



Commission Workshop Agenda  
May 2, 2023 - 9:00 am  
Chamber Conference Room  
201 E 4<sup>th</sup> Avenue, Post Falls ID 83854

1. Call to Order, Commissioner Roll Call
2. Conflict Disclosure
3. Citizen Comment  
This section of the agenda is reserved for citizens wishing to address the Commission regarding an Agency related issue. Comments related to future public hearings should be held for that public hearing. Persons wishing to speak will have 5 minutes.
4. Downtown District Project Update - Millworx Project, Brad Marshall & Ryan Ruffcorn
5. Downtown District Project Presentation - St. Vincent De Paul John Bruning Commons, Larry Riley
6. Downtown District Plan Amendment **Action Item**
7. Pleasant View District – Status Update and Discussion
8. Staff Report
9. Commissioner Comments
10. Adjournment

*Requests for accommodation of special needs to participate in the meeting should be addressed to the Office of the Executive Director, 201 E. 4th Avenue, Post Falls, Idaho 83854, or call (208) 777-8151.*

**Mission Statement: To encourage sound economic and community improvement that enhances the overall quality of life in Post Falls by: providing and improving infrastructure, attracting jobs, and enhancing citizen safety and health.**

## **POST FALLS URBAN RENEWAL MINUTES**

### **Workshop Minutes**

**May 10, 2022 – Post Falls Chamber Building – Conference Room**

Chairman Jerry Baltzell called the meeting to order at 9:00 a.m. Executive Director Joseph Johns called the roll. Present, in addition to Baltzell were Commissioners Jame' Davis, Len Crosby, Eric Clemensen and Collin Coles. Commissioner Melissa Hjeltness had an excused absence. Also present was Pete Bredeson, Robert Seale, Ryan Ruffcorn, Brad Marshall and Cole Henderson. Commissioner Christi Fleischman arrived at 9:05 a.m.

#### **DOWNTOWN DISTRICT– Millworx & North Mill One Project Questionnaire and Evaluation with Updated Cost Estimates.**

Executive Director Johns gave a brief overview of the previously submitted Project Questionnaire and Evaluation document. Brad Marshall, Project Manager for J-U-B Engineers, and Ryan Ruffcorn, of A&A Construction and Development, provided a presentation of the project area including updated engineer's opinion of probable cost information divided into six (6) phases. The updated infrastructure related costs (all phases) total \$7.196 million. Construction of townhome and apartment structures, including several ground floor commercial suites, is currently underway. Infrastructure re-build and improvements consist of frontage improvements on 4<sup>th</sup> Ave and the extension of Idaho Street southward. Idaho Street will be designed all the way to 3<sup>rd</sup> Ave but current construction is anticipated only to the railroad right-of-way. Crosby asked Seale if the construction of Idaho Street to 3<sup>rd</sup> Ave south of the railroad right-of-way would be required by the City. Seale stated it would be required with future development of adjoining property, not as a part of the Millworx project. Fleischman questioned the issue of pedestrian safety at the Centennial Trail crossing, referencing Spokane Street, to which Seale responded the transportation design for the project area is more pedestrian friendly than Spokane Street. Construction permits are close to being issued for the bookstore structure on the northeast corner of Idaho Street and 4<sup>th</sup> Ave. Marshall indicated this structure is expected to be a "landmark" type of building. Structures along Idaho Street will have ground floor office/retail. Various elements of the old mill site are being integrated into the design in an effort to honor the history of mill as part of the community. Marshall briefly reviewed the designated Tier 1 projects (Idaho Street – 3<sup>rd</sup> to 4<sup>th</sup> Ave, 4<sup>th</sup> Ave frontage improvements on the north and south) as well as the inclusion of Site Remediation as a designated Tier 4 project. Bredeson asked if the costs of the round-a-bout at Idaho Street and 4<sup>th</sup> Ave were a part of the \$7.196 million. Marshall stated they are but that the roundabout at Idaho Street and 4<sup>th</sup> Ave is not specifically identified in the Tier 1-4 project lists, whereas a round-a-bout at 4<sup>th</sup> and Seltice Ave is. Seale responded the listed projects in the plan are generalized and as the current project underwent the review process it became apparent a round-a-bout at Idaho Street and 4<sup>th</sup> Ave is needed. Crosby and Bredeson expressed concerns about it fitting into the project list for it to be considered for future urban renewal reimbursement. According to Marshall the significant increase in current projects costs from the 2020 planning level estimates are the result of labor, labor shortages, supply chain issues, unknowns and unpredictability. Henderson clarified that the current project does not compare as "apples-to-apples" with the three (3) designated projects in the District Plan Tier 1 table. The current estimated total cost of \$7.196 million includes costs associated with the round-a-bout, internal water and sewer (Phase A), and Railroad Ave (Phase E). Marshall added there has been an additional \$2.7 million in site remediation (demolition & removal) costs at the site. Ruffcorn said this includes the clean-up of several "dump" locations requiring the excavation and disposal of "surprise after surprise" from the property. Construction

