00	1.93	1.68	3.24
Single-Family Detached Housing	210	Dwelling Units	0.94	1.00	0.94	1.68	1.58
Multifamily Housing (Low-Rise, not close t	220	Dwelling Units	0.51	1.00	0.51	1.68	0.86
Multifamily Housing (Mid-Rise, not close t	221	Dwelling Units	0.39	1.00	0.39	1.18	0.46
Mobile Home Park	240	Dwelling Units	0.58	1.00	0.58	1.68	0.97
Senior Adult Housing - Detached	251	Dwelling Units	0.30	1.00	0.30	1.68	0.50
Senior Adult Housing - Attached	252	Dwelling Units	0.25	1.00	0.25	1.68	0.42
Congregate Care Facility	253	Dwelling Units	0.18	1.00	0.18	2.44	0.44
Assisted Living	254	1,000 SFGFA	0.48	1.00	0.48	1.68	0.81
Recreational Homes	260	Dwelling Units	0.29	1.00	0.29	1.68	0.49
Timeshare	265	Dwelling Units	0.63	1.00	0.63	1.68	1.06
Residential Planned Unit Development	270	Dwelling Units	0.69	1.00	0.69	1.68	1.16
Hotel	310	Rooms	0.59	1.00	0.59	1.68	0.99
Motel	320	Rooms	0.36	1.00	0.36	1.68	0.60
Campground/Recreational Vehicle Park	416	Acres	0.48	1.00	0.48	1.68	0.81
Multipurpose Recreational Facility	435	1,000 SFGFA	3.58	1.00	3.58	1.68	6.01
Multiplex Movie Theater	445	Movie Screens	13.96	1.00	13.96	1.68	23.45
Ice Skating Rink	465	1,000 SFGFA	0.17	1.00	0.17	1.68	0.29
Soccer Complex	488	Fields	16.43	1.00	16.43	1.68	27.60
Health/Fitness Club	492	1,000 SFGFA	3.45	1.00	3.45	1.68	5.80
Recreational Community Center	495	1,000 SFGFA	2.50	1.00	2.50	1.51	3.78
Elementary School	520	1,000 SFGFA	0.16	1.00	0.16	1.68	0.27
Middle School/Junior High School	525	1,000 SFGFA	0.15	1.00	0.15	1.68	0.25
High School	530	1,000 SFGFA	0.14	1.00	0.14	1.68	0.24
Junior/Community College	540	1,000 SFGFA	0.11	1.00	0.11	1.68	0.18
Church	560	1,000 SFGFA	0.49	1.00	0.49	1.68	0.82
Day Care Center	565	1,000 SFGFA	11.12	0.56	6.23	1.68	10.46
Prison	571	Beds	0.08	1.00	0.08	1.68	0.13
Fire and Rescue Station	575	1,000 SFGFA	0.48	1.00	0.48	1.68	0.81
Library	590	1,000 SFGFA	8.16	1.00	8.16	1.68	13.71
Hospital	610	1,000 SFGFA	0.86	1.00	0.86	1.67	1.44
Nursing Home	620	1,000 SFGFA	0.59	1.00	0.59	1.68	0.99
Clinic	630	1,000 SFGFA	3.69	1.00	3.69	2.48	9.15
Animal Hospital/Veterinary Clinic	640	1,000 SFGFA	3.53	1.00	3.53	1.68	5.93
General Office Building	710	1,000 SFGFA	1.44	1.00	1.44	1.30	1.87
Small Office Building	712	1,000 SFGFA	2.16	1.00	2.16	1.68	3.63
Single Tenant Office Building	715	1,000 SFGFA	1.76	1.00	1.76	1.68	2.96
Medical-Dental Office Building	720	1,000 SFGFA	3.93	1.00	3.93	1.14	4.48
Government Office Building	730	1,000 SFGFA	1.71	1.00	1.71	1.68	2.87
United States Post Office	732	1,000 SFGFA	11.21	1.00	11.21	1.68	18.83
Office Park	750	1,000 SFGFA	1.30	1.00	1.30	1.68	2.18
Research and Development Center	760	1,000 SFGFA	0.98	1.00	0.98	1.45	1.42
Business Park	770	1,000 SFGFA	1.22	1.00	1.22	1.68	2.05
Tractor Supply Store	810	1,000 SFGFA	1.40	1.00	1.40	1.68	2.35
Construction Equipment Rental Store	811	1,000 SFGFA	0.99	1.00	0.99	1.68	1.66
Building Materials and Lumber Store	812	1,000 SFGFA	2.25	1.00	2.25	1.68	3.78
Free-Standing Discount Superstore	813	1,000 SFGFA	4.33	0.71	3.07	1.68	5.16
Variety Store	814	1,000 SFGFA	6.70	0.66	4.42	1.68	7.43
Free-Standing Discount Store	815	1,000 SFGFA	4.86	0.83	4.03	1.68	6.78
Hardware/Paint Store	816	1,000 SFGFA	2.98	0.74	2.21	1.68	3.70
Nursery (Garden Center)	817	1,000 SFGFA	6.94	1.00	6.94	1.68	11.66
Nursery (Wholesale)	818	1,000 SFGFA	5.24	1.00	5.24	1.68	8.80
Shopping Center	820	1,000 SFGLA	3.40	0.66	2.24	2.03	4.56
Factory Outlet Center	823	1,000 SFGFA	2.29	1.00	2.29	1.68	3.85
Automobile Sales (New)	840	1,000 SFGFA	2.42	1.00	2.42	2.11	5.11
Automobile Sales (Used)	841	1,000 SFGFA	3.75	1.00	3.75	1.68	6.30
Recreational Vehicle Sales	842	1,000 SFGFA	0.77	1.00	0.77	1.68	1.29

Exhibit E-4: ITE Trip Generation Rates, 11th Edition (continued)

