



CITY OF POST FALLS COMPREHENSIVE PLAN

REVISED 2010

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1.0 FOREWORD

Post Falls continues its transformation from a quiet rural agricultural and mill town into a vibrant urban community. Growth has brought new shopping, commercial opportunities, new jobs and new residents, yet a "small town" atmosphere remains the essence of Post Falls' character.

THE COMPREHENSIVE PLAN

The comprehensive plan is a community visioning document. Its goals and policies provide direction that reinforces values of Post Falls. The comprehensive plan is an official policy guide for the future.

Post Falls' first comprehensive plan was adopted in May 1969 and an amended plan was adopted in July 1977. In early 1993 the City of Post Falls initiated the process of updating the comprehensive plan and adopted a revised plan in March 1995.

In 2003 the city began a fourth revision that was adopted in 2004. This revision was the first attempt at creating a plan to function on the internet. While not as successful as planned is was a pioneering event.

In July of 2009 an additional future land use map was adopted to support the Post Falls SmartCode. In 2009 the city also began review and revision of the plan to update goals and policies and build a better internet-based plan.

It is intended that this plan will not require a major overhaul. Reference and revised tabular information will be regularly updated. Goal statements and policies will be reviewed as necessary and revised, in the manner prescribed by law, to reflect current conditions and projections.

USING THE PLAN

It is intended that the goals and policies be used in conjunction with the maps found within the plan. While the printed document, appendix, and maps constitute the plan as adopted by the city along with the internet version, it is internet version of this document that may provide the greatest flexibility and value to the user.

The internet version of the plan will have links that will enable the user to obtain much more information than is available in a static document. Links will provide current information and statistics that may facilitate good business judgment. To access the internet version of the comprehensive plan it is necessary to open the City of Post Falls website at www.postfallsidaho.org.

COMMUNITY VISION STATEMENT

Post Falls respects its past, enjoys its present and is planning its future to ensure that the feeling of community is preserved, its growth beneficial, its environment is clean and its economic stability assured while maintaining a small town atmosphere and quality of life.

The City of Post Falls strives to be a community recognized for:

- Leadership and citizen involvement
- Quality municipal services
- Educational opportunities
- Balanced and beneficial growth
- Healthy economic and natural environment
- Cultural diversity
- Youth programs
- Family oriented events and services

COMMUNITY VALUES

Community: Post Falls is a safe and secure place to live, work and play, with a stable and friendly environment that encourages citizen involvement.

Leadership: Post Falls values leadership that respects differing views, models integrity and implements community goals.

Environment: Post falls is an environmentally aware community that preserves, conserves and appreciates its distinctive open spaces, natural resources, habitats, parks and outdoor recreation.

Economic Development: Post Falls encourages economic development that safeguards the environment, while promoting community prosperity.

Diversity: Post Falls is a community for all people, offering diverse cultural and educational opportunities, with varying land uses and unique neighborhoods.

Accountability: Post Falls is dedicated to promoting fiscal responsibility, managed growth, responsive community services and an open and fair government.

PURPOSE OF THE PLAN

The comprehensive plan is the document through which the City of Post Falls envisions future land development and redevelopment and how it should be managed. Basic goals of the plan are intended to maintain the vision and values of the community by:

- Establishing an annexation policy to meet the future growth demands while preserving the existing assets and maintaining fiscal responsibility.
- Providing an orderly process for the provision of public facilities and services as the framework for urban development.
- Providing processes which build diverse, mixed use, neighborhoods that are walkable and sustainable.
- Contributing towards a stable and diversified economy in Post Falls.
- Providing for the retention of natural and cultural resources which contribute to the livability of the community.

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- Encouraging innovation in development techniques.
 - Encouraging a balance of land uses to ensure that fair and reliable revenues are available to support desired services.
 - Promoting housing opportunities for all economic levels in Post Falls.
 - Promoting a capital improvement plan for public facilities that reflects the desires of the citizens through the goals and policies of the comprehensive plan.

USES OF THE COMP PLAN

Legislative: To meet the requirements of the “Local Land Use Planning Act” of the State of Idaho, Title 67, Chapter 65, and to promote consistency of regulations used throughout the community.

Policy: To clarify and articulate public policies and the intentions of the City of Post Falls with respect to the rights and expectations of the general public, private enterprise and local government.

Educational: To enable local residents, public agencies, and economic interests to become informed of the community’s values, demographics, plans and priorities.

Coordination: To establish a basis for coordination and understanding among residents, economic interests, city officials, private land owners and public agencies within the Post Falls Area of City Impact and to present Post Falls' position on growth and development issues in Kootenai County and the region.

ELEMENTS OF THE PLAN

The comprehensive plan, comprised of goal statements, policies, maps, charts, and support information, provides city leaders and citizens with technical data and guidelines essential in the decision making process.

Goal Statements are broad directions that describe ideal future conditions toward which policies are focused.

Policies are intended to provide specific direction to guide decision-making and give clear indication of intent.

The following is a list of the elements included in the Post Falls Comprehensive Plan

- 1) **Foreword:** brief description of the plan, its components, and how to use it.
- 2) **Population and Growth:** analysis of present and future trends in population growth. Links to various demographic sources are included.
- 3) **Economic Development:** presents goals & policies for promoting a healthy economic environment and provides links to information resources and the city’s economic profile.

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- 4) **Future Land Use:** encompasses the current vision for a mix of future land uses that will realize the community's diverse goals by designating those land uses and graphically portraying those areas on the Future Land Use maps.
 - 5) **Natural Resources, Parks, and Green Space Areas:** discusses natural resources, parks and recreation, open space, and any hazardous areas within the planning area.
 - 6) **Public Services and Utilities:** identifies general plans and goals for wastewater treatment, water supply, police & fire protection, schools, library, and other related services.
 - 7) **Transportation:** describes the community's transportation infrastructure, identifies priorities and outlines goals and policies for the future.
 - 8) **Cultural and Historic Resources, Housing, and Community Design:** provides information, goals, and policies, regarding cultural and historic resources, housing within the community, and community design.
 - 9) **Implementation:** defines specific actions needed to implement and support the comprehensive plan and specific actions to ensure that plans and regulations address private property rights.
 - 10) **Appendix:** This section includes maps, tables, miscellaneous links to information, and other data supporting the Plan.

CONTINUING EVOLUTION OF THE PLAN

A comprehensive plan's use, as a guiding policy document, is most effective when implemented concurrently with other essential reports, studies and community plans. It is the intent of the City to incorporate such items into the comprehensive plan once they become available.

By reference, the following, are considered incorporated into this plan:

1. Post Falls Capital Improvement Plan
<http://www.postfallsidaho.org/pzdept/Capital%20Improvement%20Plan%202006-2010.pdf>
2. Transportation Master Plan
<http://www.postfallsidaho.org/pzdept/Transportation%20Master%20Plan%202004.pdf>
3. Wastewater Master Plan
<http://www.postfallsidaho.org/street%20water/Water/City%20of%20PF%202000%20Wastewater%20Master%20Plan.pdf>
4. Water Master Plan
<http://www.postfallsidaho.org/street%20water/Water/Water%20System%20Master%20Plan%202001.pdf>
5. City Center Plan
<http://www.postfallsidaho.org/pzdept/City%20Center%20Plan%20Complete.pdf>
6. Highway 41 Corridor Plan
<http://www.postfallsidaho.org/pzdept/Hwy41CorridorMaster.pdf>
7. Coordinated Area of City Impact Agreement
<http://www.postfallsidaho.org/pzdept/Coordinated%20Area%20of%20City%20Impact.pdf>
8. Rathdrum Prairie Wastewater Master Plan
www.postfallsidaho.org/pzdept/RathPrairieMasterPln/RathPMPIndex.htm

2.0 POPULATION & GROWTH

GOAL STATEMENT

Post Falls will plan for moderate and stable growth that is consistent with the community vision and within the city's fiscal and service capabilities. The city will endeavor to maintain and enhance the levels of services provided to Post Falls' citizens.

BACKGROUND

Public development policies concerning the timing, location and construction of facilities are based on population distribution and growth rate forecasting. In addition, private market decisions for commercial activities depend on the demographic information available within an urbanized area. Consequently, adequate knowledge of the anticipated population growth and its characteristics are necessary to determine and facilitate future land use decisions within Post Falls.

Population forecasting is not an exact science and economic conditions frequently change, significantly influencing population growth rates. Population growth will be compiled annually through building permit data and other available demographic information.

Table 1 provides the comparative historical populations of Post Falls and Kootenai County.

TABLE 1						
Post Falls as a Percentage of Kootenai County						
	1960	1970	1980	1990	2000	2008
City	1,983	2,371	5,736	7,349	17,247	25,286
County	29,556	35,332	59,770	69,795	113,269	144,269
City Growth %		20%	142%	28%	135%	68%
Source: U.S. Census & Inland NW Demographics						

Demographic information is available from Idaho Department of Commerce and the US Census at the following sites:

- <http://commerce.idaho.gov>,
- <http://www.census.gov/>.

GROWTH FACTORS AND GROWTH FORECASTING

Continued job growth in Post Falls, housing availability, and a strategic location, between Spokane and Coeur d'Alene are all contributing factors towards Post Falls' growth. Regional demographic shifts also affect the rate of growth in the Post Falls area.

Establishing a rate of growth involves review of building permit information, demographic information from the census and other sources, and local trends and forecasts. The following Table and graph displays past and current growth rates and **establishes an annual growth rate projection of 2.5% for future planning purposes.**

TABLE 2			
ACTUAL			
Year	Population	Dwelling Units	Growth
1997	14020	297	5.50%
1998	14792	298	5.20%
1999	15571	301	5.30%
2000	17247	374	6.20%
2001	18219	299	4.60%
2002	18738	379	5.60%
2003	19723	496	5.00%
2004	21287	667	8.00%
2005	22926	653	8.00%
2006	23992	425	6.00%
2007	25137	478	5.00%
2008	25286	188	.60%
2009	26053	303	3.00%

TABLE 3	
PROJECTIONS	
YEAR	2.5% GROWTH
2010	26704
2011	27372
2012	28056
2013	28758
2014	29476
2015	30213

A reasonable long-range population forecast is necessary to plan properly. A forecast allows the city to plan its response to future demands for land and services, estimate its future revenue, and schedule its expenditures in order of priority. The projected rate of growth has a direct impact on the Capital Improvement Plan, and other master plans of the city and the region.

POLICIES

1. The city should monitor the rate of growth and evaluate the affects of growth on the city's ability to deliver services.
2. Population data and demographic forecasts should be reviewed and the growth component of the comprehensive plan should be reviewed and updated periodically.
3. The city will establish an annual growth projection to be used for planning purposes.
4. Capital improvement plans and master plans shall be reviewed and updated to reflect significant changes in growth projections.

3.0 ECONOMIC DEVELOPMENT

GOAL STATEMENT

The City of Post Falls encourages a balance of residential, commercial, and industrial lands that will serve to provide a well-balanced tax base. The city cooperates with the local business community to help retain, promote and expand existing business and industry and to attract new business and clean industry that enhances, sustains and diversifies the economic base.

BACKGROUND

The city, by following economic development policies, promotes the creation and retention of jobs that provide a stable tax base while retaining the natural features and quality of life that residents expect and value.

Economic development within the community provides essential jobs, services, recreation and shopping opportunities for the citizens. It also provides opportunities and support activities for people visiting the community.

Economic development can be difficult to forecast and influence through city policy, yet economic development has a great deal of impact on overall quality of life within the community. It is greatly influenced by factors beyond the community, such as the state of the national economy, world events, migration and demographic trends (local, regional, and national). Regulation, employment legislation and taxation in Idaho and nearby states, also can influence the regional economy.

Prosperity in the future will be based on creating and maintaining a sustainable standard of living and a high quality of life for all which takes in to account the economic value of natural and human capital.

While city government cannot “create” economic development it can provide a positive atmosphere where businesses can thrive. The policies, processes and regulations of the city and the city’s infrastructure programs can have a tremendous positive impact.

The City of Post Falls’ economic base continues to grow and diversify. New and retained jobs continue to expand work options for area residents and support the city’s fiscal stability. City leaders are planning for and managing growth through the Comprehensive Plan and Strategic Plan.

EXISTING CONDITIONS

Post Falls is strategically located along Interstate-90 with easy access to metropolitan Spokane and Coeur d’Alene. For this and many other reasons, Post Falls has become a vibrant growing community.

Lumber and agriculture were the mainstays of the economy for most of the 20th century and a number of the residents commuted to the thriving mining district. The last 20 years of the century saw the decline of the lumber industry, the decline of mining and major changes to agricultural production. During this time, tourism grew into a major force and the city attracted new industries and commercial development. Rapid residential development also occurred.

Since 2000, the city has seen a great deal of new healthcare-related development. This includes a specialty and rehab hospital, a new Kootenai Medical Cancer Center, numerous medical offices, and a new Life Care Center. This can be viewed as a significant positive trend in the community.

Local “human capital” is growing and improving through enhanced educational services offered to the local labor force, and through strengthening collaboration among business groups. The North Idaho College Workforce Training Center and the University of Idaho Research Park have located in Post Falls and continue to impact the education of the workforce.

Its “natural capital”, the area’s numerous lakes, rivers, mountains, and open spaces, also add to the overall quality of life and economic attractiveness of Post Falls. The natural resources of the area and region continue to attract new residents and tourists.

The community is part of the **Kootenai Metropolitan Planning Organization** <http://www.kmpo.net>. This organization, evolved as an outcome of the 2000 Census, will have considerable influence on the area’s transportation system.

Some growth-related capital improvement projects are funded by Development Impact Fees, freeing up city funds for other uses. The City has collected nearly five million dollars over the past ten years to provide capital improvements necessary to accommodate growth. This has been the result of the City’s commitment to implement development impact fees that allow development to pay its way.