of phases A-F is expected to occur through 2023, subject to change. Ruffcorn offered his opinion that this project is truly urban renewal and that they appreciate the opportunity to partner with the Agency toward a successful community project. Crosby asked Bredeson to clarify the next step. Bredeson said he would prepare a draft OPA for consideration by the Commission. Coles recommended the commission review the draft OPA and work through a process of applying existing and updated policy to it. Davis asked if a motion was necessary. Bredeson stated a motion was not necessary and that he had his direction to prepare a draft of the OPA. Overall, the Commission expressed a desire to move forward and work with the project developer. Marshall, Ruffcorn, and Henderson excused themselves from the remainder of the workshop. Crosby inquired about a potential need to address, in policy, the differences between projects occurring on developed land and undeveloped, or under-developed land. Bredeson referenced the recent addendum to Policy 7 and recommended a committee review of Policy 7 and Policy 28 for possible modification to address the issue. The Finance & Policy Committee will consider the matter.

## **POST FALLS URBAN RENEWAL**

### **Finance & Policy Committee**

**June 6, 2022 – Post Falls Chamber Building - Conference Room**

Chairman Len Crosby called the meeting to order at 3:32 p.m. Present in addition to Crosby was Christi Fleischman, Eric Clemensen and Joseph Johns.

**DOWNTOWN DISTRICT – OPA ANALYSIS AND RECOMMENDATION.** Crosby commented that legal counsel's suggestions were acceptable. Crosby presented a draft addendum to Policy 7 addressing flexibility for the reimbursement of City and Commission approved public improvements set forth in an approved Urban Renewal Plan relative to mixed use (commercial/retail/residential) and infill developments within the downtown core of the City of Post Falls; and for projects related to workforce housing. This addendum is specifically relevant to the current downtown projects containing mixed use development. Crosby will incorporate feedback on the proposed addendum prior to submitting it to legal counsel for analysis. **The current OPA draft specifies a roundabout at the intersection of Idaho and 4<sup>th</sup>.** Legal counsel has suggested the removal of this specific project estimate from the OPA before its consideration for approval by the Commission. **The city and agency are currently in the process of scheduling a meeting to discuss the intersection and its funding, together with several other issues in the Downtown District.** No action taken pending further discussions between the city and the agency.

## **Meeting Notes – PFURA Executive Committee and City Staff**

**6/23/22, 10:00AM**

Attending: Jerry Baltzell, Jame' Davis, Len Crosby, Pete Bredeson, Joe Johns, Shelly Enderud, Robert Seale, Warren Wilson

**Topic #2 – Intersection at Idaho St & 4<sup>th</sup> Ave:**

A roundabout at this intersection is in the Transportation Master Plan per R. Seale.

Concern by PFURA that Idaho Ave will not be extended to 3<sup>rd</sup> Ave due to need for property acquisition. Seale explained the development of Railroad Ave in the project area as well as the identification of Idaho Ave to 3<sup>rd</sup> Ave being a prior component of the transportation plan. Foresees buildout of project in next 5 years.

The intersection is not in the Downtown District Plan. **Must amend the plan but no base value reset necessary as it can be done as an administrative/technical correction.** May not require Planning and Zoning review per W. Wilson.

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**Topic #3 – Spokane Street Parking (adjacent to Water Tower Lofts project):**

City encouraged developer to include Spokane Street parking in their design as the city prefers this approach.

Developer willing to proceed without the nine (9) parking spaces on Spokane Street.

Developer currently rebidding the project due to high costs. Currently considering omission of Building "B", with underground parking (36 spaces) from current project.