	ITE Code	Unit of Measure	PM Peak Hour Vehicle Trip Ends	Pass-by Trip Reduction Factor	New PM Peak Hour Vehicle Trip Ends	Person Trip Conversion Factor	New PM Peak Hour Person Trip Ends
Automobile Parts Sales	843	1,000 SFGFA	4.90	0.57	2.79	1.68	4.69
Tire Store	848	1,000 SFGFA	3.75	0.72	2.70	1.68	4.54
Tire Superstore	849	1,000 SFGFA	2.11	1.00	2.11	1.68	3.54
Supermarket	850	1,000 SFGFA	8.95	0.64	5.73	2.88	16.50
Convenience Market	851	1,000 SFGFA	49.11	0.49	24.06	1.76	42.35
Discount Club	857	1,000 SFGFA	4.19	0.63	2.64	1.68	4.43
Wholesale Market	860	1,000 SFGFA	1.76	1.00	1.76	1.68	2.96
Sporting Goods Superstore	861	1,000 SFGFA	2.14	1.00	2.14	1.68	3.60
Home Improvement Superstore	862	1,000 SFGFA	2.29	0.58	1.33	2.03	2.70
Electronics Superstore	863	1,000 SFGFA	4.25	0.60	2.55	1.68	4.28
Toy/Children's Superstore	864	1,000 SFGFA	5.00	1.00	5.00	1.68	8.40
Baby Superstore	865	1,000 SFGFA	1.82	1.00	1.82	1.68	3.06
Pet Supply Superstore	866	1,000 SFGFA	3.55	1.00	3.55	1.68	5.96
Office Supply Superstore	867	1,000 SFGFA	2.77	1.00	2.77	1.68	4.65
Book Superstore	868	1,000 SFGFA	15.83	1.00	15.83	1.68	26.59
Discount Home Furnishing Superstore	869	1,000 SFGFA	1.57	1.00	1.57	1.68	2.64
Bed and Linen Superstore	872	1,000 SFGFA	2.22	1.00	2.22	1.68	3.73
Department Store	875	1,000 SFGFA	1.95	1.00	1.95	1.68	3.28
Apparel Store	876	1,000 SFGFA	4.12	1.00	4.12	1.05	4.33
Arts and Crafts Store	879	1,000 SFGFA	6.21	1.00	6.21	1.68	10.43
Pharmacy/Drugstore with Drive-Through W	881	1,000 SFGFA	10.25	0.51	5.23	1.68	8.78
Marijuana Dispensary	882	1,000 SFGFA	18.92	1.00	18.92	1.68	31.79
Furniture Store	890	1,000 SFGFA	0.52	0.47	0.24	1.68	0.41
Medical Equipment Store	897	1,000 SFGFA	1.24	1.00	1.24	1.68	2.08
Liquor Store	899	1,000 SFGFA	16.62	1.00	16.62	1.78	29.58
Walk-in Bank	911	1,000 SFGFA	12.13	1.00	12.13	1.68	20.38
Drive-in Bank	912	1,000 SFGFA	21.01	0.65	13.66	0.42	5.74
Hair Salon	918	1,000 SFGFA	1.45	1.00	1.45	1.68	2.44
Copy, Print, and Express Ship Store	920	1,000 SFGFA	7.42	1.00	7.42	1.68	12.47
Food Cart Pod	926	Food Carts	6.16	1.00	6.16	1.68	10.35
Fast Casual Restaurant	930	1,000 SFGFA	12.55	1.00	12.55	1.68	21.08
Quality Restaurant	931	1,000 SFGFA	7.80	0.56	4.37	1.68	7.34
High-Turnover (Sit-Down) Restaurant	932	1,000 SFGFA	9.05	0.57	5.16	1.99	10.27
Fast-Food Restaurant without Drive-Throu	933	1,000 SFGFA	33.21	1.00	33.21	1.68	55.79
Fast-Food Restaurant with Drive-Through	934	1,000 SFGFA	33.03	0.50	16.52	2.13	35.18
Coffee/Donut Shop with Drive-Through W	937	1,000 SFGFA	38.99	1.00	38.99	0.69	26.90
Quick Lubrication Vehicle Shop	941	1,000 SFGFA	8.70	1.00	8.70	1.68	14.62
Automobile Care Center	942	1,000 SFGFA	3.11	1.00	3.11	1.68	5.22
Gasoline/Service Station	944	Vehicle Fueling Positions	13.91	0.58	8.07	1.68	13.55
Convenience Store/Gas Station	945	Vehicle Fueling Positions	18.42	0.44	8.10	1.68	13.62
Self-Service Car Wash	947	Wash Stalls	5.54	1.00	5.54	1.68	9.31
Automated Car Wash	948	Car Wash Tunnels	77.50	1.00	77.50	1.68	130.20
Car Wash and Detail Center	949	Wash Stalls	13.60	1.00	13.60	1.68	22.85
Truck Stop	950	Vehicle Fueling Positions	15.42	1.00	15.42	1.68	25.91
Winery	970	1,000 SFGFA	7.31	1.00	7.31	1.68	12.28
Drinking Place	975	1,000 SFGFA	11.36	1.00	11.36	1.68	19.08

***Source**: ITE, Trip Generation Manual, 11th edition; Abbreviations: ITE = Institute of Transportation Engineers.*

Exhibit E-5: Multimodal Person Trip Conversion Factors

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.*

Exhibit E-6: Multimodal Person Trip Growth Forecasts, Post Falls, 2025-2035

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.