City leadership is continually evaluating methods to decrease costs and maintain or enhance service quality. More sophisticated financial controls and reports adequately safeguard municipal assets, while recording revenues and expenses in essentially the same manner as commercial accounting firms. Special Revenue Funds are tracked separately from Debt Service, Capital Projects, Enterprise Funds, and General City Funds.

FUTURE NEEDS

City government, business and education need to work together to create a vibrant local economy with strategies which build on local competitive advantages, protect the natural environment and serve local needs while succeeding in the expanding market. The City is successfully using technology and its educational partnerships with all of the educational facilities in the region.

Regional cooperation on issues including, but not limited to, water, electricity, natural gas, transportation, open space, and sewer service will continue to be important to the overall economic vitality of Post Falls and its neighbors. Post Falls provides leadership in cooperative efforts throughout the region.

In 2009 the City, along with Kootenai County and the cities of Rathdrum and Hayden, completed a Rathdrum Prairie Wastewater Master Plan. Cooperative efforts to address regional issues continue between Post Falls, Kootenai County and the other communities surrounding the Rathdrum Prairie. www.postfallsidaho.org/pzdept/RathPrairieMasterPln/RathPMPIndex.htm

For Post Falls' continued prosperity, city leaders must remain attentive to capitalizing on changing economic conditions by maintaining and enhancing its data systems and decision-making processes.

Encouraging existing business to remain and grow is as important as attracting new businesses. Building a broad base of business and industry types will be the best insurance against the inevitable changes within individual segments of the economy.

Demographic trends show the national population's average age is rising, and better health care and increased longevity will impact the current generation of middle-aged workers. The Inland Northwest region may well experience an influx of individuals relocating for a better quality of life and lower cost of living.

MUNICIPAL FINANCE

Post Falls City Government provides a full range of services: police, water, wastewater and sanitation utilities, parks and recreation programs, planning and zoning, library services, cemetery services, urban forestry services, streets, building and engineering.

The city has implemented an annual budget cycle in its efforts to increase efficiency of these services. The city's CAFR (COMPREHENSIVE ANNUAL FINANCIAL REPORT) is available online through the city website: <http://www.postfallsidaho.org/>.

POLICIES

1. Encourage a positive business atmosphere through educating city employees, local citizens, and others about the individual and commercial benefits of the area.
2. Work cooperatively with other jurisdictions on issues that impact the local economy.
3. Create a program to recognize the contribution of existing business through public recognition and support.
4. Promote expansion of existing business through incentives in return for the creation of new job opportunities.
5. Process permits in a timely efficient manner.
6. Sustain and enhance the city's fiscal stability through good capital planning and use of an array of financial tools to fund infrastructure improvement needs.
7. Enhance internet capability, Geographic Information Systems, and E-government services to support and attract economic development.
8. Continue implementation of the city's Geographic Information System so that business can access information readily.
9. Support Jobs Plus, the Chamber of Commerce, local business and civic groups.

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10. Promote, enhance, and encourage (when applicable) vocational, technical, and educational facilities in the community (North Idaho College's Workforce Training Center and the University of Idaho Research Park).
 11. Refine and clarify the City Center, its attributes and physical elements.
 12. Create identifiable business districts to promote, enhance, and redevelop in a manner that embraces community planning.

4.0 FUTURE LAND USE

GOAL STATEMENTS

It is the goal of the city to maintain Post Falls' quality of life and develop land use guidelines, which are innovative, promote well-designed development, foster the long term fiscal health of the community, and are appropriate in meeting the needs of the community as expressed throughout the Comprehensive Plan.

The City will promote an optimal balance of residential, commercial, and industrial lands for the purpose of maintaining and enhancing the levels of services to Post Falls' citizens.

BACKGROUND

The Future Land Use chapter of the comprehensive plan establishes land use designations to map an arrangement of uses that preserve the integrity and amenities of residential neighborhoods, as well as the economic vitality of industrial areas and commercial areas. The chapter also establishes goals and policies that provide guidance for development within the land use designations portrayed on the maps. It is important to apply both the maps and the text (goals & policies) when using the plan.

Post Falls uses two Future Land Use Maps. The First map is the Conventional Future Land Use Map; providing guidance for the application of conventional zoning designations and zoning operations. The second map is the SmartCode Future Land Use Map; providing guidance for the application of SmartCode zones and SmartCode operations.

The Future Land Use Maps indicate the desired mix of land uses and intensities that will foster the community's goals as expressed in the comprehensive plan. Land use recommendations as set forth in this plan emphasize the importance of land use planning and cooperation among the various jurisdictions and agencies in the area.

The land use component is based upon the following overall objectives:

1. Encouraging compatible land uses to maintain an optimum quality of life;
2. Designating ample land for various types of uses;
3. Promoting quality residential neighborhoods and districts throughout Post Falls;
4. Encouraging development of public and private parks and recreational facilities;
5. Promote potential land reserves or areas needed for community services such as schools, public services buildings, open space, etc;
6. Supporting neighborhood commercial development within residential areas;
7. Respecting the responsibilities and rights of land ownership;
8. Reinforcing the role of the city in regulating the use of land for the benefit of future generations;

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9. Prohibiting uses, which violate obscenity statutes and requiring the location of lawful adult oriented businesses that will not adversely affect adjacent and neighboring uses and does not initiate or cause a deterioration of property values within its neighborhood.

GROWTH GUIDELINES

POST FALLS GUIDELINES

Growth is an important issue to the citizens of Post Falls. There are several tools that the community relies on to guide growth and development of the community. A recipe for growth is usually created from some or all of the following ingredients:

Post Falls Comprehensive Plan:

The Comprehensive Plan is a community document, which through its goals and policies, provides a desired “recipe” for the future as envisioned by the citizens. As an official policy guide, it is the backbone for planning and establishing regulations.

Post Falls Municipal Code:

The Municipal code is a compilation of community regulations. It also includes the land use ordinances for the community.

Annexation:

Annexing land and expanding public services based on careful planning and adopted regulations and policies provides a means for orderly, logical expansion of the city and the efficient, economic provision of public services.

This is a valuable tool for the community and should be used carefully. A well crafted annexation policy can provide consistency and direction in the development of the community. There may be extraordinary conditions or reasons for annexing certain property into the city. The Planning & Zoning Commission and City Council should evaluate effects on the future of community development in the course of applying annexation policy.

Post Falls Infrastructure Master Plans:

The city has water, wastewater and transportation master plans to help guide growth and development.

Fiscal Impact Analysis:

Adequacy of public facilities should be incorporated into the city’s land use regulations as criteria by which development proposals are judged. Mitigation of development impacts on public facilities and services should be considered in the development review process.

Post Falls, in 2009, had a fiscal impact model developed to provide a tool to understand the fiscal impacts of new development on the community.

Developments which will enhance both the social and economic fabric of the community should be considered. Development which does not prove to cover the costs for the services required

should be carefully scrutinized. The City Council should evaluate fiscal and economic impacts upon the community in concert with other elements of decision.

Urban Renewal:

The city has a very active and successful Urban Renewal Agency <http://www.pfura.com/>. In 2009, it returned over two million dollars to taxing districts, including the city. Since its inception the Urban Renewal District has fostered \$12 million in improvements.

The Agencies mission is “To foster sound economic and community improvement that enhances the overall quality of life in Post Falls by:

- Providing and improving infrastructure
- Attracting jobs
- Enhancing citizen safety and health

There are six Urban Renewal Districts. Riverbend, Expo, City Center, West Seltice II, East Post Falls and Center Point are active Districts that are currently open. The East Post Falls and the Center Point Renewal Districts currently each have three sub-districts that have been formed to accommodate either different proponents or different objectives. The City of Post Falls is the Proponent for the City Center District, and two of the three sub-districts in the East Post Falls District. The Post Falls Urban Renewal Agency has closed one District, West Seltice.

Urban renewal and tax increment financing have been, and will continue to be, valuable tools for building the future of Post Falls.

Capital Improvement Plans and Development Impact Fees:

A development impact fee and capital improvement plan was adopted by the city in December 1997. Collection of impact fees began in 1998 and, as of November 2009, the city has collected nearly 5 million dollars to provide park improvements, intersection improvements, and public safety facilities. There have been two revisions to the Capital Improvement Plan since adoption and a new report was completed and approved in 2007.

Development Impact Fees are collected to mitigate the impacts of growth through adopted Capital Improvement Plans. The program is established to:

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.

A new “Capital Improvement Plans and Development Impact Fee Report, November 2, 2007” was completed by TischlerBise, a consultant retained by the City to review and revise the Development Impact Fee program. This revised program was adopted on February 19, 2008 by resolution of the City Council and future revisions will be undertaken periodically.

The existing program collects fees for parks, streets, and public facilities. The Capital Improvement Plans and Development Impact Fee Report, dated November 2, 2007 can be found on the city website listed below. The report details the projections and methodology used to calculate the fees.

http://www.postfallsidaho.org/pzdept/Final%20IF%20Report_PostFalls.ID_110207.pdf

REGIONAL GUIDELINES

Post Falls, the surrounding communities and jurisdictions, and Kootenai County have many tools to guide future growth; not only growth in Post Falls but growth in the region and in particular on the Rathdrum Prairie. The Rathdrum Prairie provides the surrounding communities with a broad canvas upon which the future can be painted. It is important that all of the communities surrounding the Rathdrum Prairie and Kootenai County continue to work cooperatively as the future unfolds. These include:

Comprehensive Plans:

When creating, reviewing, or updating comprehensive plans it is vitally important to consider potential impacts to neighboring communities and other surrounding jurisdictions and providers of services.

By coordinating long-range plans, the value of services and capital improvements can be increased.

As of December 2010, Kootenai County adopted a new Comprehensive Plan. It is important that the County and the cities cooperate on the future land use and development of the Prairie. It is primarily the cities that will be providing the services required to support urban development on the Prairie

Annexation Goals and Policies:

The purpose of annexation goals and policies is to provide the City of Post Falls with a consistent methodology of evaluating annexations in order to supply the Planning & Zoning Commission and City Council with accurate and sufficient information to make most appropriate decisions for the community. Among the primary purposes of the annexation goals and policies set forth herein are to provide a framework for evaluating annexation proposals while recognizing that annexation decisions are purely legislative in nature, subject to the legislative judgment and unfettered discretion of the city council.

Annexation Goals:

Annexation of new lands into the City should be considered when annexation will lead to orderly future development of the community, enhance the continuity of utility and road systems, enable

provision of urban open space or minimize the establishment of urban land uses outside the City that do not meet municipal standards for infrastructure or land use. Annexation procedures must follow the requirements established by state law. Annexation planning should take into account the following goals:

- Land use should conform to SmartCode guidelines in a manner consistent with land use policies expressed in this Plan and embedded in the SmartCode and any other regulatory ordinances enacted by the city council.
- Annexation should facilitate maintenance of desirable utility system configurations that maximize the capacity of utility systems with minimal need for investment in or duplication of capital facilities.
- Annexation should foster practices that sustain continuity of circulatory patterns for roads and pedestrian ways and avoid discontinuities that would be the result of urban development that is inconsistent with City's transportation plans.
- Annexation should assist the community to assure that adequate open space will be woven into future developments to preserve room for activity in future developed areas.
- The annexation process should provide for mitigation of the impacts of annexation of new land into the city through the terms of annexation agreements and development requirements.
- Notwithstanding the desired goals that guide annexation decisions, certain annexations may be desirable because the failure to annex could lead to future urban deficiencies that will cause future costs and/or service shortcomings. Timing can be a critical element in such decisions.

Annexation Policies:

1. Annexation procedures should follow the procedural requirements established by Idaho State Statutes and applicable city ordinances.
2. Zoning of the land to be annexed must comply with the City of Post Falls Comprehensive Plan and other master plans and facility plans.
3. Land to be annexed should enable completion or continuation of a pedestrian network that connects neighborhoods to amenities and activity centers throughout the community.
4. Timing of annexations should be coordinated with opportunities for orderly development or extension of public systems. Both policies addressed by the Comprehensive Plan and recommendations addressed by master plans for water, sewer, transportation, parks, and emergency services should guide annexation decisions..

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5. When service needs can be properly addressed, priority should be given to annexing infill pockets that are surrounded by incorporated city, lands that have utility infrastructure readily available, and areas that support a development pattern of increased intensity near the urban core.
 6. Development potential to be realized on newly-annexed lands should allow sufficient intensity to offset the fiscal impact of new annexation. New development should be planned to foster the city's ability to provide public services at its current level of service (LOS) or the LOS identified within the City's relevant master plans.
 7. When private land development is contemplated as a result of proposed annexation a utility and infrastructure analysis should be conducted. Among the purposes to be served by such analysis are an evaluation of system costs and consideration that undue burden not be placed on existing capital facilities or operating services. The analysis should review the City's and other purveyors' ability to provide water service and wastewater collection/treatment in a logical manner, consistent with appropriate utility master plans. Outside agency regulatory limits regarding wastewater discharge and water right usage should be considered when annexation is being contemplated. Water rights from lands to be annexed should be included in the mitigation considerations evaluated and received by the City.
 8. Annexation studies should evaluate environmental and public service factors that are significant to the lands and location of any proposed annexation.
 9. The City may establish annexation fees in an amount appropriate to cover costs for planning future public infrastructure to accommodate growth, as well as to obtain rights-of-way or easements needed to complete street improvements from other affected properties. Existing water rights or other desired rights associated with the land should be granted to the city if deemed necessary to sustainable future development.
 10. Owners of land seeking annexation should grant or provide necessary rights-of-way and easements in accordance with the City's transportation master plans and utility master plans that may be required to provide for orderly development of annexed lands without otherwise unnecessarily burdening city residents or city landowners.
 11. Proposed annexations should provide means to assure the logical extension of the park system that has usable open space that benefits the overall community, as well as being connected to adjoining neighborhoods through an interconnected pedestrian transportation network.