R. Seale noted the parking spaces not a part of downtown Parking Plan as that portion of Spokane Street had already been updated.

P. Bredeson stated the spaces are not in the District Plan. **Will require Downtown District plan amendment (administrative/technical correction). May be included in process to amend plan per Topic #2 (Idaho St/4<sup>th</sup> Ave intersection).**

## **POST FALLS URBAN RENEWAL**

### **District Review Committee**

**June 30, 2022 – Post Falls Chamber Building - Conference Room**

Chairman Collin Coles called the meeting to order at 8:30 a.m. Present in addition to Coles was Jame' Davis, Melissa Hjeltness and Joseph Johns.

Downtown District – A&A Construction Owner Participation Agreement. Johns updated the committee on discussions between the agency and the city on the subject of the roundabout at Idaho/4<sup>th</sup> Ave not being in the District Plan. ***The plan will need to undergo an "administrative or technical update" to include the roundabout.*** In the meantime, the developer would like to move forward with the OPA and has been requested to provide a legal description, a property map, and costs pertaining to remediation. An Addendum to the OPA will be utilized to include the roundabout component of the project ***once the District Plan is updated.***

**POST FALLS URBAN RENEWAL MINUTES**  
**August 25, 2022**

Chairman Jerry Baltzell called the meeting to order at 9:00 a.m. Executive Director Joseph Johns called the roll. Present, in addition to Baltzell were Commissioners Len Crosby, Jame' Davis, Christi Fleischman, Collin Coles, Melissa Hjeltness. Commissioner Eric Clemensen had an excused absence. Counselor Pete Bredeson was also present. Davis led the Pledge of Allegiance.

Downtown District – A&A Construction OPA. Johns presented a revised draft OPA that was previously reviewed at the May 10, 2022, Commission Workshop. **The revised document no longer contains engineer's cost estimates for a roundabout at Idaho/4<sup>th</sup> Ave pending amendment of the Downtown District Plan.** Cost information pertaining to site remediation, which is accounted for in the Downtown District Plan, has been included. The updated cost information has been provided to the City for analysis. The City does not have more update to date cost estimate information than what has been submitted by the developer. Johns stated the revised draft must be approved by the Commission before it can be provided to the proponent/developer for their input. Project representative Brad Marshall, J.U.B. Engineering, provided a brief overview of the project history and a status update to the Commission. Crosby asked Counselor Bredeson to clarify the effect of recent revisions to Agency Policy 07, particularly reimbursement differences based on industrial, commercial and residential project types, with the remediation component of this project. Bredeson responded that remediation related costs submitted for reimbursement would be subject to the Agency's consulting engineer's determination, particularly as it related to the residential aspects of the project and may result in a portion of the costs being cut out based on the current version of the Agency policy. Crosby stated his intent in seeking clarification was to address potential false expectations regarding the Agency's ability to reimburse remediation costs. Commissioner Crosby made a motion to approve the OPA, seconded by Coles. Roll Call Vote: Coles – Aye; Davis – Aye; Crosby – Aye; Fleischman – Aye; Hjeltness – Aye; Baltzell - Aye. Motion carried.

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF POST FALLS, IDAHO, APPROVING A PLAN AMENDMENT, BUT NOT A PLAN MODIFICATION, TO THE DOWNTOWN URBAN RENEWAL DISTRICT PLAN ADOPTED BY POST FALLS ORDINANCE 1415 TO MAKE TECHNICAL OR MINISTERIAL CHANGES TO THE PLAN AND TO SUPPORT THE GROWTH OF AN EXISTING COMMERCIAL PROJECT WITHIN THE EXISTING REVENUE ALLOCATION AREA BY ADOPTING A REVISED APPENDIX A MORE CLEARLY LISTING URBAN RENEWAL PROJECTS WITHIN THE DISTRICT; AUTHORIZING THE CITY CLERK TO TRANSMIT A COPY OF THIS ORDINANCE TO THE POST FALLS URBAN RENEWAL AGENCY; APPROVING THE SUMMARY OF THE ORDINANCE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Post Falls, Kootenai County, Idaho (the "City"), is a duly incorporated and existing City organized and operating under the laws of the State of Idaho, and as such is authorized by the Idaho Code, Title 50, Chapter 20 and 29, to adopt urban renewal plans, to adopt deteriorated area declarations, to adopt revenue allocation areas, and to provide improvements and betterment within an urban renewal area, as designated by the Plan; and