Development Impact Fee Study Update

CITY OF POST FALLS

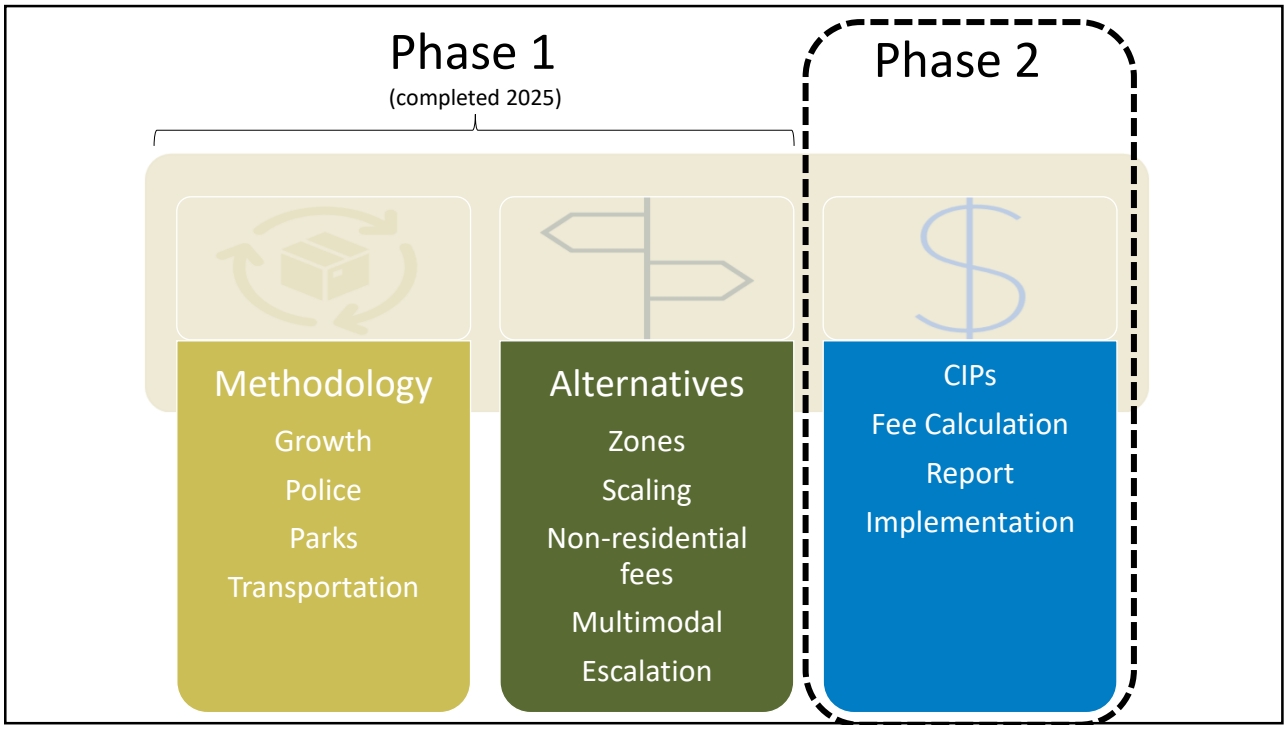
8/3/2026

1

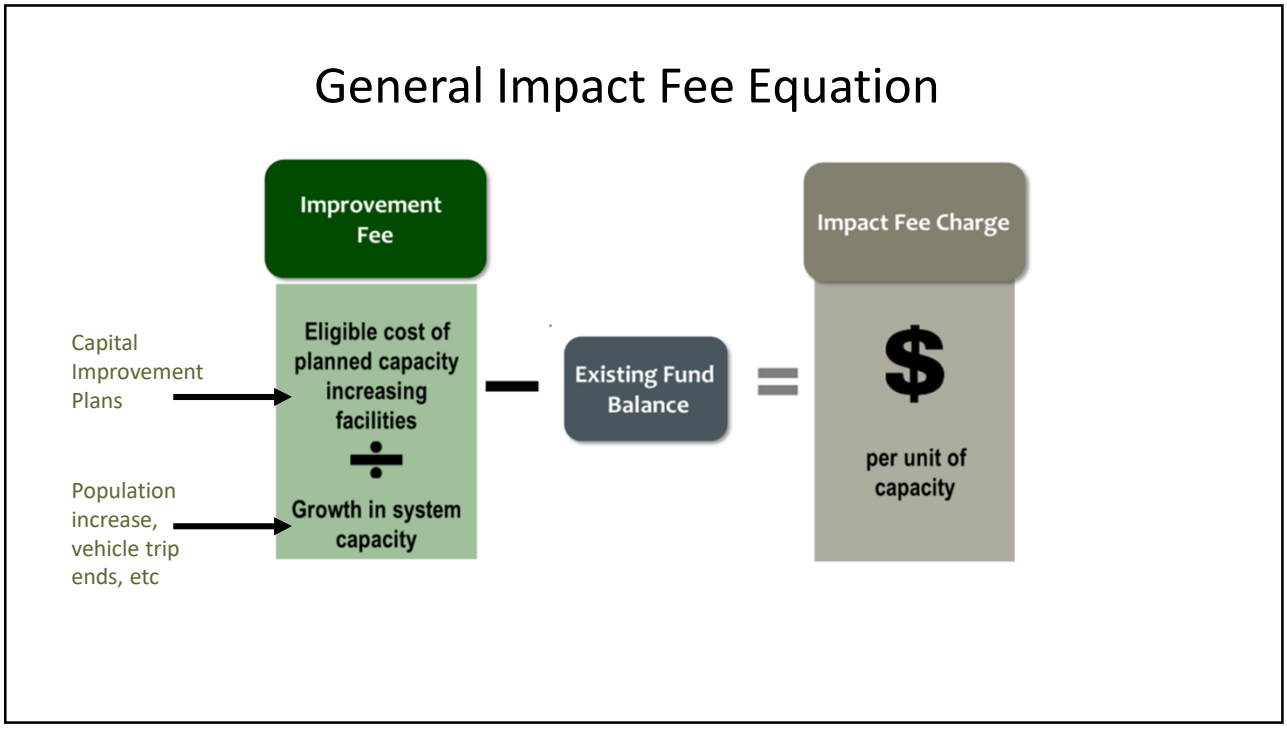
Agenda for Workshop

- Work completed and considerations from Phase 1
- Summary of new proposed fees
- Capital Improvement Plan Review
  - Parks
  - Public safety
  - Transportation
- Land Use Category Changes
- Detail on fee calculations
  - Parks (Option A or B)
  - Public Safety
  - Transportation
  - Scale SFH Fee
- Comparison
  - Examples to compare to current fees and other area cities
- Next Steps

2


Phase 1
(completed 2025)
Phase 2
Methodology
Growth
Police
Parks
Transportation
Alternatives
Zones
Scaling
Non-residential fees
Multimodal
Escalation
CIPs
Fee Calculation
Report
Implementation

3


General Impact Fee Equation
Improvement Fee
Capital Improvement Plans
Eligible cost of planned capacity increasing facilities
Population increase, vehicle trip ends, etc
Growth in system capacity
Existing Fund Balance
Impact Fee Charge
$
per unit of capacity

4

Population & Job Growth Forecast: 2025-2035

Post Falls Total	2025 Post Falls City	2025 Post Falls Planning Area	2035 Post Falls City	2035 Post Falls Planning Area	Post Falls City AAGR: 2025-2035	Post Falls City Change: 2025-2035	Post Falls City Growth Share
Population	48,961	54,680	71,513	79,045	3.86%	22,552	31.5%
Dwelling Units	18,638	19,969	27,223	30,090	3.86%	8,585	31.5%
Employees	12,638	14,114	17,383	19,414	3.24%	4,746	27.3%