Intergovernmental Agreements:

Post Falls has entered into a number of agreements with its neighboring communities and other government entities. Some that are directly related to community growth include:

- Coordinated Area of City Impact Agreement: Completed in 2004; Establishes procedures & responsibilities between the parties to the agreement (Kootenai County, Post Falls, Hayden, & Rathdrum)

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- Memorandum of Agreement between Idaho Transportation Department and Post Falls regarding Highway 41: This memorandum addresses the city and ITD's commitment to maintain the highway function to the greatest degree possible by limiting access.
 - Aquifer Protection District.
 - Kootenai Metropolitan Planning Organization (KMPO)

Regulations:

The City of Post Falls municipal regulations differ from the regulations of surrounding entities. This is the normal outcome of differing priorities and focus. It is important that the city consider the impacts of regulations on other jurisdictions and providers of services when it moves to adopt or revise regulations.

Regional Plans:

Post Falls participates in many regional planning efforts. These efforts include:

- Rathdrum Prairie Wastewater Master Plan. This plan was completed in 2009. The purpose of the plan is to provide the technical evaluations, regulatory review, implementation priorities and costs that the cities of Post Falls, Hayden, and Rathdrum need to guide long-term wastewater service on the Rathdrum Prairie.
- Highway 41 Corridor Master Plan. This plan was developed by Post Falls, Rathdrum, ITD, and Post Falls Highway District in 2002. The purpose of the Highway 41 Master plan is to integrate land use and transportation plans which sustain community development; build an environmentally sound plan for preserving highway integrity and function; provides off-corridor access alternatives; maintain commercial viability; coordinate jurisdictional and public interests; and provide direction.

COMPREHENSIVE PLAN FUTURE LAND USE MAPS

Post Falls has adopted two future land use maps. The proposed future land use designations are shown on the Future Land Use Maps (**Appendix 10-1 & 10-2 Future Land Use Maps**). The maps show generalized patterns for future growth and development. Lines on the map are not viewed as definitive boundaries, as are zoning district boundaries. When viewing the maps, it is important to look at the adopted goals and policies found within the plan and recognize the map designations represent a general arrangement of land uses.

The land uses and growth areas depicted on the maps are based on the collective efforts of citizens of the community with the support of city staff. Although many issues have influenced the arrangement of land uses and growth areas shown on the maps, the significant factors were:

- Growth projections
- Housing demand forecasts
- Area of City Impact
- Transportation and mobility
- Economic development and Public Infrastructure
- Growth management
- Financial feasibility
- Existing uses

LAND USE DESIGNATIONS (Conventional Future Land Use Map)

Residential

Residential is the largest land use designation on the future land use map. It is intended to support zoning districts permitting a range of housing types and densities. It encompasses all types of residential use from single family to multifamily. Densities can vary depending on location, traffic impacts, utility service capability, existing and future development patterns, and neighborhood compatibility.

The residential designation would also be suitable for Planned Unit Developments (PUD), public and quasi-public uses such as parks, schools, and other public facilities.

Commercial uses/mixed uses may be considered in areas so designated on the Future Land Use Map. Commercial uses may also be considered in areas adjacent to arterial/collector streets where traffic volume exceeds 4000 vehicles per day by a special review process.

Commercial

The commercial designation is located along the Interstate 90 / Seltice Way corridor, along Highway 41, Pleasant View Road, a portion of 3rd Ave, and a portion of Spokane Street. The designation supports zoning for commercial and office uses, public buildings, mixed uses in Planned Unit Developments, recreation and park uses, and school uses. Special use permits may permit residential uses in these areas.

Industrial

Industrial designations are typically located adjacent to commercial designations and are serviced by arterial streets. This designation supports zoning for industrial or commercial/office uses and public/ quasi public uses. This designation is also applied to the two existing lumber mills in the community.

Public/Quasi Public/Parks & Open Space

This designation is located throughout the community and supports a variety of zoning designations. It primarily locates existing park-like uses, both public and private. It also indicates area with open space potential in the future. School grounds, golf courses, green belts, parks (private & public), and ballparks are types of uses indicated.

Specific Planning Areas

Specific planning areas are given to areas within the community where additional planning efforts have been focused. The designations are shown on the future land use map and may overlay other designations. Specific design standards may be considered in these areas.

City Center District

This designation is applied to a portion of the original Post Falls town site between the Spokane River and Interstate 90. A plan for this area was completed in 2005 by the city and the Post Falls Urban renewal agency. <http://www.pfura.com/>. It is intended to support a variety of zoning that promotes an established theme and standards. The area designated is the historic center of Post Falls that is viewed as a civic and cultural center of the community. The comprehensive plan sets the stage for the re-development of the district through the use of the Post Falls SmartCode in the portion of the city center indicated on the SmartCode Future Land Use map. Possible uses include commercial, higher density residential, offices, tourist attractions, medical facilities and public and semi-public facilities.

Highway 41 Corridor

The Highway 41 Corridor encompasses a two-mile wide corridor, along State Highway 41, from I-90 to the city of Rathdrum. Because of increased traffic and development pressure, a joint planning effort was completed in 2002 funded by a grant from the Federal Highway Administration, Idaho Division. Participants in the planning effort were the cities of Post Falls and Rathdrum, Kootenai County, Idaho Transportation Department, and Post Falls Highway District. Citizen participation was a major factor in the planning effort. Community values and visions, engineering and land use alternatives, community acceptance, and fundable solutions were used to develop a plan.

The planning effort focused on the needs of the area to preserve and manage highway function and access, while enhancing current and future development potential.

The **Highway 41 Corridor Master Plan** was presented to the Post Falls Planning and Zoning Commission and the City Council in 2002. The plan included three land use alternatives and the City Council endorsed the Compact Mixed Use Plan Alternative. The City Council recommended that the plan be implemented through the Comprehensive Plan.

Major elements of the Compact Mixed Use Plan include:

1. Aesthetic Corridor Overlay with standards that apply within ¼ mile on each side of Highway 41 for signage, landscaping, site design, and the provision of open space.
2. Open Space Areas are designated adjacent to railroad crossings and commercial development to provide separation of land uses and areas for potential land application of wastewater. Open space may also be used for agriculture or recreational purposes.
3. Mixed Use Overlay applies to the entire corridor for the provision of mixed uses within all zones. Performance zoning would allow for development bonuses (increased densities) for clustered development in return for open space within the development and separation of land uses.

Implementation of the preferred alternative will require cooperation between the participants in the planning process. It is intended that regulations and standards developed to implement the plan will apply uniformly to the corridor to the greatest extent possible.

GROWTH AREA DESIGNATIONS (SmartCode Future Land Use Map)

The SmartCode Future Land Use Map has been prepared by the Community Development Division and by consultants under its supervision. The Map has been reviewed and approved as a SmartCode Future Land Use Map within the Post Falls Comprehensive Plan, in accordance with procedures set forth in Idaho Code §67-6509.

The Map provides land use designations that enable the application of SmartCode Zones when land is annexed into the City of Post Falls. In areas where the SmartCode Future Land Use Map provides the only future land use designation, it is intended that development take place using the provisions of Title 18A, SmartCode, of the Post Falls Municipal Code.

The SmartCode Future Land Use Map encompasses the largest practical geographic area, overlapping property lines, jurisdictional lines or constructed features, as necessary. In areas where the SmartCode Future Land Use Map overlaps the Post Falls Conventional Future Land Use Map, development may be permitted utilizing the provisions of Title 18, Zoning, of the Post Falls Municipal Code.

The Map is comprised of growth area designations which are intended for the development of neighborhoods, more particularly defined in Chapter 3 and Chapter 4 of the Post Falls SmartCode.

G1 Moderate Growth Area:

This designation is assigned to lands suitable for moderate growth. Examples would be more remote areas or areas significantly developed in large lot low density development.

G2 Managed Growth:

This designation is assigned to areas that can support mixed use by virtue of proximity to larger streets.

G3 Focused Growth:

This designation is assigned to locations that can support mixed use by virtue of proximity to regional thoroughfares.

G4 Infill:

Assigned to areas that are already developed, having the potential to be modified or completed in an infill pattern.

POLICIES

Overall Policies

1. Appropriate densities and land uses should be provided within walking distance of planned transportation nodes.
2. The city should review and update its annexation policy to provide clear and consistent direction to elected officials.
3. The city should coordinate its annexation policy with other communities surrounding the Rathdrum Prairie and Kootenai County.
4. The city should encourage, whenever possible, annexation of county islands surrounded by the municipal boundary.
5. Neighborhoods and centers should be compact, pedestrian-oriented and mixed – use when possible.
6. Neighborhoods and centers should be the preferred pattern of development and those zoning districts focusing on a single use or type of use should be the exception.
7. Encourage a balance of land uses to help Post Falls remain a desirable, stable, and sustainable community.
8. Provide a thorough and timely land use review process that involves public input at the appropriate stages of development review and utilizes staff expertise to address details.
9. Support the development of the city center as a community focal point that combines commercial, civic, cultural, residential, and recreational uses.
10. Growth strategies should encourage infill development of property within the city.
11. The zoning and subdivision ordinances should reflect adopted policies of the comprehensive plan.
12. When land is annexed into the city, the appropriate zoning designation(s) (SmartCode and/or traditional zoning) shall be applied after consideration of the future land use maps, future roadway classification maps, surrounding land uses, and the goals and policies of the Comprehensive Plan.
13. Implement recommendations for the Compact Mixed Use alternative, found within the **Highway 41 Corridor Plan (Plan Summary)**, into city ordinances and regulations.
14. Participate in regional cooperative water and wastewater planning efforts on the Rathdrum Prairie in order to determine the future Area of City Impact boundary and growth area.
15. Post Falls, along with other communities and Kootenai County should cooperatively develop standards/regulations for hillside development that protect valued views and vistas from the Rathdrum Prairie.
16. Maintain and appropriate Area of City Impact Agreement with Kootenai County, to define areas for future city development and to identify lands that if developed without municipal services would have potential adverse consequences for orderly city development.
17. When negotiating an Area of City Impact with the county, lands south of the Spokane River should be considered for inclusion. Such lands should be determined cooperatively by the city and county based on future service capabilities, infrastructure planning, and to protect public health and maintain /improve Spokane River water quality.

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18. Continue the implementation of form based regulations that will encourage innovative land uses.
 19. Encourage redevelopment that is sensitive to the importance of the Spokane River to the community.

Residential Policies

1. Most ordinary activities should occur within walking distance of most residences, allowing a measure of independence for those who do not drive.
2. Throughout the community, a range of housing types and price levels should be provided to accommodate diverse ages and incomes and provide effective affordable housing.
3. Zoning, both conventional and form-based, should be applied or changed only after careful consideration of existing and future neighborhood patterns, proximity to commercial and/or industrial uses, potential and existing traffic, land use compatibility, and utility service capability.
4. Multi-family conventional zones should be applied in areas that have access to arterial and collector streets, areas that may serve as buffers between commercial/industrial uses and lower density single-family zones, and as part of projects involving mixed uses or master planned neighborhoods within the portions of the community subject to conventional zoning standards.
5. Encourage compatible infill development in all neighborhoods based on policies found in the Comprehensive Plan and proposed future land uses.
6. Determine and consider appropriate scale commercial development adjacent to and/or within residential areas to encourage local area service.
7. Encourage the rehabilitation of older housing throughout the community.
8. Encourage clustering of residential units in new developments to retain and provide private or community open space.
9. Examine pedestrian and bicycle facilities relative to SmartCode and the desire to create linked livable neighborhoods.

Industrial Policies

1. New industrial development should be directed or planned to minimize trucking through residential areas and be located within close proximity to major transportation corridors. Major transportation corridors are represented by Interstate 90, Highway 41, Seltice Way, Spokane Street, Poleline Avenue, and Prairie Avenue.
2. Industrial uses locating adjacent to existing residential areas should not create noise, odor, air pollution, and/or visual pollution greater than levels normally associated with surrounding residential activities.
3. Industrial development should be encouraged to locate adjacent to existing industrial uses where possible.
4. Consider industrial development in areas suitable for mixed uses through a development review process that is performance based.
5. The city should establish general criteria to use in locating new industrial development.

Commercial Policies

1. Provide regulations that encourage the development of suitable scale commercial facilities throughout the community.
2. Encourage off-corridor circulation for commercial development with limited access points to arterial streets.
3. Appropriate neighborhood scale commercial uses intended to serve neighborhoods in residential areas should be permitted by special use permit or as a part of subdivision review.
4. Commercial uses should be considered in areas indicated on the conventional future land use map as suitable for residential/commercial or mixed use.
5. The development of commercial shopping centers should be encouraged to be located near arterial intersections and high-traffic areas.

City Center Policies

1. Civic, institutional, and commercial activity should be embedded in the city center and not isolated in remote single use complexes.
2. Encourage mixed residential/commercial development within the district.
3. The city should continue implementation of the City Center plan utilizing the SmartCode and in cooperation with the Post Falls urban Renewal Agency.
4. Encourage appropriate existing business and commercial enterprises to remain in the district and renovate buildings in compliance with appropriate Downtown District guidelines.
5. The city needs to investigate and implement incentives (reduced impact fees, etc.) in recognition of existing infrastructure and prior investment.

Highway 41 Corridor Policies

1. Recognizing the specific needs in preserving a state highway corridor by implementing the Highway 41 Corridor Plan to the greatest extent possible.
2. Continue coordination with the City of Rathdrum, Kootenai County, Idaho Transportation Department, and Post Falls Highway District when developing standards and regulations within the Highway 41 corridor.
3. Work with the Idaho Transportation Department to adopt a revised memorandum of understanding on how to address the Highway 41 corridor.

5.0 NATURAL RESOURCES, PARKS & GREENSPACE

GOAL STATEMENTS

To maintain a high-quality environment and to plan and provide for future development that makes the best use of natural resources without creating undue environmental degradation.