WHEREAS, on June 1, 2021, The City Council of the City of Post Falls adopted Ordinance No. 1415 establishing the Downtown Urban Renewal District and adopting the Downtown Urban Renewal Plan (the "Plan"); and

WHEREAS, since that time, City staff have reviewed the Plan and determined that certain improvements contemplated by the Plan were not clearly identified as discussed in this Ordinance; and

WHEREAS, in consultation with the Post Falls Urban Renewal Agency (the "Agency") the City Council has determined it is in the public interest to amend the Plan to include a Revised Appendix A, to more clearly identify those public improvements; and

WHEREAS, I.C. 50-2903A(1)(a) provides that if an amendment is necessary to make technical or ministerial changes to a Plan, which does not involve an increase in the use of revenues allocated to the Agency then it does not constitute a Plan modification, which would reset the base value of the revenue allocation area; and

WHEREAS, the Plan contemplated improving the 4<sup>th</sup> Avenue and Idaho Street intersection with a traffic roundabout and related improvements. The roundabout was depicted in two locations within the Plan and all of the various components of the planned improvements were contained within the *City Center Parking Plan - Street Completion Plan* project, the *4<sup>th</sup> Ave. Frontage Improvements - William to Idaho* project; the *Idaho Street - 3<sup>rd</sup> to 4<sup>th</sup> Ave.* project, and the *Idaho Veneer Site North and South* projects. However, the roundabout improvements were not specifically identified as a discrete project; and

WHEREAS, the Plan also contemplated improving the west side of Spokane Street with sidewalk, landscaping, and business parking under the *Frontage Improvements Spokane Street West Side* project, however the street parking improvements were not specifically called out in the Plan; and

WHEREAS, I.C. 50-2903A(1)(a) further provides that a Plan amendment does not constitute a Plan modification if the amendment supports growth of an existing commercial or industrial project within the revenue allocation area; and

WHEREAS, the Downtown revenue allocation area contains two existing mixed use and commercial projects known as the Post Falls Landings and Millworx; and

WHEREAS, to support growth of the commercial components of the Post Falls Landings, street improvements to accommodate business parking are needed to Spokane Street; and

WHEREAS, to support growth of the commercial components of the Millworx project, the 4<sup>th</sup> Avenue and Idaho Street Intersection must be improved to provide adequate traffic circulation; and

WHEREAS, the Post Falls Urban Renewal Agency has submitted Resolution \_\_\_\_\_ recommending that the City Council adopt an ordinance to amend, but not modify, the Plan by replacing Appendix A with Revised Appendix A to more clearly incorporate the 4<sup>th</sup> Avenue and Idaho Street roundabout and the on street parking improvements to Spokane Street into the Plan; and

WHEREAS, because all the elements of the contemplated 4<sup>th</sup> Avenue and Idaho Street roundabout were included within the Plan, the City Council finds that there will be no increase in the use of revenues allocated to the Agency; and

WHEREAS, the City Council finds that the on-street parking on Spokane Street will be limited duration parking only, intended to support the commercial uses in the area only; and

WHEREAS, to ensure that the amendments contemplated by this Ordinance do not involve an increase in the use of revenues allocated to the Agency, other project costs contained in the Revised Appendix A have been reduced to offset the impact of the proposed amendments; and

WHEREAS, the City Council finds that because the amendments contemplated by this Ordinance do not increase the use of revenues allocated to the Agency and that the amendments are needed to support existing commercial projects within the district, the amendments to the Plan do not constitute a Plan modification consistent with I.C. 50-2903A. As such, the City Council finds that the procedural requirements for adopting a plan modification do not apply to this amendment Ordinance; and

WHEREAS, the City Council further finds it necessary, and in the best interests of the citizens of the City to adopt this ordinance amending the Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF POST FALLS:

SECTION 1: The Downtown Urban Renewal Plan is amended by replacing Appendix A contained in the Plan with the Revised Appendix A attached hereto as Exhibit "A," which by this reference is incorporated herein.

SECTION 2: Upon the effective date of this Ordinance, the City Clerk is authorized and directed to transmit to the Post Falls Urban Renewal Agency a copy of this Ordinance.