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Considerations

1 Consider Parks Fee for Non-Res Uses

2 Wrap multimodal fee into transportation or parks

3 Scale by size

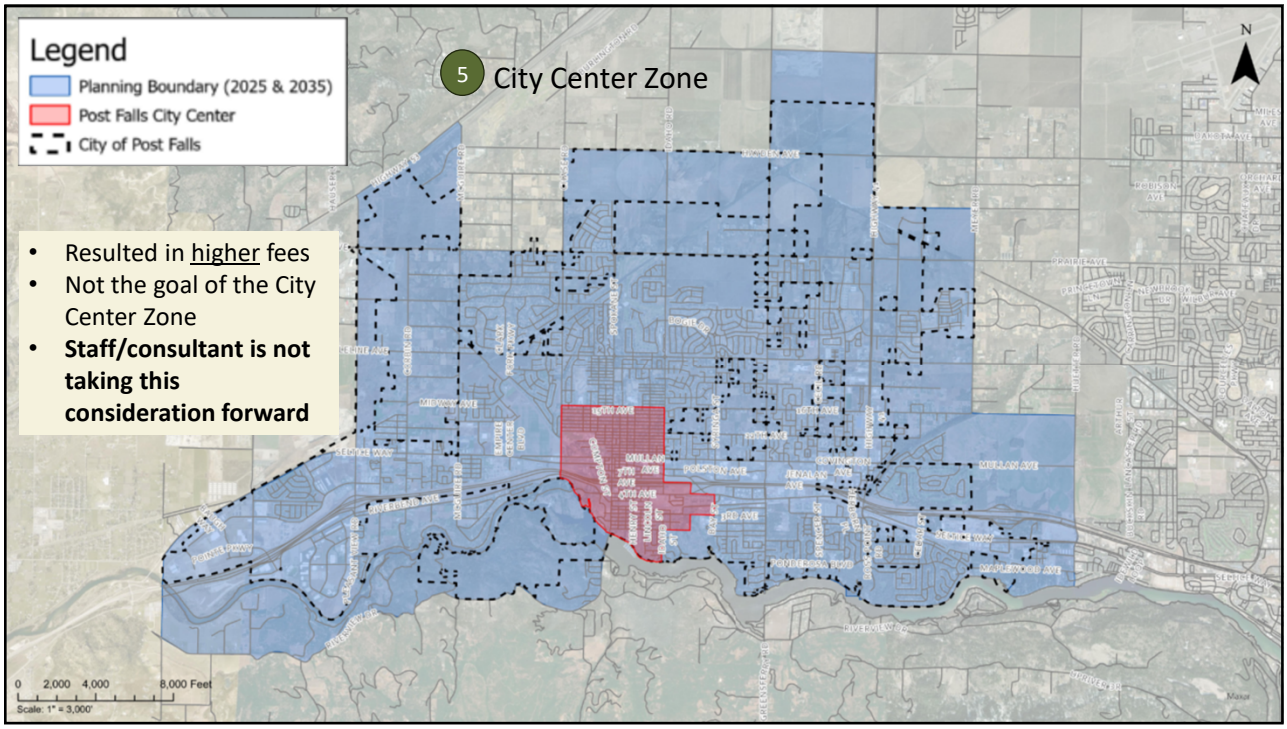
4 Simplify land uses

5 City Center Zone

	2026 Fees			
	Parks	Public Safety	Streets	Multimodal
Residential (per housing unit)				
Single-Family (Avg.)	$ 6,721	$ 1,302	$ 3,311	$ 1,447
Multi-Family	$ 5,004	$ 978	$ 1,871	$ 1,077
Non-Residential (per sq. foot except where noted)				
Commercial/Shopping Center	N/A	$ 1.30	$ 6.62	$ 1.43
Office	N/A	$ 0.52	$ 2.59	$ 0.56
Light Industrial	N/A	$ 0.27	$ 1.32	$ 0.30
Manufacturing	N/A	$ 0.22	$ 1.05	$ 0.24
Warehousing	N/A	$ 0.11	$ 0.47	$ 0.12
Mini-Warehouse	N/A	$ 0.10	$ 0.41	$ 0.11
Elementary School	N/A	$ 0.67	$ 3.43	$ 0.74
Middle School/Junior High	N/A	$ 0.69	$ 3.54	$ 0.78
High School	N/A	$ 0.49	$ 2.47	$ 0.55
Day Care	N/A	$ 1.65	$ 8.36	$ 1.79
Church	N/A	$ 0.37	$ 1.85	$ 0.41
Assited Living	N/A	$ 0.23	$ 1.12	$ 0.25
Nursing Home	N/A	$ 0.35	$ 1.77	$ 0.38
Recreational Community Center	N/A	$ 1.51	$ 7.66	$ 1.66
Hotel (per room)	N/A	$ 434.04	$ 2,219.74	$ 475.26

Source: City of Post Falls 2026 Fee Schedule; excludes fire and EMS fees charged by other agencies

6



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Summary of Proposed Fees

8

Current Fees

Proposed Fees

Current Land Use Category	Parks	Public Safety	Transport.	Multimodal	Total	Proposed Land Use Category	Option A - No Parks Fees for Non-Res: Parks	Public Safety	Transport.	Opt. A Total
Residential (per unit)						**Residential**				
Single-Family (Avg.)	$6,721	$1,302	$3,311	$1,447	**$12,781**	Single-Family (per sq. foot)	$3.24	$0.65	$2.39	**$6.28**
						For 2600 SF SFH	$8,424.00	$1,690.00	$6,214.00	**$16,328.00**
						For 1700 SF Townhome	$5,508.00	$1,105.00	$4,063.00	**$10,676.00**
Multi-Family	$5,004	$978	$1,871	$1,077	**$8,930**	Multi-Family (per du)	$6,014	$866	$1,522	**$8,402**
Non-Residential (per sq. foot except where noted)						**Non-Residential (per sq. foot except where noted)**				
Commercial/Shopping Center	N/A	$1.30	$6.62	$1.43	**$9.35**	Commercial/Office/Service	N/A	$0.61	$3.28	**$3.89**
Office	N/A	$0.52	$2.59	$0.56	**$3.67**					
Light Industrial	N/A	$0.27	$1.32	$0.30	**$1.89**	Industrial	N/A	$0.21	$1.26	**$1.47**
Manufacturing	N/A	$0.22	$1.05	$0.24	**$1.51**					
Warehousing	N/A	$0.11	$0.47	$0.12	**$0.70**	Warehousing/Storage	N/A	$0.09	$0.34	**$0.43**
Mini-Warehouse	N/A	$0.10	$0.41	$0.11	**$0.62**					
Elementary School	N/A	$0.67	$3.43	$0.74	**$4.84**	Educational/Institutional/ Daycare	N/A	$0.66	$3.18	**$3.84**
Middle School/Junior High	N/A	$0.69	$3.54	$0.78	**$5.01**					
High School	N/A	$0.49	$2.47	$0.55	**$3.51**					
Day Care	N/A	$1.65	$8.36	$1.79	**$11.80**					
Church	N/A	$0.37	$1.85	$0.41	**$2.63**					
Assisted Living	N/A	$0.23	$1.12	$0.25	**$1.60**	Assisted Living/Congregate Care	N/A	$0.22	$0.78	**$1.00**
Nursing Home	N/A	$0.35	$1.77	$0.38	**$2.50**					
Rec/Community Center	N/A	$1.51	$7.66	$1.66	**$10.83**	Indoor Recreation	N/A	$1.28	$6.66	**$7.94**
Hotel (per room)	N/A	$434.04	$2,219.74	$475.26	**$3,129.04**	Lodging/RC (per room or pad)	N/A	$368.41	$1,803.75	**$2,172.16**

1. EMS and Fire charged separately.

9

Capital Improvement Plans

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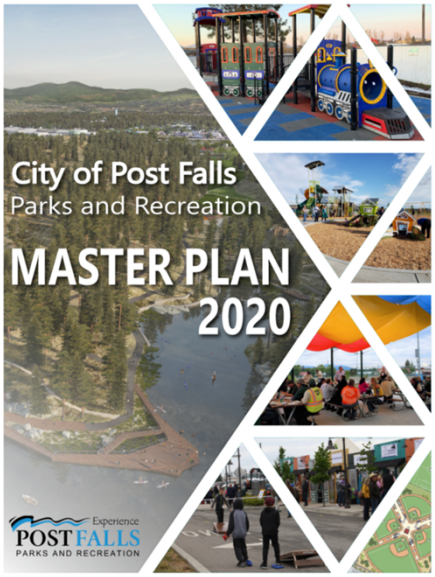

Parks

Developed by staff from the 2020 Parks and Recreation Master Plan & Current Adopted Level of Service Standards

Trails for recreation included.

11

Parks Facilities Plan: Near-Term (2026-2030)

Project Name	Acres	Impact Fee Level	Estimated Impact Fee Costs	Estimated Total Project Costs
Near-Term CIP projects				
Capacity Improvements (Misc.)		Level 1 & 2	$1,500,000	$1,500,000
Black Bay Park - Phase 2 (Trails)		Level 2	$834,000	$834,000
Centennial Trail Connection - Treaty Rock to 4th Ave		Level 1	$88,000	$88,000
City Center Projects		Level 1	$1,028,000	$1,028,000
Corbin - Dog Park		Level 1	$1,018,000	$1,018,000
Corbin - RV Park - Phase 1		Level 1	$77,000	$77,000
Crown Reserve - Phase 1 - Neighborhood Park (3.6 Acres)	3.6	Level 1	$359,000	$359,000
Fox Tail - Phase 1 - Neighborhood Park (8 Acers)	8.34	Level 1	$690,000	$690,000
Fox Tail - Phase 2		Level 1	$1,422,000	$1,422,000
Montrose Sports Complex - Phase 2		Level 1	$2,978,000	$2,978,000
Neighborhood Park - Unknown Location (5 Acres)	5	Level 1	$2,360,000	$2,360,000
North Place East - Neighborhood Park (7 Acres)	7	Level 1	$1,977,000	$1,977,000
Quarry Sports Complex - Phase 1		Level 1	$3,854,000	$5,000,000
Quarry Sports Complex - Phase 2		Level 1	$658,000	$658,000
Water Tower Pocket Park		Level 1	$997,000	$997,000
Subtotal Near-Term Projects, 2025$	**23.94**		**$19,840,000**	**$20,986,000**
Subtotal Near-Term Projects, 2026$*	**23.94**		**$20,392,000**	**$21,570,000**

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Parks Facilities Plan: Medium-Term (2030-2036)