To maintain and protect the existing high quality of the Rathdrum Prairie Aquifer groundwater, which provides the existing and future municipal water supply.

Post Falls will continue to receive the diverse benefits from living along the Spokane River, the community should help protect the river corridor and its shoreline from degradation by human activity, and help manage it as a valuable resource.

Post Falls will cooperate on a regional level to retain some of the character and open land on the Rathdrum Prairie so that future residents can enjoy the open spaces and vistas that are unique to the area.

Using the desires and values of Post Falls' citizens, strive to provide exceptional recreational programs and facilities. The Post Falls' park program will provide a full range of recreation opportunities and park facilities.

BACKGROUND

Post Falls is blessed with an abundance of natural resources. The Spokane River is a key natural feature in the city that provides recreation, power, and the waterfalls for which the community is named. The community is located over a very large, pristine source of drinking water known as the Rathdrum Prairie Aquifer, which is cherished by residents and protected by local, State, and Federal agencies.

Post Falls' residents value the beauty of their surroundings: the mountains, prairie, forests, the river, and clean air. They value living in a community that is surrounded with these amenities and seek to build the future while respecting them.

Post Falls' residents consider parks, green spaces, trails, and recreation to be significant factors contributing to the overall quality of life within the City. By providing green space, constructive leisure opportunities, and recreational experiences, the city will contribute to the total health of the individual and the entire community.

Population projections anticipate continued growth; further necessitating parks, park improvements and recreation facilities. A planned system of parks and green spaces can help mitigate the impacts of urbanization.

The community is also fortunate to not be burdened with natural or manmade hazardous areas that would be detrimental to growth and development. There are some flood plain areas along the Spokane River that impact a few properties.

NATURAL RESOURCES

Climate: Post Falls' elevation is 2,200 feet above sea level. The warmest month is August with average highs of 86 F and lows from 48 to 52 F. The coldest month is January with an average high temperature of 35 F and lows of 21 F. The area receives about 26 inches of precipitation per year. From November through January, a significant amount of the precipitation falls as snow. Prevailing winds flow into the area from the southwest.

Air Quality: The area has excellent air quality for most of the year. Air quality does diminish periodically in the winter with atmospheric inversions and the use of wood burning stoves. There is a voluntary watch program that indicates which days are recommended for burning. Field burning, once an annual event, to rejuvenate fields has been significantly reduced in recent years. The Idaho Department of Environmental Quality monitors air quality.

Geology: The Post Falls area is at the edge of the Rathdrum Prairie. This is a glacial-outwash plain where soils were deposited by water from the Spokane floods, 12,000 to 22,000 years ago. The floodwaters were released when an ice dam burst on Glacial Lake Missoula, in Montana. In the Post Falls area up to 500 feet of sand, gravel and silt were deposited in a relatively short period of time. Generally, the Prairie has level or gently sloping terraces with moderately steep slopes on the terrace breaks and along the Spokane River. Significant geologic features include the Spokane River and the Rathdrum Prairie Aquifer.

Hydrology: The area has an abundance of high-quality water. Surface water includes the Spokane River, with its shoreline bordering the southern edge of the city. Below ground is the Rathdrum Prairie Aquifer, known to be one of the most vulnerable and prolific aquifers in the country. The aquifer been designated as a "sole source aquifer" by the U.S. Environmental Protection Agency (EPA) because it is the only economical source of drinking water for the region. Depth to the groundwater from the land surface is about 150 feet in the Post Falls area. Because the soils are very permeable, there is a concern about contaminants infiltrating the aquifer from septic systems, storm water runoff, and other sources of pollution.

Soils: An understanding of soil properties makes it possible to predict suitability or limitations for present and future uses. Generally, area soils are good for residential and urban development. Riverbanks and terrace breaks have moderate to severe limitations for development due to steep slopes.

Post Falls has primarily Avonville-Garrison-McGuire soil types. These soils are well drained; their composition is mainly very coarse sand and gravel, and all materials are porous and permeable. <http://www.id.nrcs.usda.gov/technical/soils/>

Vegetation: Vegetation is an integral part of larger environmental systems. Predominate native tree species in the Post Falls area include Ponderosa Pine, Douglas-fir, Grand Fir, and Lodgepole Pine. Understory plants that are native to the area include Snowberry, Sedge, Oregon grape, and Idaho fescue. The loss of indigenous plants can alter the character of the city and impact residents and wildlife. The City has an urban forestry program and supports the planting of trees throughout the community.

Wildlife: There are a variety of plants and animals in Post Falls' urban area that contribute to the quality of life within the community. All species require a specific set of conditions with respect to food, water and vegetative cover or other natural features necessary for protection, feeding and reproduction.

Local aquatic life can be affected by development adjacent to waterways. Important animal habitat areas include the riparian vegetation adjacent to the Spokane River and grasses on the Rathdrum Prairie, which support white tail deer, songbirds and small mammals.

Hazardous Areas

Floodplains: Flood prone areas in Post Falls are found primarily along the Spokane River and are noted on Federal Emergency Management Agency (FEMA) maps located at the Community Development Department. There is very little property within the City that could be subject to flooding and most of these areas have been developed or are in park areas.

Faults: Idaho is ranked fifth highest in the nation as an area of earthquake risk. Post Falls is ranked a "moderate" risk relative to seismic shaking hazard. To the east of the city, the Rathdrum Fault runs north and south. Farther to the east lie the Coeur d'Alene and Osborn Faults. Although fault movement has not been a significant hazard in Post Falls, earthquakes have been recorded in the region.

Noise: Noise has become an environmental concern facing many communities. Post Falls is susceptible to chronic noise from I-90 traffic and various community events.

Parks

The largest park in the city is Q'emlin Park. This park consists of 78.5 acres located along the Spokane River and features swimming; rock climbing, a boat launch and 13 designated hiking trails. Q'emlin was once a Coeur d'Alene Indian village and means "throat of the river."

Falls Park and Treaty Rock Park are chiefly historical sites situated among rock outcroppings. Q'emlin, Falls Park and Treaty Rock Park are regional attractions.

Centennial Trail, a regional bicycle/pedestrian trail system, was constructed through Post Falls in 1990 and extends from Spokane to the east side of Lake Coeur d'Alene. Since that time the City has added to the trail system. This trail system forms the regional backbone for an extensive system throughout the area.

Each neighborhood in the city should have a park with a playground and playfield. Where possible, park facilities should be coordinated with school sites to maximize their use, reduce operating expenses, and improve opportunities for supervision of activities. The city's community and regional parks supplement these local facilities.

Parklands are currently acquired through donations, leases or purchase. The City has a capital improvement program and development impact fees that are used to maintain the adopted level of service for parks.

PARKLAND CATEGORIES

Different parks provide different recreational opportunities and services. As identified below, parks can be classified into one of six general categories: playground, neighborhood, community, specialty, linear, and regional.

Playground (mini-park) provides for young children. This park's primary function is to provide an active area for the pre-school to early grade-school-aged children of the neighborhood. These parks are usually two acres in size or smaller and are within five minutes walking time of the residents they are intended to serve.

Neighborhood Parks provide a combination of active and passive recreation opportunities for all age groups in a defined neighborhood. The park should be centrally located and provide some forms of passive recreation, such as picnic areas, shade trees or walking areas. They range in size from two to five acres and are within 1/2-mile maximum walking distance of the residents they are intended to serve.

Community Parks provide a wide range of passive and active recreational opportunities for an entire community. An important asset for a community park is a focal point to attract users and to provide a special identity to the park. Community parks are more intensely developed offering facilities to satisfy the needs of all age groups. Good auto access and parking must be provided. Developed and maintained for intensive use, these parks are often in conjunction with a school facility and range from five to ten acres.

Specialty Parks provide a special type of recreational opportunity. Examples are golf courses, historic sites, baseball fields, softball fields, soccer fields, and swimming pools.

Linear Parks are corridors of land which provide public access between different locations for recreational or transportation purposes. Improvements can include facilities to aid walking, hiking and bicycling and rest stations. An example of this category is the Centennial Trail.

FUTURE CONDITIONS

Natural Resources

The environment and natural resources can be jeopardized unless future land uses are carefully planned to enhance the natural systems. The riverbanks and the Rathdrum Prairie Aquifer are the city's most sensitive natural resources and will require careful stewardship. The hills surrounding Post Falls are valuable to the community because they provide natural viewsheds. Views should be protected and maintained through cooperative efforts between the cities on the prairie and Kootenai County.

There is a growing need to determine the ability of the aquifer to continue to provide for growth and development on the Rathdrum Prairie. A continuing cooperative effort between Panhandle Health District, Idaho Division of Environmental Quality, Kootenai County, and the communities over the prairie will provide the best means of protecting regional groundwater. In 2006, Kootenai County voters overwhelmingly approved the formation of the state's first Aquifer Protection District to ensure the area can continue to pay for the programs and services necessary to protect the aquifer.

Wise use of resources is imperative to accommodate projected growth. Orderly and planned development patterns and techniques to contain growth within manageable boundaries are required to provide for protection of natural resources.

Parks & Green Space

Growth projections indicate that there will be an increased demand for additional parks, green space and recreation programs. Regionally, the Spokane River, lakes and other natural features will continue to attract more tourists.

Parks and facilities will require continued modification and improvement to meet accessibility requirements. Senior citizens are an important and growing part of the community and their recreational wishes will need to be adequately addressed.

Public access to the Spokane River is very limited. Q'emlin Park, Black Bay Park, and Corbin Park are the largest public parks with river access and should be protected. Obtaining additional river access should be considered at every opportunity. The Islands near the dam, owned by Avista Utilities, are areas that have great recreational potential with adequate safety practices.

The use of existing trail systems continues to grow. There is a growing need for a well designed and regionally connected trail system to link communities and other destinations. Cooperative efforts by communities on the Rathdrum Prairie and Kootenai County are exploring methods to provide future green space and trail connections in the area.

POLICY STATEMENTS

Natural Resources

1. Provide development standards and plans (SmartCode, Park Master Plan, Street Tree Plans, Storm Water Plans, etc.) that protect and enhance the existing natural systems, protect natural resources, and promote green space.
2. Support and participate in local and regional efforts to protect the Rathdrum Prairie Aquifer.
3. Encourage protection and preservation of the natural beauty of the Spokane River and its shoreline.
4. Encourage environmentally and economically sound measures to reduce, minimize, or eliminate air, noise and water pollution.

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5. Promote landscaping guidelines that will protect wildlife habitats by maintaining existing trees and vegetative cover, and/or re-vegetate disturbed areas.
 6. Cooperate with regulatory agencies in the identification and abatement of local environmental quality problems.
 7. Promote and support water conservation measures.
 8. Support and promote implementation of the city's storm water management and erosion and sediment control program.
 9. Investigate the application of treated wastewater onto the Prairie in a manner consistent with Best Management Practices.
 10. Post Falls will support and participate in regional efforts to manage the collection, transportation and disposal of solid and industrial wastes.
 11. Post Falls will support the regional efforts to store, use, and handle chemicals in a manner which will allow them to be contained and recovered on site without coming in contact with the ground surface above the aquifer and its recharge areas.
 12. Consider special development criteria along the Spokane River including grading, setbacks, vegetation disturbance, etc.

Parks and Green Spaces

1. Maintain the adopted level of service for parks and continue to identify opportunities to acquire parkland.
2. The city should fully maintain city parks and green spaces and take advantage of technological changes.
3. Work towards compliance with accessibility requirements in accordance with Americans with Disability Act.
4. The city should continue to work with (**Avista**) to investigate opportunities for public access on the islands in the Spokane River.
5. Continue to use volunteers and local student groups, when possible, to assist with park maintenance.
6. The city should develop a master street tree-planting plan.
7. A Parks and Green Space Master Plan should be developed that reflects the local and regional needs for parks and trails.
8. Promote linking green spaces and other destinations throughout the region.
9. Encourage the dedication and/or donation of parkland and green space land.
10. Encourage new development to provide linkage to parks and green spaces.

6.0 PUBLIC SERVICES AND UTILITIES

GOAL STATEMENTS

Post Falls will provide levels of service along with appropriate staffing levels based upon the existing and projected future needs and desires of the community and then maintain City services and infrastructure at those levels using industry standard management practices.

Post Falls Capital Improvement plans will continue to be monitored and revised when warranted.

Support and cooperate with other agencies and providers of public services to maintain high levels of service to the community.

Post Falls will work with Post Falls School District, North Idaho College, University of Idaho, Lewis & Clark College, and other educational service providers in the development of the educational facilities and opportunities in the community.

Post Falls will provide a high level of service to the public for building permits, development review, and municipal code administration.

BACKGROUND

Post Falls is served adequately by existing utility systems and public services such as telephone, electric power, fiber optics, telecommunication cable, and natural gas have expansion capabilities. The community also has the ability to provide water and wastewater services, including future expansion, beyond existing capability.

Post Falls' projected growth rate will require corresponding expansion of public facilities and services. Policies concerning the manner in which public services and utilities are expanded can help determine the timing and location of future land uses.

The goals and policies of this chapter address general issues related to public facilities and services as well as specific policies concerning utility services, police and fire protection, schools, libraries and local government facilities.