SECTION 3: This Ordinance shall be in full force and effect immediately upon its passage, approval, and publication.

SECTION 4: The provisions of this Ordinance are severable, and if any provision of this Ordinance or the application of such provision to any person or circumstance is declared invalid for any reason, such declaration shall not affect the validity of remaining portions of this Ordinance.

SECTION 5: At least one-half, plus one of the City Council members finding good cause, the City Council hereby dispenses with the rule that this Ordinance be read on three different days; two readings of which shall be in full, and have hereby adopted this Ordinance, having considered it at one reading.

SECTION 6: The Summary of this Ordinance is hereby approved.

SECTION 7: All ordinances, resolutions, orders or parts thereof in conflict herewith are hereby repealed, rescinded and annulled.

*Passed under suspension of rules upon which a roll call vote was duly taken and duly enacted by an Ordinance of the City of Post Falls at a regular session of the City Council on July 17, 2018.*

APPROVED, ADOPTED and SIGNED this \_\_\_\_ day of \_\_\_\_, 2023.

\_\_\_\_\_  
Mayor Ronald G. Jacobson

ATTEST:

\_\_\_\_\_  
Shannon Howard, City Clerk



**SUMMARY OF POST FALLS ORDINANCE NO. \_\_\_\_\_**

The City of Post Falls, Kootenai County Idaho hereby gives notice of the adoption of Post Falls Ordinance No. \_\_\_\_\_, which amends, but does not modify, the Downtown Urban Renewal Plan by adopting a Revised Appendix A to the Plan listing the revised urban renewal projects within the Downtown Urban Renewal District; providing repeal of conflicting ordinances and providing severability. The ordinance is effective upon publication of this summary. The full text of the summarized Ordinance No. \_\_\_\_\_ is available at Post Falls City Hall, 408 Spokane Street, Post Falls, ID 83854 in the office of the city clerk.

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Shannon Howard, City Clerk

**STATEMENT OF LEGAL ADVISOR**

I, Warren J. Wilson, am the legal advisor for the City of Post Falls, Idaho. I have examined the attached summary of Post Falls Ordinance No. \_\_\_\_\_, amending, but not modifying, the Downtown Urban Renewal Plan, and find it to be a true and complete summary of said ordinance which provides adequate notice to the public of the context thereof.

DATED this        day of        , 20        .

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Warren J. Wilson, City Attorney

DRAFT

## Tier 1

## Original:

Project Name	Description	Estimated Cost, 2020 \$
City Center Parking Lots	Land Acquisition plus design and construction cost of two at-grade parking lots. Location TBD.	\$1,600,000
City Center Parking Plan - Street Completion Plan	Multiple street revitalization projects consistent with the City Center Parking Plan – south of I-90. Locations TBD. See City Center Parking Plan.	\$10,000,000
Roundabout at 4th & Seltice Way	Design, ROW and construction of single lane roundabout at the intersection of 4th & Seltice Way.	\$700,000
Frontage Improvements Spokane Street West Side	Post Falls Landings 2nd Additional Sidewalk and Landscaping Improvements.	\$250,000
4th Ave Frontage Improvements between William and Idaho Street	Road widening, stormwater, sidewalk, illumination, etc, along between William & Idaho Street.	\$550,000
Idaho Street – 3 <sup>rd</sup> to 4 <sup>th</sup> Avenue	New roadway construction including 2-lanes, sidewalk, bike lanes, stormwater, & illumination.	\$1,000,000
Idaho Veneer Site North	4 <sup>th</sup> Ave frontage improvements, including roadway, public utilities and ped/bike facilities between Idaho Street and Seltice Way on the north of 4 <sup>th</sup> Avenue.	\$1,140,000
Idaho Veneer Site South	4 <sup>th</sup> Ave frontage improvements, including roadway, public utilities and ped/bike facilities between Idaho Street and Seltice Way on the south side of 4 <sup>th</sup> Avenue.	\$1,000,000
Esplanade Improvements	Earthwork, roadway, stormwater, ped access, and illumination improvements associated with riverfront esplanade at the very west end of 3 <sup>rd</sup> Avenue	\$730,000
3rd Ave Extension, west of McReynolds	Extension of 3 <sup>rd</sup> Avenue with new roadway which includes roadway, ped facilities, utilities, illumination.	\$850,000
McReynolds Connection	Road connection south of 3 <sup>rd</sup> Ave roundabout. Includes roadway, pedestrian facilities, and utilities.	\$400,000
<b>TOTAL ESTIMATED COST</b>		<b>\$18,220,000</b>