	Acres	Impact Fee Level	Estimated Impact Fee Costs	Estimated Total Project Costs
Medium-Term CIP projects				
Capacity Improvements (tennis courts)		Level 1 & 2	$777,282	$1,500,000
Black Bay Park - Phase 3		Level 1	$840,000	$840,000
Cecil & Horsehaven - Neighborhood Park		Level 1	$1,806,000	$1,806,000
Centennial Trail Connection - Greensferry to Ross Point		Level 1	$397,000	$397,000
City Center Projects		Level 1	$1,028,000	$1,028,000
Community Forest Parking Lot Expansion		Level 2	$169,000	$169,000
Corbin RV Park - Phase 2		Level 1	$1,835,000	$1,835,000
Hargrave - Neighborhood Park	5	Level 1	$1,671,000	$1,671,000
I90 / HWY 41 Centennial Trail - Design		Level 2	$26,000	$26,000
Quarry Sports Complex - Phase 3		Level 1	$8,328,000	$8,328,000
Skate Park - Capacity Expansion		Level 1	$739,000	$739,000
Warren Playfield - Capacity Expansion		Level 1	$484,000	$484,000
Westridge - Neighborhood Park (2 Acres Added)	2	Level 1	$1,139,000	$1,139,000
Subtotal Medium-Term Projects, 2025$	**7**		**$19,239,000**	**$19,962,000**
Subtotal Medium-Term Projects, 2026$*	**7**		**$19,775,000**	**$20,518,000**

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Parks Facilities Plan: Undefined Project Locations (2030-2036)

Additonal Parks Project Needs to Maintain Current LoS, Undefined Locations		# of Units	Estimated Impact Fee Costs	Estimated Total Project Costs
Level 1 Park Land Acquisition	acres	142.8	$19,272,330	$19,272,330
Level 2 Park Land Acquisition	acres	37.5	$5,061,150	$5,061,150
Trails	miles	14.3	$1,593,023	$1,593,023
Subtotal Undefined Capacity Projects, 2025$			**$25,927,000**	**$25,927,000**
Subtotal Undefined Capacity Projects, 2026$*			**$26,649,000**	**$26,649,000**
Grand Total Cost, 2026 $*			**$66,816,000**	**$68,737,000**

Source: projects and costs derived from Post Falls, Parks & Recreation Master Plan, 2020; and city staff input.

* Cost escalation based on McGraw-Hill, Engineering News Record, Construction Cost Index, May 2025-2026: 1.027838

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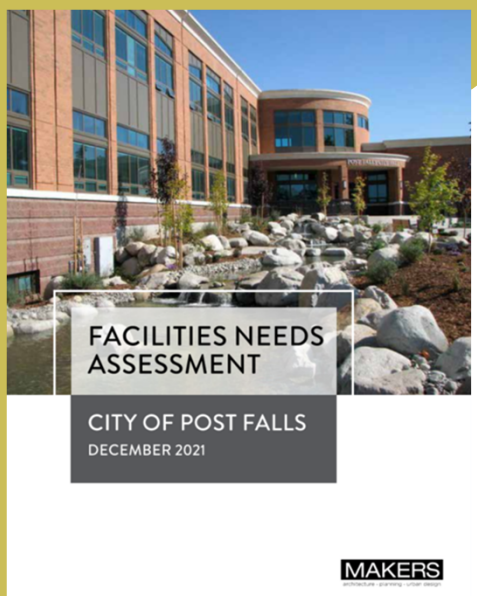

Public Safety

Developed using the 2021 Facilities Needs Assessment

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Public Safety Capital Facilities Plan

Item	2025 Cost Est.	2026 Cost Est.	Impact Fee Eligible Share based on LoS
Headquarters Parking Lot Expansion	$1,100,000	$1,131,000	$560,000
Headquarters Expansion (11,800 SF)	$10,700,000	$11,136,000	$11,136,000
Headquarters Renovation	$700,000	$729,000	$230,000
Modular Storage (3,582 SF)	$1,200,000	$1,249,000	$1,060,000
Wireless facility lot (2 acres)	$260,000	$260,000	$260,000
Wireless & Communciations facilities	$540,000	$562,000	$540,000
Total	**$14,500,000**	**$15,067,000**	**$13,786,000**

Source: Post Falls Public Facility Master Plan, 2021; and city staff input. Costs by Welch Comer Engineers.

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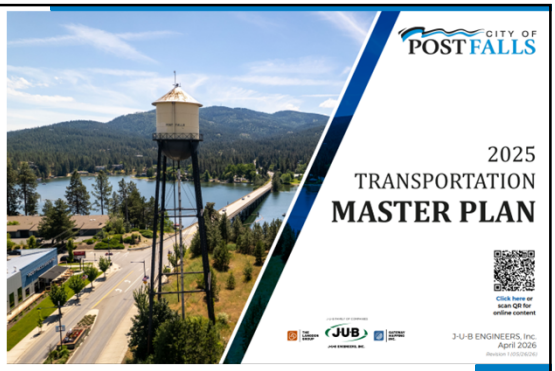

Transportation

Developed using the 2025 Transportation Master Plan

Trails used for transportation included.

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Roads Capital Facilities Plan: Near-term

Project Number	Project Code	Project Name	2025 Costs	Developer	Impact Fees	Other	Impact Fees	City Center Impact
2	P-2	CECIL RD AND 12TH AVE INTERSECTION	$332,000		100%		$ 332,000	No
11	P-11	GREENSFERRY RD AND 12TH AVE INTERSECTION	$230,000		100%		$ 230,000	No
16	P-16	GREENSFERRY RD AND POLELINE AVE INTERSECTION	$660,000		100%		$ 660,000	No
30	P-30	IDAHO ST CORRIDOR - 3RD AVE TO 4TH AVE	$1,794,000		20%	80%	$ 358,800	Yes
33	P-33	IDAHO ST AND 12TH AVE INTERSECTION	$125,000		100%		$ 125,000	Yes
34	P-34	IDAHO ST AND 15TH AVE INTERSECTION	$1,136,000		75%		$ 852,000	Yes
36	P-36	IDAHO ST AND POLSTON AVE INTERSECTION	$24,000		75%		$ 18,000	Yes
47	P-47	MULLAN AVE AND SYRINGA ST INTERSECTION	$641,000		100%		$ 641,000	No
67	P-67	IDAHO ST AND 3RD AVE INTERSECTION	$1,806,000		75%	25%	$ 1,354,500	Yes
75	P-75	SELTICE WAY AND CEDAR ST INTERSECTION	$650,000	75%	25%		$ 162,500	No
79	P-79	SELTICE WAY AND I-90 WB RAMP INTERSECTION	$623,000			100%	$ -	Yes
82	P-82	SPOKANE ST AND 12TH AVE INTERSECTION	$202,000		100%		$ 202,000	Yes
21	P-21	MCGUIRE RD AND SELTICE WAY INTERSECTION	$1,966,000		100%		$ 1,966,000	No
83	P-83	SPOKANE ST AND 15TH AVE INTERSECTION	$1,136,000		100%		$ 1,136,000	Yes
84	P-84	SPOKANE ST AND 7TH AVE INTERSECTION	$156,000		100%		$ 156,000	Yes
	C-1	SPOKANE ST AND 3RD AVE INTERSECTION	$1,097,000		100%		$ 1,097,000	Yes
		Grand Total (2025 Dollars)	$12,578,000				$8,193,800	
		Grand Total (2026 Dollars)*	**$12,928,000**				**$8,422,000**	

Source: projects and costs derived from City of Post Falls, Transportation Master Plan, 2025; and city staff input.
* Construction cost escalation based on McGraw-Hill, Engineering News Record, Construction Cost Index, May 2025-2026: 1.027838

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Roads Capital Facilities Plan: Medium-term