Detailed information related to public facilities and services is available at the following links:

Police Department www.postfallspolice.com
Post Falls Public Library <http://postfallslibrary.kcl.org/>
Post Falls City Hall www.postfallsidaho.org
Avista <http://www.avistautilities.com>
Kootenai Electric Cooperative <http://www.kec.com/>
Time Warner Cable <http://www.timewarnercable.com/>
Verizon <http://www.verizon.com/>
Idaho Transportation Dept. <http://www2.state.id.us/itd/>
Kootenai Fire and Rescue www.kootenaifire.com

Rathdrum Prairie Wastewater Master Plan

<http://www.postfallsidaho.org/pzdept/RathPrairieMasterPln/RathPMPIndex.htm>

City Water Master Plan

<http://www.postfallsidaho.org/street%20water/Water/Water%20System%20Master%20Plan%202001.pdf>

Wastewater Master Plan

<http://www.postfallsidaho.org/street%20water/Water/City%20of%20PF%202000%20Wastewater%20Master%20Plan.pdf>

CITY SERVICES

Post Falls offers a full range of services to the community from permitting to community police service. The city government includes the mayor and six council members plus a full time city administrator. Citizens elect the mayor and city council members who appoint a city administrator. The administrator is responsible for all City operations, each municipal department and staffing. www.postfallsidaho.org

FIRE PROTECTION

Post Falls is served by Kootenai County Fire & Rescue, which is operated under the guidance of 5 elected fire district commissioners and has a protection class of 4. (Classes 1-10; 1 being the most desirable) Fire & Rescue's budget is funded entirely through property taxes. Besides fire suppression, district services include fire code reviews, emergency medical services, hazardous materials and disaster response; burn permits, fire prevention/education workshops and fire sprinkler system plan reviews. www.kootenaifire.com

SOLID WASTE / WASTE COLLECTION

The City of Post Falls provides mandatory waste and recycling collection through contract with a private collection company. Solid waste disposal is part of Kootenai County Government services. Kootenai County Solid Waste handles curbside recycling in the community. <http://www.co.kootenai.id.us/departments/solidwaste/>

WATER SERVICES

In addition to the city water system, two other water providers, East Greenacres Irrigation District, and Ross Point Water District, serve Post Falls. East Greenacres provides water in the northwestern portion of the community and Ross Point serves some of the northeast portions of the community. <http://www.eastgreenacres.org/>

ELECTRICITY AND NATURAL GAS

Avista Utilities provides electricity and natural gas. Kootenai Electric Cooperative also services the Post Falls area. www.avistautilities.com , www.kec.com

POST FALLS SCHOOL DISTRICT

Post Falls School District 273 <http://www.pfsd.com> is a separate taxing district, and a major employer, landowner, and traffic generator in the planning area. Although the boundaries of the school district extend beyond the city boundary, the location of the schools and other district facilities are located in the community and have a significant impact. The District provides basic educational programs from kindergarten through high school. Its stated mission is “*All students will have the attitudes, skills and knowledge to be productive and responsible citizens*”.

The School District plans for future needs in the Long Range Facilities Plan.

<http://www.pfsd.com/uploads/long2008.pdf>

HIGHER EDUCATION

Post Falls is served by North Idaho College, a comprehensive community college, located in Coeur d’Alene, Idaho. The college has satellite campuses for the University of Idaho and Lewis & Clark College on its campus. North Idaho College has a Workforce Training Center <http://www.nic.edu/wft/default.asp> located in Post Falls at Riverbend Commerce Park. This center focuses on adult education, vocational education, life skills, and small business development. In addition, the center provides customized training for business.

The University of Idaho Research Park located in Post Falls at Riverbend Commerce Park, is the Inland Northwest's campus focus for research and technology-based companies wanting to create or continue working relationships with the University of Idaho and other Northwest colleges and universities. The Park is also a growing satellite campus for all University of Idaho colleges and institutes, effecting interaction among academia, research, and economic development with the Park's resident businesses.

<http://www.riverbendcp.com/Tenants/UniversityofIdahoResearchPark.aspx>

GEOGRAPHIC INFORMATION SYSTEM (GIS)

A significant achievement in the region is the creation of the Kootenai County Geographic Information System <http://www.co.kootenai.id.us/departments/mapping/> as a workable tool for public and private decision makers.

Post Falls is participating with a consortium of communities, Kootenai County, and Avista Utilities in the development of the GIS. The foundation of this system is the aerial photography and land base that has been completed. The value of this system will only increase with time as new information is collected and made available to the public.

FUTURE CONDITIONS

It is evident that Post Falls' public services will need to be expanded to meet anticipated growth. There is a correlation between both the cost and quality of public services and the local economy. If the city and other service providers continue to provide high quality services, then important private economic growth will be enhanced.

Future growth will require more choices in education and training, not only for basic job skills but also for life enrichment and continuing education.

Expansion of some city utility facilities generally occurs in large increments. In order to provide these increments in a timely fashion, the City collects capitalization fees for water and sewer systems. Capitalization fees are the funds needed to replace the capacity in the system that is required to serve the intended use or development. These fees are collected at the time a building permit is issued.

Local, state and federal health and safety requirements will also play a major role in the costs of services. Police and fire manpower demands will increase as the population grows. Quality of life facilities such as parks and recreation services will see increased usage. In the future, residents will likely be asked to support new services through increased taxes and fees. Development Impact Fees are collected by the city and used to mitigate the impacts of new growth and development on streets, parks, and public safety. These funds are used to help finance necessary capital improvements that are identified in the Capital Improvement Plan (CIP) for the City.

POLICY STATEMENTS

Utility Services

1. The Wastewater and Water Master Plans approved by the city are the guiding documents and should be used to review all development proposals.
2. Wastewater and water master plans should be revised to include potential service to lands on the south side of the river should such lands be included within an adopted Area of City Impact.
3. Private and public utilities should be planned and sited consistent with best management practices.
4. Where appropriate, the city should use grants, tax increment financing, or other means to fund public infrastructure improvements.
5. The city should continue to obtain water rights whenever possible through annexation, acquisition from landowners, or through application.
6. Water conservation should continue to be supported throughout the city and the region.
7. The city should continue participation in regional wastewater planning on the Rathdrum Prairie and update wastewater master plans accordingly.
8. The city should implement the Rathdrum Prairie Wastewater Master Plan as it continues to grow across the prairie.
9. Protection of the Rathdrum Prairie aquifer will continue to be a priority.
10. Continue to provide storm water collection and treatment through use of grassed infiltration areas and encourage the use of new or improved technology whenever practical.
11. Adjacent property owners, to reduce the financial burden on city taxpayers, should provide routine maintenance of grass swales.
12. Post Falls will pursue additional discharge permits for wastewater.

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13. Post Falls will look for opportunity to obtain additional property on the prairie, whenever possible, to use as site for potential land application of wastewater.
 14. As Post Falls establishes a new Area of City impact, new boundaries for the various water purveyors should be established.

Public Services

1. The city should maintain facilities and personnel at a level that provides citizens with services that are reasonable, effective, and affordable.
2. Promote the use of geographic information systems (GIS) as a means of improving the provision of city services.
3. Continue participation in the Kootenai County Geographic Information System Consortium to promote consistency of data resources.
4. Support regional efforts to conserve energy, promote recycling efforts, and reduce solid waste.
5. Research and investigate improvements to public services and use new and improved technology whenever practical.
6. Provide professional and efficient processing of development and building permits.
7. Maintain and provide high quality public infrastructure and associated services.
8. The city should pursue a cooperative effort to fund a community and /or performing art center.

Public Safety Services

1. Encourage citizen involvement in crime prevention programs.
2. Cooperate with the Fire District to plan and provide for the location of fire stations and to plan for adequate water flow for fire protection.
3. Maintain police protection in accordance with the level of service adopted in the Post Falls Capital Improvement Plan.
4. Cooperate and support emergency service providers.

Education Services

1. Work with the Post Falls School District to plan for and implement the District's long-range facility plans and coordinate with city planning efforts.
2. Middle schools and high schools should be located close to arterial and collector streets.
3. School and park facilities should be located together when possible to reduce costs.
4. Work with the Post Falls School District to share programs and educational opportunities whenever possible.
5. Support and encourage higher education and workforce training opportunities and programs.
6. The location of schools should also take into consideration the proximity to the residential areas being served and the availability of utility and pedestrian facilities.

7.0 TRANSPORTATION

GOAL STATEMENTS

Enhance and develop a transportation system designed to promote livable neighborhoods, reduce traffic congestion, facilitate the safe, efficient movement of people and freight, and consider pedestrians and bicyclists in all transportation plans and improvements.

Consider all available options to fund basic street improvements and maintenance of transportation assets within the community.

BACKGROUND

As Post Falls continues to grow, the demand on the transportation system will increase. Both internal and external systems will need attention. Internal circulation considers transportation facility issues within the city, while external circulation considers transportation issues between Post Falls and other areas in the region. Much of the future transportation system planning will rely on collaborative efforts between jurisdictions. The City of Post Falls, Post Falls Highway District and Idaho Transportation Department are responsible for road construction and maintenance in and around the community.

Post Falls' street system is described in terms of a functional classification of streets, which divides them into principal arterials, minor arterials, major collectors, minor collectors, and local streets. The width, access points and traffic volume determine the functional street classification of a roadway. The comprehensive plan proposes the future functional classification of streets based on a review of existing and future land use (**Appendix 10-2 Proposed Roadway Classifications**). The following is a description of each class of roadway:

1 Principle Arterial Streets: Principle arterial streets are intended to serve as primary routes for travel between major urban centers. These streets function in a similar manner to minor arterials but generally carry a higher traffic volume of 10,000 vehicles per day or more. The total capacity for a principle arterial is approximately 32,000 vehicles per day.

2 Minor Arterial Streets: Minor arterial streets are intended to move traffic, loaded from collector streets, between areas and across the city or region. Residential property should not be permitted to access directly onto arterial streets. Minor Arterial streets are intended to carry between 5,000 and 10,000 vehicles per day.

3 Major Collector Streets: Major collector streets are intended to focus primarily on mobility needs and less on access than minor collectors. They are intended to carry between 2000 and 5000 vehicles per day.

4 Minor Collector Streets: Minor collector streets are intended to serve abutting property and local access needs or neighborhoods. They are intended to carry between 1,000 and 2,000 vehicles per day, including limited through traffic. The collector could serve residential, commercial, industrial, or mixed land uses.

5 Local Street: Local streets are intended to serve adjacent property without carrying regional through traffic and are designed to serve neighborhoods. To encourage lower volumes, local streets should be designed to encourage lower speeds. Street standards have been established to permit a variety of street widths from 28 to 36 feet. Narrower streets are more in scale with neighborhoods and discourage excessive speed.

Interstate 90 bisects the community and is a vital element in the community's transportation system. It is a major east/west route through the region that connects Post Falls with Coeur d'Alene and Spokane.

State Highway 41 connects with Interstate 90 in Post Falls and is a major north-south link to the community of Rathdrum.

FUTURE CONDITIONS

The timing, location, and expansion of the transportation system are important factors affecting future urbanization. Transportation planning is a regional issue and should be addressed in collaboration with surrounding communities and other agencies. What happens in Post Falls has an impact on other systems and vice versa.

Post Falls is participating in regional transportation planning as a participant in the Kootenai Metropolitan Planning Organization (KMPO). Kootenai County became a metropolitan statistical area (urbanized population of 50,000 or more) with the Census 2000 population count. With its current population (70,000 urbanized county-wide), a Metropolitan Planning Organization became mandated for Kootenai County and was established in 2002.

KMPO (Kootenai County Metropolitan Planning Organization) was formed to address the county's transportation planning needs. Regional transportation planning requires an understanding of the past, recognition of current conditions, and the ability to provide an economically achievable, environmentally balanced, and consumer-friendly transportation system that enables the region to reach its full potential. KMPO provides a coordinated planning effort between the public, cities, small towns, the county, the state, transit providers, and tribal groups. <http://www.kmpo.net/> KMPO is made up of elected officials from the region. KCATT (Kootenai County Area Transportation Team) is made up of professional staff of member organizations to serve as advisors to the KMPO members.

A major concern of the community relative to transportation is maintaining and improving the livability of the community in the face of increasing population and transportation needs. The city should continue to be diligent and flexible in order to accommodate future traffic while maintaining acceptable levels of service. The city has completed a **Master Transportation Plan** <http://www.postfallsidaho.org/pzdept/TMPchapters/TMP%20TOC.htm> that looks forward approximately 20 years. The plan recommends street standards, functional street classifications, and traffic improvements to reach transportation goals. The plan includes short-term projects (5 years), medium term (6 to 10 years), and long term (11 to 20 years).

The assigned functional classification of roads needs to be reviewed and updated periodically to determine whether growth is occurring as projected. Because roads are a major investment and a

significant influence on urban growth, critical analysis of road improvements is an ongoing project. The Master Transportation Plan is designed to be a flexible framework guiding future transportation infrastructure. The Master Transportation Plan should be reviewed or updated on a periodic basis relative to growth and the impact on the city capital improvement plan.

Post Falls' population and density may not be sufficient to generate enough support for a fixed-route transit service. As the area grows however, a higher percentage of residents would support transit services for work, shopping and health care trips. Of greater importance is a regional transit service for the area. Consideration should be given to a public transportation system to connect Post Falls to regional destinations.

An existing railroad right-of-way (BNRR) that presently operates between Hauser and Coeur d'Alene and Union Pacific Railroad right-of-way might provide a potential opportunity for future light rail, pedestrian paths, bikeways and utility lines. A long-term project called Bridging the Valley will eliminate many at grade rail crossings to improve safety and consolidate the two rail services. Much of the existing Union Pacific right-of-way would become available for other uses.

With Post Falls' central location within the Spokane Valley and proximity to I-90, future park-and-ride/transfer facilities near the interchanges of Highway 41, Spokane Street and Pleasant View should be considered. These locations shall include a paved, lighted parking area and could include, heated/lighted waiting shelters and communication services with coordinating transportation agencies. City zoning ordinances should consider park and ride facilities as a commercial use to attract compatible services.

Pathways provide greater access and mobility for non-motorists in a safe and convenient environment. The Centennial Trail, parks, and schools need to be accessible via a safe trail network. Pedestrian/bikeways will be a desirable option to travel between communities and other destination and can help foster the creation of greenbelts and other open space projects.

POLICIES

1. The transportation system should contribute to community livability.
2. The city should plan and protect future transportation corridor rights-of-ways from encroachment and preserve adequate right-of-way for future roadway corridors and improvements to include new or existing utility facilities in transportation corridors. (Avista)
3. Continue to implement the transportation recommendations found within the Compact Mixed Use Scenario of The Highway 41 Corridor Master Plan.
4. Maintain and improve streets, based upon available funding, to meet present and future needs.
5. The city will participate in regional transportation planning.
6. Develop access management standards that maintain safe and efficient traffic flows.
7. Improve and enhance safety and traffic circulation and maintain an acceptable level of service (LOS) on local street systems.
8. Develop procedures to minimize negative impacts and protect transportation facilities, corridors, or sites during the development review process.

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9. The city should increase opportunities to use alternative modes of transportation (walking, bicycling, rideshare/carpooling, etc.) through improved access, safety, convenience, and service.
 10. Coordinate efforts with the Idaho Transportation Department, Kootenai County, Post Falls Highway District, and nearby cities.
 11. The city should develop and implement a citywide sidewalk, trail, and bicycle plan to facilitate pedestrian and bicycle use and provide connection and linkage throughout the community and the region.
 12. Continue to review all development proposals to assure the continuity of sidewalks, trails, bicycle paths and pedestrian ways.
 13. Encourage land use regulations that promote safe and adequate pedestrian and bike access for school children.
 14. Continue to improve the condition (width, surface and grade) of existing walkways and incorporate accessibility requirements whenever possible.
 15. Utilizing the Post Falls Master Transportation Plan as the guiding document in establishing roadway classifications, considering transportation options, and prioritizing system improvements.
 16. The city will work with ITD and other agencies on providing new interchanges along I-90 at Greensferry and Beck Road, as well as maintaining and expanding the I-90 corridor including interchanges.
 17. Incorporate the Smartcode assemblies and principles into the Post Falls Transportation Masterplan.
 18. The Post Falls Master Transportation Plan should be revised to include planning for all lands included in a revised Area of City Impact.

8.0 CULTURAL AND HISTORIC RESOURCES, HOUSING AND COMMUNITY DESIGN

CULTURAL AND HISTORIC RESOURCES GOAL STATEMENTS

The unique cultural and historic resources of Post Falls contribute to the overall well being of the community, and enhance the economy by attracting quality business, residents, and visitors.

To recognize the many benefits of the area's historic resources, the city seeks to protect, enhance, and perpetuate the historic resources that represent elements of the city's cultural, archaeological and architectural history.

Post Falls will work with the community as partners to encourage, enhance and celebrate our arts and cultural spirit and to support the development of community facilities and cultural programs to enrich the lives of all residents.

CULTURAL AND HISTORIC RESOURCE POLICIES

1. Encourage the preservation and/or rehabilitation of significant historical, archaeological and architectural sites and structures.
2. Support the Post Falls Historical Commission in their role of identifying, inventorying and recommending areas and sites that should be recognized and/or protected.
3. Support the Post Falls Museum and consider development of a professional museum program for the future.
4. The city should increase public awareness of historic resources through education, signage, and interpretation.
5. The city should support the development of a community performing arts center.
6. Encourage cooperative efforts to pursue funding for the arts.
7. Encourage activities and events, which will celebrate the historic and cultural heritage of the area as well as creative and artistic endeavors.
8. Maintain and enhance a relationship as a sister city with Herrborn Germany, the birthplace of Post Falls' founder, Frederick Post.
9. Consider public art in residential neighborhoods, and community and outdoor spaces.

HOUSING GOAL STATEMENT

The city should encourage an adequate choice of housing opportunities within the community to meet the needs of individuals of all socio-economic backgrounds, the elderly and the disabled. Housing should be maintained in an attractive safe and sanitary condition for its useful life and for the general appearance of the neighborhoods and the city.

Workforce housing should be distributed throughout the community. Within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.

HOUSING POLICIES

1. Post Falls should insure that adequate land is available for future housing needs.
2. Within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes and provide effective affordable workforce housing.
3. The city should support an open housing market free from discrimination.
4. Work with private and public housing organizations in Kootenai County to encourage affordable housing opportunities.
5. Encourage innovative and efficient housing development compatible with natural features and resources.
6. Evaluate the immediate and long-term effects of fees, charges, regulations and standards on housing costs.
7. Encourage standards for multi-family housing which promotes the development of units designed for long-term family living. Considerations should include provisions for privacy, child and adult recreation areas, building design & appearance, and landscaping.
8. Establish infill development of vacant lots in developed areas.
9. Support maintenance of housing through application of health, fire, zoning, and municipal code regulations.

COMMUNITY DESIGN GOAL STATEMENTS

Nurture the sense of community pride that Post Falls' residents feel for their city and develop an identifiable, positive image for those who live, work, and play within the community.

The city should create a consistent community identity or theme incorporating "Post Falls" and the natural environment through design and development standards. The City Center should become a focal point in the community for public gathering, recreation, and residential and commercial activities.

The community identity or theme should focus on establishing consistent/uniform standards for landscaping, beautification, site design, signage, and other identifying features.

COMMUNITY DESIGN POLICIES

1. Consider development of a facility that combines civic, commercial, cultural and recreational uses in the city center area.
2. Consider the establishment of a theme and unifying elements that can be used throughout the city center.
3. Promote city beautification.
4. Consider establishing landscaping and beautification guidelines for city entryways and commercial corridors.
5. Encourage the planting and protection of trees as an important resource for the city as they provide linkage to the community's origin as well as provide beauty and wildlife habitat.

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6. Plan and implement a greenbelt system to provide identity, natural beauty, recreation opportunities and transition to other land uses.
 7. Consider initiating a street tree-planting program in coordination with affected utilities based on a detailed urban forestry program.
 8. Consider policies or ordinances in coordination with affected utilities to preserve and/or replace visually prominent vegetation within the public right-of-way, including existing street trees.
 9. Support the formation of homeowners' associations that maintain private streets, common neighborhood open space areas, and adjacent landscaping along public rights-of-way in new developments.
 10. Research and evaluate methods of funding maintenance of right-of-way landscaping that is beyond the scope of a homeowners association.
 11. Encourage tree planting along the Interstate 90, Highway 41, and Seltice Way corridors.
 12. Review and update Performance Standards in the zoning and subdivision ordinance.
 13. Continue to encourage business owners and groups to promote beautification of the business corridors and city entryways.
 14. The city should establish uniform signage for prominent features, public places, and attractions so that visitors can easily navigate within the community.
 15. Continue to work with other jurisdictions to enhance and protect the views and vistas of the surrounding mountains and of the prairie.

BACKGROUND

In 1871, German immigrant, Frederick Post settled in the area. Purchasing 298 acres from Chief Seltice of the Coeur d'Alene tribe, he immediately set to work. Mr. Post dammed the Spokane River and erected the first sawmill in this portion of the country. He developed an important power supply from the Upper Falls of the Spokane River. Appropriately, the small town that emerged to support the milling and lumber industries was known as Post Falls.

Cultural and historic resources contribute to the overall well being of a community and provide for an economic base by attracting quality businesses, residents and tourists. Today, the Post Falls community is actively engaged in expanding its cultural and historic resources through the combined efforts of citizens and citizen groups. The Post Falls Historical Commission plays an active role in preserving the heritage of the community.

Construction of new housing has been one of the strongest elements in the Post Falls economy. This trend may continue into the future. The community has a diverse housing stock that provides a product for nearly every economic level of the population.

There are many amenities which create urban environments that maintain and enhance the livability of a community. The "community design" element focuses on an analysis of natural resources, landscaping, site design, signage, etc. Maintaining and enhancing the livability of the community relies on conserving the area's natural and historic features, protecting its scenic vistas, enhancing entrance corridors and ongoing efforts to upgrade unique areas of the city.

The community design section provides a means of ensuring that the unique character of Post Falls, by virtue of its topography, vegetation and man-made structures, is both protected and utilized to the benefit of the community. Key factors contributing to community design include:

- 1) The physical arrangement of the parts of the community setting;
- 2) Scale of development, which includes the physical shape and size of the built environment; and
- 3) The relationships between the buildings and the natural setting.

Remaining structures of early Post Falls include a few commercial buildings and monuments generally found in the older portion of the community near the Spokane River. There are some residences located throughout older neighborhoods; public buildings scattered throughout the community and several churches in the older sections of town.

Interstate-90 construction bisected the community, removing many earlier settlement structures. It is fortunate that several large engineering structures, such as bridges and canals, endure as reminders of the town's vital association with the Spokane River and the railroads.

The First Methodist Episcopal Church, with Gothic Revival architecture, was built in 1890 at the corner of Sixth Avenue and Post Street in Post Falls, Idaho. The Presbyterian Church, with Vernacular style architecture, was built in 1899 at the corner of Second Avenue and Henry Street. After World War I, Post Falls had more churches than the town could support. The Reverend Nathan Fiske, of the Presbyterian Church, encouraged the citizens to combine the two churches into one.

Drawn by horses, the church buildings were moved and joined at their present location in 1921 at the corner of Fourth Avenue and William Street. The new congregation became the Community Presbyterian Church. Through the years, the Community Presbyterian Church served people from around the area. The church brought together a rich tapestry of people and became the gathering place in the community. The Old Church has been restored by Post Falls Community Partners and is currently Regional Community Cultural Center.

There are many community cultural events and resources which enhance Post Falls' quality of life, such as Post Falls Days, October Fest, and the library and city art classes. In addition to these larger events, much of residents' cultural events have been provided by many of the civic organizations within the community.

There are sites that have such a significant impact on the city that they warrant special attention. Special areas of the city include the City Center, the Spokane River Corridor, Falls Park and Treaty Rock, Q'emlin Park, Corbin Park, Black Bay and Ford Rock. Other special areas include the city's entryway corridors and the Centennial trail.

Historically, the City Center was the commercial and transportation center of Post Falls. Over time its function has changed, yet the historic significance and sense of place is important to the citizens. Spokane Street traverses the area and provides direct access to I-90. Recent improvements to the district include Falls Park, Centennial Trail and street trees and new sidewalks on the lower part of Spokane Street.

The City Center has great potential for a community focal point. Significant developable land provides a prime opportunity for an innovative private and/or public partnership. Another resource is the future development of the Spokane riverfront. Through creative street and architectural designs, landscaping etc. the opportunity exists to tie together recreation (e.g., the Spokane River, Falls Park and Treaty Rock) rehabilitated historic buildings, cultural uses and a mix of commercial and housing uses. The district would attract tourists and serve as a focal point for city life.

Entryway corridors are arterial roadways entering the community that introduce both visitors and residents to Post Falls. City entryways include:

- I-90 corridor
- Seltice Way
- Highway 41 corridor
- Spokane Street
- Pleasant View Road
- Prairie Avenue

Entryway corridors are a community's "front door." It is acknowledged that the corridor's landscaping, commercial signage and building character provides the first, and oftentimes, the most lasting impression of the entire community.

FUTURE NEEDS

It is important to preserve and enhance the mixture of architectural styles and eras that maintain a sense of historic continuity and link with the past. The rehabilitation of Post Falls' historic buildings will require effort. Historic preservation laws at the state and federal level may provide incentives for rehabilitation of historic structures.

As the community grows there should be an increased need for cultural programs and events. An events center / performing arts center remains a desirable future facility to meet the growing needs of the community.

Additional surveys and investigation are necessary to provide the basis for ongoing amendments to the inventory of historical sites and structures that are important to the city's heritage and its character. Unless historically significant structures within the city are identified and inventoried, they may be subject to insensitive renovation or demolition.

Future population growth projections indicate that there should be a continuing demand for new housing. The continued construction of quality single-family homes and multi-family units should offset a majority of this expected demand; however, rehabilitation of existing dwellings in older neighborhoods is essential in order to retain the desirable character of those older neighborhoods.

Post Falls will continue to develop into a thriving, healthy community only by maintaining and upgrading the quality of housing in the community.

9.0 IMPLEMENTATION

GOAL STATEMENTS

Through education, public awareness, and use of technological resources, the city should continue to update the comprehensive plan utilizing current and timely information.

Public participation and involvement of the citizens of Post Falls in the timely review and revision of plan goals and policies should continue in order that the community grows and is guided by relevant, up to date, plans and regulations.

Comprehensive planning also includes widespread cooperation in regional planning efforts with other communities, regional groups, and other government agencies. Post Falls should continue its participation and support of regional planning issues.

Well managed and maintained data resources, tied to a geographic land base and shared electronically, is the foundation of resource planning and a valuable implementation tool of the Comprehensive Plan.

POLICIES

1. Update the zoning and subdivision ordinances to conform to the adopted comprehensive plan.
2. Utilize the Planning & Zoning Commission to be responsible for review of the comprehensive plan, including recommending amendments to City Council on a timely basis and in accordance with the law.
3. Amendments may become necessary when there are errors and/or omissions in the adopted comprehensive plan, changes in state or federal laws, or substantial changes in the reported data or conditions within the Post Falls planning area.
4. Use citizen participation, public education efforts, technological resources, and training in review and approval of the comprehensive plan to promote better understanding by all parties.
5. Participate with other communities and government agencies to better coordinate planning policies on a regional basis and to support cooperative green space planning, infrastructure planning, and corridor planning throughout the area.
6. Support and participate in the implementation of a regional Geographic Information System that enhances the ability to create, share, and use data.
7. Review and update the Post Falls Capital Improvement Plan in a timely manner.
8. Use elements of the strategic plan to implement the goals and policies of the Comprehensive Plan.
9. Adopt an annual work plan that works towards completion of the specific events, tasks, or projects listed in the Implementation Table located in the **Comprehensive Plan Appendix**.
10. Avoid the adoption of unnecessary regulations and consider and support private property rights when implementing plans and regulations in accordance with Idaho Code.

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11. The City should provide a process in the Municipal Code for reviewing the impacts of new regulations.
 12. Continue to use volunteer groups, commissions, and individuals to focus citizen input and accomplish projects and goals outlined in the Comprehensive Plan.
 13. Consider review and revision of the Post Falls Strategic Plan so that it remains current and relevant.