Project Number	Project Code	Project Name	2025 Costs	Developer	Impact Fees	Other	Impact Fees	City Center Impact
3	P-38	CECIL RD AND PRAIRIE AVE INTERSECTION	$1,879,000		100%	0%	$ 1,879,000.00	No
6	P-6	CECIL RD AND PRAIRIE AVE INTERSECTION	$4,169,000		20%	80%	$ 833,800.00	No
9	P-9	CECIL RD CORRIDOR - KILLDEER AVE TO HOPE AVE	$770,000	80%	20%		$ 154,000.00	No
12	P-12	GREENSFERRY RD AND 16TH AVE INERSECTION	$5,624,000	20%	80%		$ 4,499,200.00	No
15	P-15	GREENSFERRY RD AND HORSEHAVEN RD INTERSECTION	$130,000		100%		$ 130,000.00	
17	P-17	GREENSFERRY RD CORRIDOR - MULLAN AVE TO POLELINE AVE	$5,917,000	100%			$ -	No
22	P-22	HAYDEN AVE AND IDAHO ST INTERSECTION	$1,966,000		50%	50%	$ 983,000.00	No
23	P-23	HAYDEN AVE AND SPOKANE ST INTERSECTION	$2,045,000	50%	50%		$ 1,022,500.00	No
38	P-38	IDAHO ST AND SELTICE WAY INTERSECTION	$1,101,000		20%	80%	$ 220,200.00	Yes
49	P-49	MULLAN AVE CORRIDOR - IDAHO ST TO SYRINGA ST	$699,000		100%		$ 699,000.00	No
53	P-53	PLEASANT VIEW RD AND PRAIRIE AVE INTERSECTION	$7,112,000		100%		$ 7,112,000.00	No
59	P-59	POLELINE AVE AND ZORROS ST INTERSECTION	$5,918,000		100%		$ 5,918,000.00	No
65	P-65	PRAIRIE AVE AND CORBIN RD INTERSECTION	$4,906,000		100%		$ 4,906,000.00	No
66	P-66	PRAIRIE AVE AND GREENSFERRY RD INTERSECTION	$818,000		100%		$ 818,000.00	No
70	P-70	PRAIRIE AVE CORRIDOR - GREENSFERRY RD TO SH-41	$3,419,000	25%	25%	50%	$ 854,750.00	No
73	P-73	PRAIRIE AVE CORRIDOR - PLEASANT VIEW RD TO MCGUIRE RD	$6,021,000	80%	20%		$ 1,204,200.00	No
76	P-76	SELTICE WAY AND CLARK FORK PKWY INTERSECTION	$4,060,000		100%		$ 4,060,000.00	No
77	P-77	SELTICE WAY AND CORBIN RD INTERSECTION	$738,000		100%		$ 738,000.00	No
78	P-78	SELTICE WAY AND I-90 EB RAMP INTERSECTION	$629,000		33%	67%	$ 209,457.00	Yes
13	P-13	GREENSFERRY RD AND HAYDEN AVE INTERSECTION	$1,525,000		50%	50%	$ 762,500.00	No
81	P-81	SELTICE WAY AND SPOKANE ST INTERSECTION	$826,000			100%	$ -	Yes
		Grand Total (2025 Dollars)	$60,272,000				$37,003,607	
		Grand Total (2026 Dollars)	**$61,950,000**				**$38,034,000**	

Source: projects and costs derived from City of Post Falls, Transportation Master Plan, 2025; and city staff input.

* Construction cost escalation based on McGraw-Hill, Engineering News Record, Construction Cost Index, May 2025-2026: 1.027838

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Multimodal Capital Facilities Plan: 2026-2036

City of Post Falls - 2025 Transportation Master Plan
Projected Multimodal Projects, 2026-2036

				Impact Fee Eligible		
Project Number	Project Code	Project Name	2025 Costs	Impact Fees	Total Short-Term (2026 - 2030)	Total Med-Term (2031-3026)
94	MM-5	3RD AVE MULTI-MODAL IMPROVEMENTS	$301,000	$301,000	$301,000	
96	MM-7	COMPTON ST MULTI-MODAL CONNECTIONS	$1,182,000	$1,182,000		$1,182,000
98	MM-9	12TH AVE MULTI-MODAL IMPROVEMENTS, PH 1	$1,111,000	$1,111,000	$1,111,000	
99	MM-10	12TH AVE MULTI-MODAL IMPROVEMENTS, PH 2	$839,000	$839,000	$839,000	
102	MM-13	POLELINE AVE MULTI-MODAL IMPROVEMENTS, PH 1	$704,000	$704,000	$704,000	
104	MM-15	CHASE RD MULTI-MODAL IMPROVEMENTS	$48,000	$48,000	$48,000	
106	MM-17	PLEASANT VIEW RD MULTI-MODAL IMPROVEMENTS, PH 2	$111,000	$111,000		$111,000
110	MM-21	Q'EMILN PARK CONNECTION	$482,000	$482,000		$482,000
114	MM-25	SPOKANE ST SIDEWALK IMPROVEMENTS	$814,000	$814,000		$814,000
115	MM-26	SELTICE WAY EAST MULTI-MODAL PATHWAY	$545,000	$545,000	$272,500	$272,500
116	MM-27	GREENSFERRY RD MULTI-MODAL IMPROVEMENTS	$267,000	$267,000		$267,000
117	MM-28	MULLAN AVE MULTI-MODAL IMPROVEMENTS	$276,000	$276,000		$276,000
118	MM-29	SH-41 MULTI-MODAL IMPROVEMENTS	$450,000	$450,000	$225,000	$225,000
119	MM-30	POLELINE AVE MULTI-MODAL PATHWAY	$189,000	$189,000	$189,000	
		Grand Total (2025 Dollars)	$7,319,000	$7,319,000	$3,689,500	$3,629,500
		Grand Total (2026 Dollars)	**$ 7,523,000**	**$ 7,523,000**	**$ 3,792,000**	**$ 3,731,000**

Source: projects and costs derived from City of Post Falls, Transportation Master Plan, 2025; and city staff input.

* Construction cost escalation based on McGraw-Hill, Engineering News Record, Construction Cost Index, May 2025-2026: 1.027838

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Fee Calculations

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Parks

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Parks Impact Fee Calcs. (Option A)

Post Falls Parks Impact Fee Calculations

Draft Impact Fee Calculations	Res. Only
Planned Capital Projects FY 2026-2036	*see Appnd.*
Total Cost	$68,737,000
Less (Non Capacity Share)	$ (1,921,000)
Impact Fee Eligible Cost	**$66,816,000**
Less Current Fund Balance	**$ (9,200,000)**
Subtotal	**$57,616,000**
Admin./Compliance (@3%)	**$ 1,728,480**
Adjusted Cost Basis	**$59,344,480**
/ Proj. Change in Pop.	22,552
Impact Fee per Pop.	**$ 2,631.45**

Current Land Use Category	Parks
Residential (per unit)	
Single-Family (Avg.)	$6,721
Multi-Family	$5,004

Proposed Land Use Category	Parks
Residential	
Single-Family (per sq. foot)	$3.24
For 2600 SF SFH	$8,424.00
For 1700 SF Townhome	$5,508.00
Multi-Family (per du)	$6,014

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Parks Impact Fee Calcs. (Option B DRAFT)

Post Falls Parks Impact Fee Calculations, 2026$

Draft Impact Fee Calculations	Total	Residential	Lodging/RV	Non-Res
Demand Allocation*	**100%**	**91.1%**	**4.1%**	**4.8%**
Planned Capital Projects FY 2026-2036	*see Appnd.*			
Total Cost	$ 68,737,000	$ 62,606,798	$ 2,825,403	$ 3,304,799
Less Non-Capacity Share	$ (9,392,520)	$ (8,554,863)	$ (386,075)	$ (451,582)
Impact Fee Eligible Cost	$ 59,344,480	$ 54,051,935	$ 2,439,328	$ 2,853,217
Less Current Fund Balance	$ (9,200,000)	$ (9,200,000)	$ -	$ -
Adjusted Cost Basis	**$ 50,144,480**	**$ 44,851,935**	**$ 2,439,328**	**$ 2,853,217**
Proj. Change in Population*		22,552		
Proj. Change in Lodging/RV Units*			450	
Proj. Change in Non-Res. Jobs*				4,746
Impact Fee per Unit		**$ 1,989**	**$ 5,421**	**$ 601**
Unit		**Population**	**Room or RV Pad**	**Job**

* Derived from Appendix A.