BACKGROUND

The Post Falls Comprehensive Plan projects growth for a 5-year time period. This period allows a broad window of time to begin implementation of new development regulations, land use patterns, transportation networks and infrastructure plans.

Capital improvement funding strategies, funding sources, and planning techniques are important facets to the plan's implementation and ultimate success.

Because growth projections are based on a “snapshot” in time they often need adjusting due to rapidly changing conditions. Traditional, “hard copy” plans have suffered when this happens because of the time and effort required to implement change. The Post Falls Comprehensive Plan is primarily designed as an electronic document purposely intended to be flexible, providing current and valuable information for decision makers to use in making timely responses to change.

Implementation is the process that provides direction to accomplish tasks identified in the plan. While the various components of the comprehensive plan contain goals and policy statements, specific implementation strategies and techniques have been identified in **Table 4 in the appendix, Implementation Table**. This table lists specific events, tasks, or projects that help to move the community in the direction indicated in the Comprehensive Plan. Since many of these strategies are issue-specific, identification of all possible alternatives for achieving a desired end is not always feasible. In many circumstances, it will be necessary to develop and adopt detailed plans or studies that may indicate specific implementation actions.

For the community to receive the benefits derived from following the Comprehensive Plan, the political decision makers should remain resolute in the application of the planning recommendations that have been adopted and in application of the municipal code. Decision makers should also remain sensitive to the needs and priorities of the people. Consistency and fairness in the application of plans and regulations and the ability to chart and follow a course are hallmarks of successful communities.

IMPLEMENTATION TOOLS

There are several planning tools, which are used to help implement the plan:

Zoning (Standard and SmartCode), Subdivision Ordinances and Zoning Maps

The policies of the comprehensive plan establish a guiding framework from which to develop ordinances and zoning maps. These ordinances establish regulations and standards for land uses and establish a process for dividing property. Idaho law requires that all zoning & subdivision ordinances be in accordance with the adopted comprehensive plan.

Specific Plans and Regional Planning Efforts

The city may engage in specific planning efforts that may focus on a particular area of the community. These planning efforts are a more detailed or sharper focused look at a portion of the community. Examples of specific planning efforts are:

- The City Center Master Plan
- Highway 41 Corridor Master Plan
- Post Falls Master Transportation Plan

In recognizing that many of the issues that impact the future of the community also impact the region (or are generated regionally) the city is involved in many regional planning efforts. These are usually long term planning efforts to address regionally identified issues. Some of the efforts have or will result in plans and some will be ongoing efforts to continually address issues. The following are examples of regional planning groups or organizations issues that the city is involved with:

- KMPO- Kootenai Metropolitan Planning Organization
<http://www.kmpo.net/>
- NIBCA- North Idaho Building Contractors Association
<http://www.nibca.com/index.html>
- Rathdrum Prairie Aquifer District
http://www.deq.state.id.us/WATER/prog_issues/ground_water/rathdrum_prairie_aquifer/index.cfm
- Rathdrum Prairie Wastewater Master Plan
<http://www.postfallsidaho.org/pzdept/RathPrairieMasterPln/RathPMPIndex.htm>

COMMUNITY INVOLVEMENT

Citizen involvement and support is a very important implementation tool and it has been strongly affirmed throughout the comprehensive plan process. The public should be aware and involved in the city's planning decisions. The planning and zoning commission and the city council make their decisions based on the application of adopted plans and regulations which are created through a public process. This means that the decision process begins and ends with citizen involvement. Post Falls is well known for its community involvement and all citizens are encouraged to contact city leaders and to review the comprehensive plan and implementation policies. It is the intent of the Comprehensive Plan to promote citizen involvement in all aspects of building the community. Placing the plan on the internet will foster citizen involvement.

CONTINUOUS PLANNING PROGRAMS

The City of Post Falls should be responsible for initiating actions to implement the comprehensive plan. Some of these actions may include:

1. Coordinating local plans with the regional planning efforts of area cities and Kootenai County.
2. Reviewing and updating the municipal codes to ensure conformance with the comprehensive plan.
3. Evaluating the relationship between projected municipal costs/revenues and land use changes.
4. Analyzing alternative financing approaches to reduce tax burden and continue providing quality public infrastructure and services.
5. Ensuring that technical information on planning issues is available in an easy-to-use format and available to the public.

CAPITAL IMPROVEMENT PLAN / DEVELOPMENT IMPACT FEE

The Post Falls Capital Improvements Plan is a multi-year scheduling of public improvements needed to accommodate future growth based on studies of available fiscal resources and the public need. It is enacted as a guideline for public investment of needed facilities and the collection of development impact fees.

The Development Impact Fee is a fee that is the amount necessary to mitigate the cost to the community to provide a capital improvement to accommodate growth and is directly related to the impact of the development.

CAPITAL FUNDING SOURCES

The funding options currently available to municipalities in Idaho for implementation of public improvements include the following categories:

Franchise Fees
General Funds
General Obligation Bonds
Revenue Bonds
Enterprise Funds
User Fees
Local Improvement Districts
Tax Increment Financing/ Urban Renewal Agency
Community Fund Raising
State Grants
Federal Grants
Private Foundations
Private Donations
Development Impact Fees
Permits/Licenses

COMPREHENSIVE PLAN AMENDMENTS

The Comprehensive Plan should be reviewed and updated in a timely fashion to remain useful and relevant. The goals and policies within the comprehensive plan should not be interpreted as unalterable commitments, but rather as a reflection of the best foreseeable direction at a given point in time.

It is recommended that a timely review of the plan elements and the goals and policies be conducted to update and/or reaffirm the plan to fit changing circumstances as well as unforeseen planning problems and opportunities. Citizen involvement is an integral part of this review/update process and any amendments must be made in accordance with state law. Much of the data in the Comprehensive Plan can be updated when new data is available and kept fresh with current technology.

The Land Use Planning Act provides for amendments to the comprehensive plan. The City Council or any group or person may petition the city planning and zoning commission for a plan amendment. On its own initiative, the city Planning and Zoning Commission may also initiate amendments to the Comprehensive Plan.

PRIVATE PROPERTY RIGHTS/TAKINGS

Idaho Code requires that the comprehensive plan consider private property rights. The City supports and respects property rights and must follow due process in enacting regulations and use the Idaho Attorney General's process for evaluating new regulations. The process states that a government action:

1. Must address a legitimate state interest.
2. Must substantially advance these interests, and
3. Must not deny an owner the economic viability of his land.

In order to address these issues, the Attorney General has identified the following checklist criteria. Though one of the following may be answered in the affirmative, it does not mean that there has been a "taking". It does mean that there could be a constitutional issue and that agency staff should carefully review the proposed action. The criteria is as follows:

1. Does the regulation or action result in a permanent or temporary physical occupation of private property?
2. Does the regulation or action deprive a property owner of the ability to dedicate a portion of property or to grant an easement?
3. Does the regulation or action deprive the owner of all economically viable uses of the property?
4. Does the regulation or action have a significant impact on the landowner's economic interest?

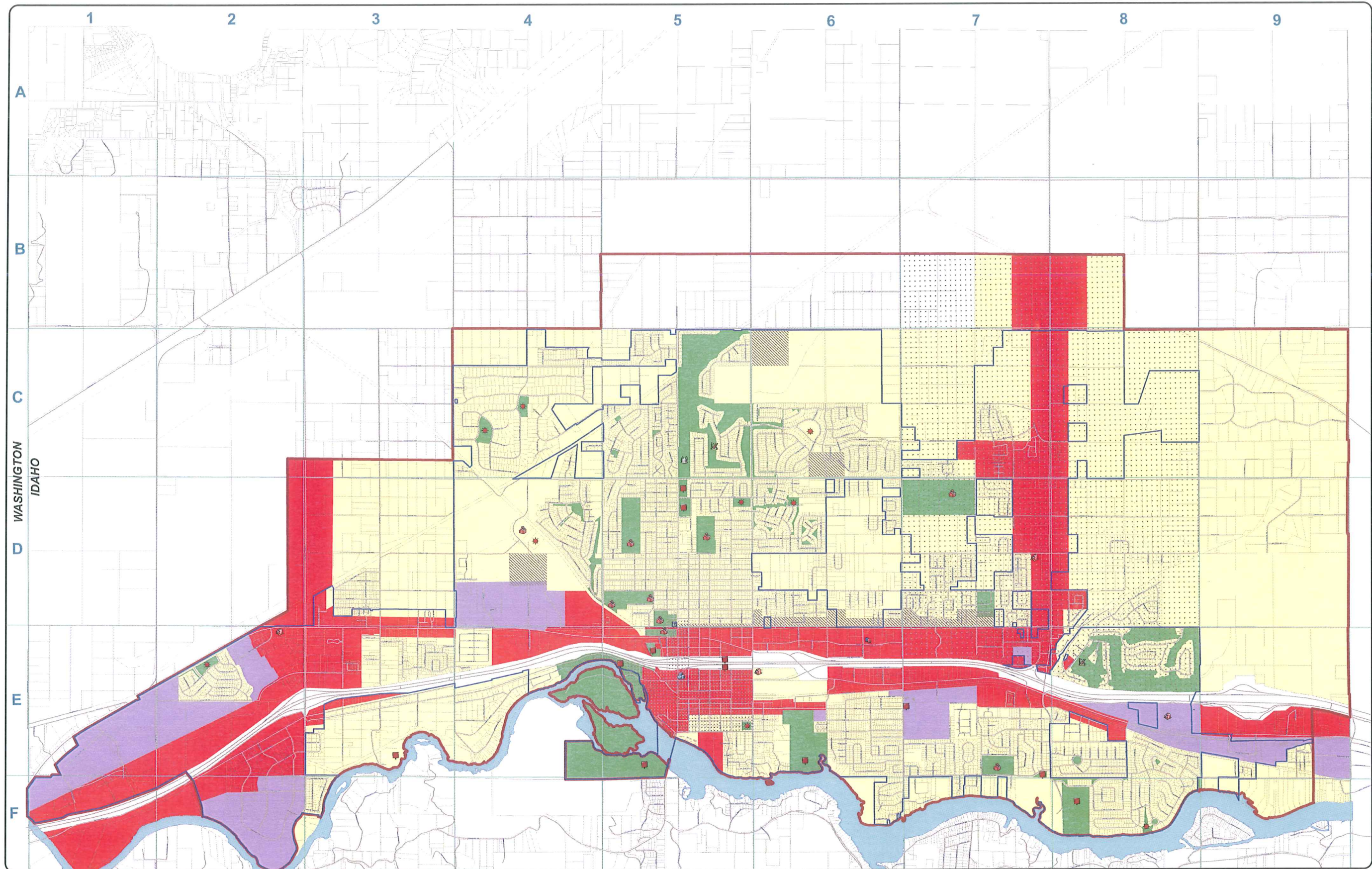
10 APPENDIX

Conventional Future Land use Map – 10.1

SmartCode Future Land use Map – 10.2

Proposed Roadway Classifications – 10.3

Table 4 – Implementation – 10.4



CONVENTIONAL FUTURE LAND USE MAP

Map Filename: Future Land Use Map.mxd
 Location: G:\Work\Projects\Planning\Map Updates
 Print Date: 10/20/2009
 Department: Planning

PLANNING AREAS
 DOWNTOWN DISTRICT
 HIGHWAY 41 CORRIDOR

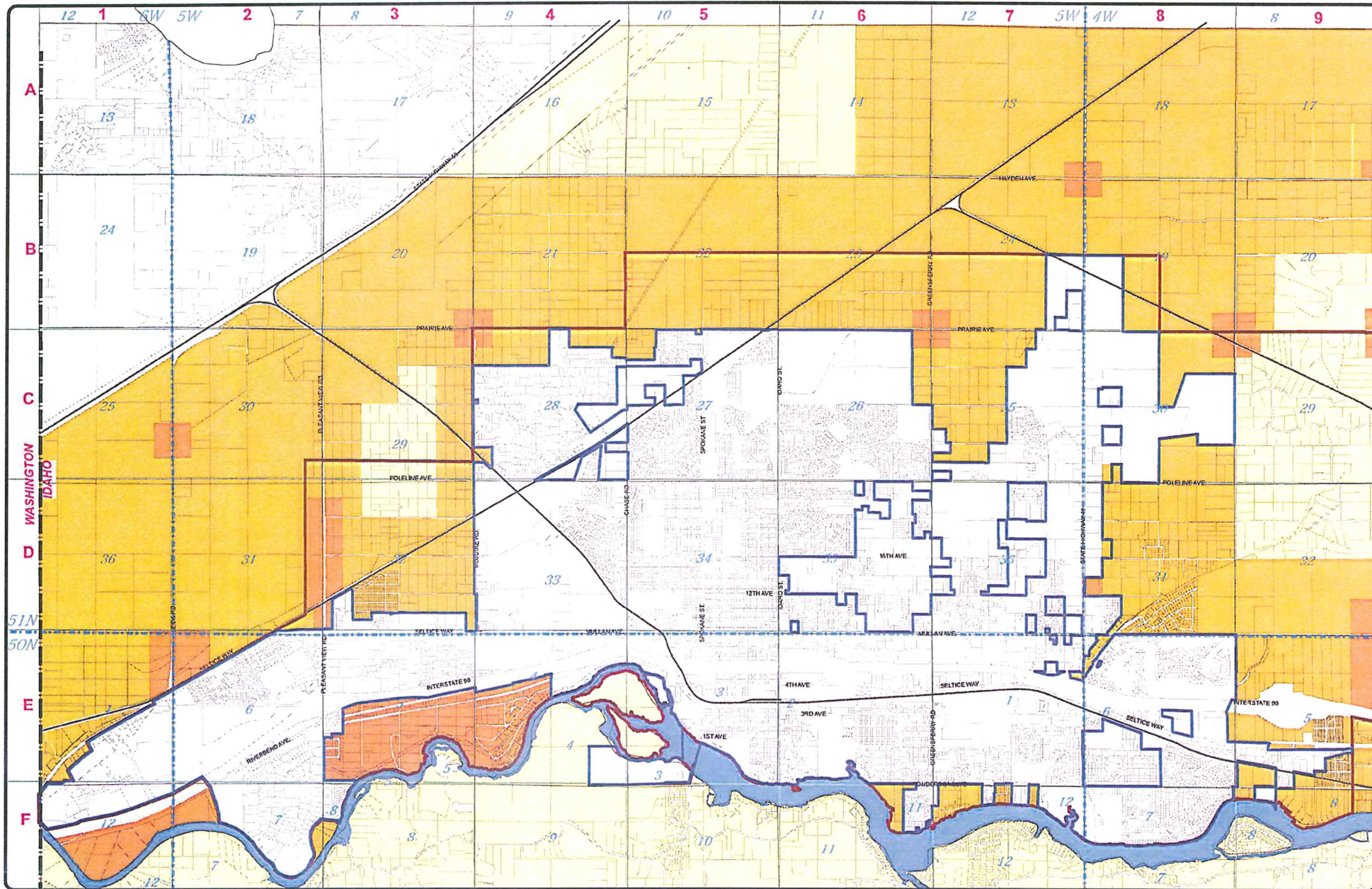
BOUNDARIES
 ACI BOUNDARY
 CITY BOUNDARY

ZONE CLASSIFICATIONS
 COMMERCIAL
 INDUSTRIAL
 PUBLIC RESERVE INSTITUTIONAL
 RESIDENTIAL
 SUITABLE FOR COMMERCIAL MIXED USES