DRAFT 2027 Park Impact Fees	PPHH	Fee
Multifamily Impact Fee*	2.29	$ 4,545
Lodging Room / RV Pad		$ 5,421

MF fee $1,469 less

* Demand Allocation based on availability of parks facilities to both residents and non-resident workers during the week.

Recent 151 room hotel would result in **$819,000** in parks fees.

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Parks Impact Fee Calcs. for Non-Res Uses (Option B)

Draft Non-Res Land Use Categories	Current Non-Res ERUs*	Draft Parks Impact Fee per Unit	Units
Commercial/Office	0.70	$ 0.41	KSF
Industrial	0.21	$ 0.12	KSF
Warehousing /Storage	0.08	$ 0.05	KSF
Institutional (school/day care/church)	0.59	$ 0.34	KSF
Assited Living/Congregate Care	0.18	$ 0.10	KSF
Indoor Recreation	1.16	$ 0.67	KSF

5000 SF Retail = $2,050

10,000 SF Industrial = $1,200

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Council Discussion

- Option A – no parks fees for non-res.
- Option B – park fees for non-res

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Public Safety

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Public Safety Impact Fee Allocation, 2026-2036

			RES	NON RES	TOTAL
Allocation of Need			**87.63%**	**12.37%**	**100%**
Cost Basis			$ 8,546,000	$ 1,206,000	**$ 9,752,000**
Proj. Pop. Change			22,552		
Fee per Pop			**$ 378.95**		
Avg. HH Size SF	2.92	Single Family Fee (Avg.)	**$ 1,105**		
Avg. HH Size MF	2.29	Multi-family Fee per DU	**$ 866**		
Proj. Change in Non Res. Sq.Ft. (000)				1,213	
		Fee per 000 SF (Avg.)		**$ 994**	

Public Safety DRAFT 2027 Fee Calcs.

	Non-Res ERUs*
Non-Residential (per 1000 sq. feet)	
Commercial/Shopping Center	1.00
Office	0.40
Light Industrial	0.21
Manufacturing	0.17
Warehousing	0.08
Mini-Warehouse	0.08
Elementary School	0.51
Middle School/Junior High	0.53
High School	0.38
Day Care	1.27
Church	0.28
Assited Living	0.18
Nursing Home	0.27
Recreational Community Center	1.16
Lodging Room / RV Pad (per room/pad)	0.33

" Non-res Equivalent Dwelling Units (ERUs) based on prior adopted methodology for Post Falls.*

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Public Safety DRAFT Fees by Home Size

Public Safety 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	1,450	1,700	2,600	3,500
Implied average occupancy	1.10	1.83	2.12	2.49	3.81	5.00
Calculated SDC	**$490**	**$817**	**$948**	**$1,111**	**$1,700**	**$2,232**
average cost per SF	*$0.65*	*$0.65*	*$0.65*	*$0.65*	*$0.65*	*$0.64*
Change from Current Fee		**($485)**	**($354)**	**($191)**	**$398**	**$930**
	No current					

Current Impact Fee for Single Family Dwelling Units	**$1,302**	
Current Impact Fee for Multi-family Dwelling Units	**$978**	*fee per unit is preferred*

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Transportation

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Roads & Multimodal Fee Calcs.: DRAFT 2027

Roads and Multimodal Impact Fee Calculations, 2026$

Draft Impact Fee Calculations	Roads	Multimodal	Total Transp.
Number of Projects, FY 2026-2036	44	14	58
Total Cost	$ 74,878,000	$ 7,319,000	$ 82,197,000
Impact Fee Eligible Cost	$ 50,695,000	$ 7,319,000	$ 58,014,000
Less Current Fund Balance	$ (8,214,058)	$ (1,585,941)	$ (9,800,000)
Adjusted Cost Basis	**$ 42,480,942**	**$ 5,733,059**	**$ 48,214,000**
Admin. /Compliance Cost (4%)	**$ 1,699,238**	**$ 229,322**	**$ 1,928,560**
Adjusted Cost Basis	**$ 44,180,179**	**$ 5,962,381**	**$ 50,142,560**
/ Proj. Change in Trip-Ends (PHVT)	20,909	20,909	20,909
Impact Fee per Trip End	**$ 2,031.66**	**$ 274.18**	**$ 2,305.85**

Draft 2027 Fees

Multifamily Impact Fee*	$ 1,341	$ 181	**$ 1,522**

** Based on ITE Trip Gen. Manual 12th Edition.*

Single Family Trip Generation Rate	*0.97*	*PHVT*
Multifamily Trip Generation Rate	*0.66*	*PHVT*

Current Land Use Category	Transport.	Multimodal	Total
Residential (per unit)			
Single-Family (Avg.)	$3,311	$1,447	**$4,758**
Multi-Family	$1,871	$1,077	**$2,948**

Proposed Land Use Category	Transport.
Residential	
Single-Family (per sq. foot)	$2.39
For 2600 SF SFH	$6,214.00
For 1700 SF Townhome	$4,063.00
Multi-Family (per du)	$1,522

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Scaling Single Family Home by Heated Sq. Ft.

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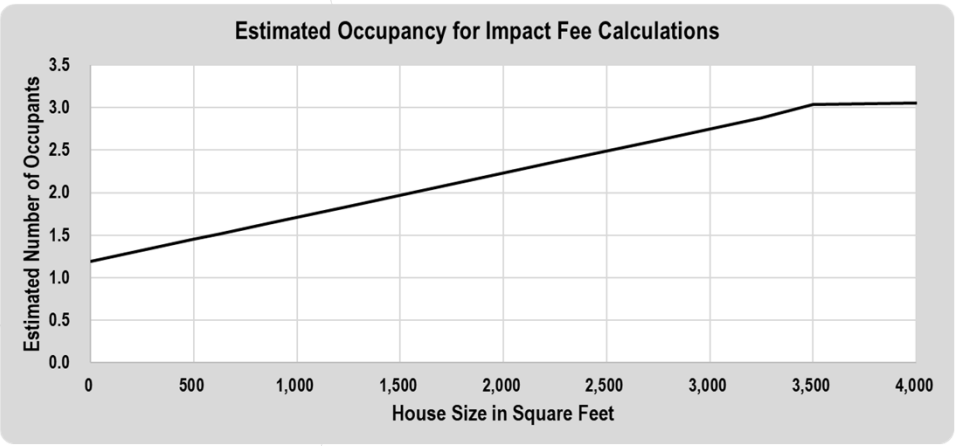

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	Single Family Housing Type Examples					
Development Characteristics	**ADU***	**Cottage**	**Townhome**	**Alley Loaded Detached**	**Standard Detached**	**Estate**
Avg. House size in square feet	750	1,250	1,450	1,700	2,600	3,500
Implied average occupancy	1.10	1.83	2.12	2.49	3.81	5.00
Calculated Fees by Home Size						
Parks Impact Fee	**$2,427**	**$4,045**	**$4,692**	**$5,501**	**$8,413**	**$11,048**
Public Safety Impact Fee	**$490**	**$817**	**$948**	**$1,111**	**$1,700**	**$2,232**
Transportation Impact Fee	**$1,792**	**$2,986**	**$3,464**	**$4,062**	**$6,212**	**$8,158**
Total	**$4,709**	**$7,848**	**$9,104**	**$10,674**	**$16,324**	**$21,438**
average cost per SF	*$6.28*	*$6.28*	*$6.28*	*$6.28*	*$6.28*	*$6.13*
Change from Current Fee	***$4,709***	**($4,933)**	**($3,677)**	**($2,107)**	**$3,543**	**$8,657**

Current Impact Fee for Single Family Dwelling Units	**$12,781**	
Current Impact Fee for Multi-family Dwelling Units	**$8,930**	*fee per dwelling unit*
New Draft Impact Fee for Multi-family Dwellng Units	**$8,619**	*fee per dwelling unit*

Note

**City of Post Falls current policy: no impact fee assessed to accessory dwelling units (ADU) under 900 SF that share the same sewer/water line.*

Option A DRAFT Findings:

- ✓ This approach to varies fees by home size (HVAC controlled floor area)
- ✓ Max Rate achieved at 3,500+ Sq.Ft.

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Fee Recap

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Proposed Land Use Category	Parks	Public Safety	Transport.	Opt. A Total
	Option A - No Parks Fees for Non-Res			
Residential				
Single-Family (per sq. foot)	$3.24	$0.65	$2.39	**$6.28**
For 2600 SF SFH	$8,424.00	$1,690.00	$6,214.00	**$16,328.00**
For 1700 SF Townhome	$5,508.00	$1,105.00	$4,063.00	**$10,676.00**
Multi-Family (per du)	$6,014	$866	$1,522	**$8,402**
Non-Residential (per sq. foot except where noted)				
Commercial/Office/Service	N/A	$0.61	$3.28	**$3.89**
Industrial	N/A	$0.21	$1.26	**$1.47**
Warehousing/Storage	N/A	$0.09	$0.34	**$0.43**
Educational/Institutional/ Daycare	N/A	$0.66	$3.18	**$3.84**
Assisted Living/Congregate Care	N/A	$0.22	$0.78	**$1.00**
Indoor Recreation	N/A	$1.28	$6.66	**$7.94**
Lodging/RC (per room or pad)	N/A	$368.41	$1,803.75	**$2,172.16**

- ✓ **Retains current practice of not charging non-residential Parks Impact Fees**
- ✓ **Some fees go down and others go up**
- ✓ **Combines Multimodal Fees with either parks or into a Transportation Category**
- ✓ **Combines certain land uses**
- ✓ **Simplifies fee categories**

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What the Proposed Fees Mean: Examples

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24-Unit Multifamily Building

	Current PF	Proposed PF	Hayden	CDA	Rathdrum
Building Review Fee	$6,696	$6,696	$11,734	$8,730	$22,760
Building Permit Fee	$10,302	$10,302	$18,052	$13,431	$35,015
Impact Fees	**$214,320**	**$201,648**	**$119,567**	**$128,332**	**$133,594**
Fire and EMS	$34,560	$34,560			
Water Cap Fees	$17,479	$17,479	$115,560	$39,265	$17,245
Sewer Cap Fees	$155,468	$155,468	$293,328	$155,040	$154,854
Total	**$438,826**	**$426,154**	**$558,240**	**$344,798**	**$363,467**

- ✓ For Hayden, the water cap fee includes the Avondale Irrigation cap fee per dwelling unit. Hayden Lake Irr would likely be more.
- ✓ The other cities' impact fees include fire and EMS.

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New 1,500 SF Single Family

	Current PF	Proposed PF	Hayden	CDA	Rathdrum
Building Review Fee	$328	$328	$203	$232	$561
Building Permit Fee	$1,313	$1,313	$2,035	$1,548	$2,244
Impact Fees	**$12,781**	**$9,420**	**$6,870**	**$4,467**	**$7,363**
Fire and EMS	$1,440	$1,440			
Water Cap Fees	$3,278	$3,278	$12,435	$12,303	$5,661
Sewer Cap Fees	$7,621	$7,621	$12,222	$6,665	$8,603
Total	**$26,761**	**$23,400**	**$33,765**	**$25,215**	**$24,432**

- ✓ For Hayden, the water cap fee includes the Avondale Irrigation cap fee per dwelling unit. Hayden Lake Irr would likely be more.
- ✓ The other cities' impact fees include fire and EMS.

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New 3,000 SF Single Family

	Current PF	Proposed PF	Hayden	CDA	Rathdrum
Building Review Fee	$548	$548	$357	$399	$1,122
Building Permit Fee	$2,192	$2,192	$3,571	$2,657	$4,488
Impact Fees	**$12,781**	**$18,840**	**$7,593**	**$7,781**	**$7,363**
Fire and EMS	$1,440	$1,440			
Water Cap Fees	$3,278	$3,278	$12,435	$12,303	$5,661
Sewer Cap Fees	$7,621	$7,621	$12,222	$6,665	$8,603
Total	**$27,860**	**$33,919**	**$36,178**	**$29,805**	**$27,237**

- ✓ For Hayden, the water cap fee includes the Avondale Irrigation cap fee per dwelling unit. Hayden Lake Irr would likely be more.
- ✓ The other cities' impact fees include fire and EMS.

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5,000 Retail

	Current PF	Proposed PF	Hayden	CDA
Building Review Fee	$1,654	$1,654	$2,656	$2,026
Building Permit Fee	$2,545	$2,545	$4,089	$3,116
Impact Fees	**$46,750**	**$19,450**	**$29,100**	**$32,800**
Fire and EMS	$3,750	$3,750		
Water Cap Fees	$17,479	$17,479	$12,435	$39,265
Sewer Cap Fees	$7,621	$7,621	$12,222	$7,350
Total	**$79,799**	**$52,499**	**$60,502**	**$84,557**

- ✓ For Hayden, the water fee is estimated using Avondale Irrigation (Hayden Lake Irri is more.)
- ✓ For Hayden, the sewer cap fee is for 1 ERU, could be higher.
- ✓ Fire and EMS are included in the other cities' impact fees

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10,000 SF Industrial Building

	Current PF	Proposed PF	Hayden	CDA
Building Review Fee	$2,497	$2,497	$3,801	$3,047
Building Permit Fee	$3,842	$3,842	$5,850	$4,687
Impact Fees	**$18,900**	**$14,700**	**$22,310**	**$27,975**
Fire and EMS	$7,500	$7,500		
Water Cap Fees	$17,479	$17,479	$12,435	$39,265
Sewer Cap Fees	$7,621	$7,621	$12,222	$14,355
Total	**$57,839**	**$53,639**	**$56,618**	**$89,329**

- ✓ For Hayden, the water fee is estimated using Avondale Irrigation (Hayden Lake Irr is more.)
- ✓ For Hayden, the sewer cap fee is for 1 ERU, could be higher.
- ✓ Fire and EMS are included in the other cities' impact fees.

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Discussion & Next Steps

CC Hearing

- Approve CIPs
- Approve study with max defensible fees
- Approve fee schedule

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