LANDMARK ELEMENTS
 CITY HALL
 LIBRARY
 POLICE DEPARTMENT
 FIRE STATION
 SCHOOL

CEMETARY
 GOLF COURSE
 CITY PARK
 COUNTY PARK
 NEIGHBORHOOD PARK

CITY OF POST FALLS
 408 SPOKANE STREET, POST FALLS, IDAHO 83854
 www.postfallsidaho.org
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SMARTCODE FUTURE LAND USE MAP

Map Filename: Future Land Use Map.mxd
Map Date: 04/22/2010
Department: PLANNING

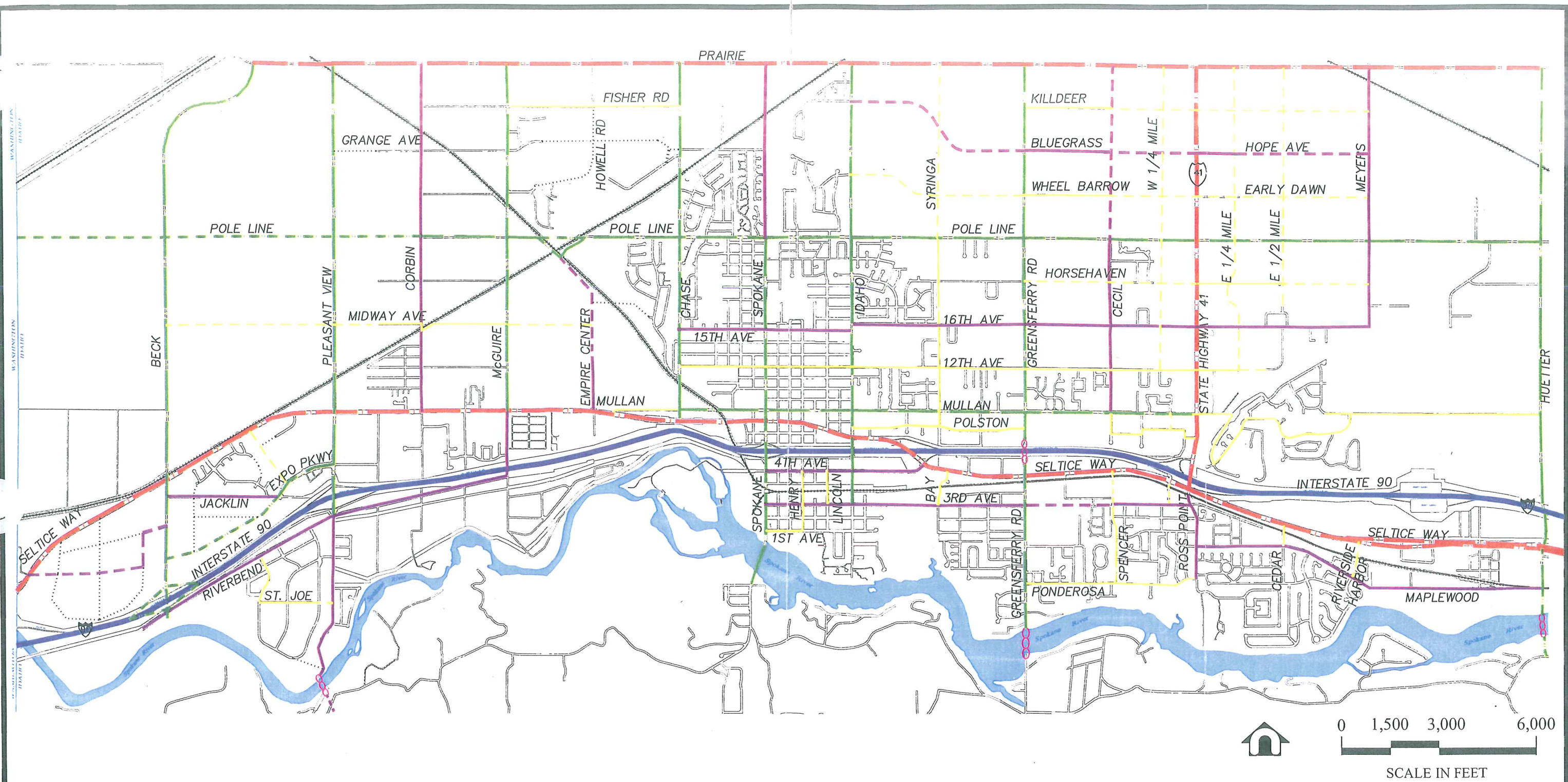
ROAD AND RAILWAYS
 RAIL
 TEMPORARY ROAD
 ESTABLISHED ROAD

FUTURE LAND-USE DESIGNATION
 G1 (Moderate)
 G2 (Managed)
 G3 (Focused)
 G4 (Infill Growth)
 CITY BOUNDARY
 ACI BOUNDARY



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LEGEND

- | | | | | | |
|--|---------------------|--|------------------------------|--|------------------|
| | INTERSTATE | | PROPOSED PRINCIPAL ARTERIALS | | POTENTIAL BRIDGE |
| | PRINCIPAL ARTERIALS | | PROPOSED MINOR ARTERIALS | | INTERSTATE ROUTE |
| | MINOR ARTERIALS | | PROPOSED MAJOR COLLECTORS | | U.S. ROUTE |
| | MAJOR COLLECTORS | | PROPOSED MINOR COLLECTORS | | STATE ROUTE |
| | MINOR COLLECTORS | | PROPOSED LOCAL | | |
| | LOCAL ACCESS | | WATERWAY | | |
| | RAILROAD TRACKS | | | | |



Figure 7 - 1

**POST FALLS TRANSPORTATION
MASTER PLAN**

**PROPOSED ROADWAY
CLASSIFICATIONS**

TABLE 4 – IMPLEMENTATION POST FALLS COMPREHENSIVE PLAN IMPLEMENTATION TASKS

The purpose of the following chart is to provide general synopsis of the conditions that exist within the guiding implementation and framework grid of the Comprehensive Plan.

Category	Framework	Task	Primary Responsibility	Schedule and Funding Source
Population and Growth	General: <ul style="list-style-type: none"> Monitor population growth and general demographic information. 	Population growth through residential building permits.	Community Development	Ongoing/ Monthly/ General Fund
		Evaluate population growth rate.	Community Development	Ongoing/ Annually/ General Fund
		Review CIP and Master Plans for growth impacts.	Community Development	Ongoing/ Annually / General Fund
		Review and update Post Falls CIP to reflect growth projections	Community Development /P&Z Commission	Ongoing/ Periodically/ General Fund
Economic Development	General: <ul style="list-style-type: none"> Provide support and incentives and that foster economic development in the community. Recognize and encourage local business. 	Enhance E-government and internet capability.	City Administrator/ Computer Specialist/ Media	Ongoing/ General Fund/ Fees
		Create a business recognition program	Mayor/ Community Development	2010/ General Fund
		Continue to build the GIS system	Community Development/ Computer Specialist	Ongoing
		Refine & clarify the City Center: establish standards	Community Development P&Z Commission	2010/ General Fund
		Investigate and establish incentives (reduced fees, etc.) to recognize the value of existing infrastructure and prior investment.	Community Development P&Z Commission	Ongoing
Future Land Use	General: <ul style="list-style-type: none"> Encourage a balance of land uses. Promote infill development Provide timely review of land use development. Encourage managed growth to maximize investment in public. infrastructure Participate in regional planning efforts. Provide area for future growth. Residential: <ul style="list-style-type: none"> Encourage a variety of Housing types. Encourage compatible infill. Incorporate appropriate scale commercial in residential areas. Industrial <ul style="list-style-type: none"> Encourage industrial development in areas where adequate transportation is available. Buffer industrial uses from residential and other uses. Commercial: <ul style="list-style-type: none"> Encourage off corridor circulation. Provide for appropriate scale commercial in residential areas. Buffer commercial uses from residential use. Encourage Mixed-Use. Downtown District: <ul style="list-style-type: none"> Develop a unique character for the downtown district. Encourage mixed uses Highway 41 corridor: <ul style="list-style-type: none"> Preserve highway function Encourage off-corridor circulation 	Update ordinances to reflect policies in comp plan.	Community Development	Ongoing
		Redo ACI agreement and consider including lands south of the Spokane River.	Community Development/ Kootenai County	2010/ General Fund/ fees
		Refine & re-adopt the SmartCode Ordinance	Community Development	2010/ General Fund
		Establish criteria / standards for the location of industrial uses.	Community Development	2010/ General Fund
		Implement the Highway 41 Corridor Master Plan through the Zoning and Subdivision ordinance.	Community Development/ Planning Commission	Ongoing
		Review and update annexation policy to provide clear and consistent direction.	Community Development/ Planning Commission	2010/ General Fund

Category	Framework	Task	Primary Responsibility	Schedule and Funding Source
Natural Resources & Greenspace	Natural Resources: <ul style="list-style-type: none"> Retain the existing high quality environment. Protect the Rathdrum Prairie Aquifer. Protect and enhance the Spokane River corridor. Participate in local and regional planning efforts. Parks & Greenspace: <ul style="list-style-type: none"> Maintain the adopted level of service for parks. Cooperate regionally to provide open space on the Rathdrum Prairie. Look for opportunities to enhance public access to the Spokane River. Encourage local and regional linkage of parks and trail systems. 	Rathdrum Prairie Aquifer Study	City / Other Jurisdiction	Ongoing/General Fund/grants/other
		Develop a Greenspace Master Plan for parks, open spaces, and trail	Community Development/ Urban Forestry/Parks.	2011 General Fund/Fees
		Develop a Master street tree plan	Urban Forestry/Community Development	2012 General Fund/Fees
		Continue participation in the Rathdrum Prairie Green Space Study.	Community Development/ Urban Forestry/ Mayor	Ongoing/ General
Public Services and Utilities	General: <ul style="list-style-type: none"> Provide levels of service based on existing and projected needs through capital improvement planning. Provide high levels of customer service. Use Technology to improve service delivery. Cooperate with other utility and service providers to enhance capability. 	Review CIP and Master Plans for growth impacts.	Community Development	Periodically/General Fund
		Implement Geographic Information System.	All City Departments	Ongoing/General Fund
		Investigate and implement, when feasible, improvements to public service using technology.	All City Departments	Ongoing/General Fund
		Update water and sewer master plans and consider lands south of the Spokane River.	Community Development/ Public Works	2011/ General Fund: follows ACI agreement.
Transportation	General: <ul style="list-style-type: none"> Enhance the community’s transportation systems. Cooperate regionally on transportation issues. Provide cost effective capital improvements that contribute to community livability. Promote continuity of pedestrian bicycle systems. 	Update / Revise Transportation Master Plan	Community Development	Following ACI adoption
		Highway 41 Master Plan	Community Development	Ongoing
		Access Management Standards	Community Development	Ongoing
		Comprehensive Trail Map	Community Dev./Parks	2010
		Incorporate SmartCode street assemblies & principles into the Transportation Master Plan.	Community Development	2010
Cultural, Historic Resources, Community Design	Cultural, Historic Resources: <ul style="list-style-type: none"> Recognize the benefits of cultural and historic resources. Retain historic resources. Encourage cultural events. Support the Post Falls Historical Society. Housing: <ul style="list-style-type: none"> Encourage a variety of housing types within the community. Work with Housing organizations, public and private Community Design: <ul style="list-style-type: none"> Enhance the appearance of the community and provide a theme emphasizing the natural environment and the falls. Provide consistency in design elements 	Community Events	Civic Groups/ Mayor & Council/ others	Ongoing/ fees/ donations/ General Fund Annually
		Review building permit fees and other fees	Community Development/ City Council	Ongoing
		Participate in regional housing policy efforts.	Community Development	Ongoing
		Consider plans for an events/ performing arts/ community center	Community Development Community Design Committee, Others	2014
Implementation	Framework: <ul style="list-style-type: none"> Keep City plans and ordinances up to date. Track progress on implementation projects. Keep the public informed and educated. Encourage public input and participation. Review new regulations for impacts to the community 	Review/revise municipal code	Mayor & Council/ Planning Commission/ Community Development	As necessary
		Review/revise the comprehensive plan	Planning Commission/Community Development	Annually
		New regulation review process	Planning Commission/Community Development	As necessary