## Tier 1

## Amended:

Project Name	Description	Estimated Cost, 2020 \$
City Center Parking Lots	Land Acquisition plus design and construction cost of two at-grade parking lots. Location TBD.	\$1,600,000
City Center Parking Plan - Street Completion Plan	Multiple street revitalization projects consistent with the City Center Parking Plan – south of I-90. Locations TBD. See City Center Parking Plan.	\$9,900,000 -100k
Roundabout at 4th & Seltice Way	Design, ROW and construction of single lane roundabout at the intersection of 4th & Seltice Way.	\$700,000
Frontage Improvements Spokane Street West Side	Post Falls Landings 2nd Additional Sidewalk, <b>street parking</b> and Landscaping Improvements.	\$350,000 +100k
4th Ave Frontage Improvements between William and Idaho Street	Road widening, stormwater, sidewalk, illumination, etc., along between William & Idaho Street.	\$550,000
Idaho Street – 3 <sup>rd</sup> to 4 <sup>th</sup> Avenue	New roadway construction including 2-lanes, <b>railroad crossing</b> , sidewalk, bike lanes, stormwater, & illumination.	\$800,000 -200k
Idaho Veneer Site North	4 <sup>th</sup> Ave frontage improvements, including roadway, public utilities and ped/bike facilities between Idaho Street and Seltice Way on the north of 4 <sup>th</sup> Avenue.	\$940,000 -200k
Idaho Veneer Site South	4 <sup>th</sup> Ave frontage improvements, including roadway, public utilities and ped/bike facilities between Idaho Street and Seltice Way on the south side of 4 <sup>th</sup> Avenue.	\$800,000 -200
<b>Roundabout at 4th Ave &amp; Idaho St.</b>	<b>Design &amp; construction of roundabout at the intersection of 4th &amp; Idaho.</b>	<b>\$700,000</b> <b>+700k</b>
Esplanade Improvements	Earthwork, roadway, stormwater, ped access, and illumination improvements associated with riverfront esplanade at the very west end of 3 <sup>rd</sup> Avenue	\$730,000
3rd Ave Extension, west of McReynolds	Extension of 3 <sup>rd</sup> Avenue with new roadway which includes roadway, ped facilities, utilities, illumination.	\$850,000
McReynolds Connection	Road connection south of 3 <sup>rd</sup> Ave roundabout. Includes roadway, pedestrian facilities, and utilities.	\$400,000
<b>TOTAL TIER 1 ESTIMATED COST</b>		<b>\$18,320,000</b> <b>+100,000</b>

## Tier 2: NO CHANGE

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### Tier 3

#### Original:

Project Name	Description	Estimated Cost, 2020 \$
Seltice/Mullan Couplet Project - Street Completion Plan	Planning, engineering and construction of several streets and intersections associated with a potential couplet of Seltice & Mullan.	\$10,000,000
Event Center Spaces	Land acquisition, architecture, design and construction of space(s) TBD.	\$1,200,000
Railroad Avenue to Idaho Street	Extension of Railroad Avenue to Idaho thru Idaho Veneer site includes roadway and public utilities.	\$750,000
<b>TOTAL ESTIMATED COST</b>		<b>\$11,950,000</b>

#### Amended:

### Tier 3

Project Name	Description	Estimated Cost, 2020 \$
Seltice/Mullan Couplet Project - Street Completion Plan	Planning, engineering and construction of several streets and intersections associated with a potential couplet of Seltice & Mullan.	<b>\$9,900,000</b> -\$100,000
Event Center Spaces	Land acquisition, architecture, design and construction of space(s) TBD.	\$1,200,000
Railroad Avenue to Idaho Street	Extension of Railroad Avenue to Idaho thru Idaho Veneer site includes roadway and public utilities.	\$750,000
<b>TOTAL TIER 3 ESTIMATED COST</b>		<b>\$11,850,000</b> -\$100,000

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## Tier 4: NO CHANGE



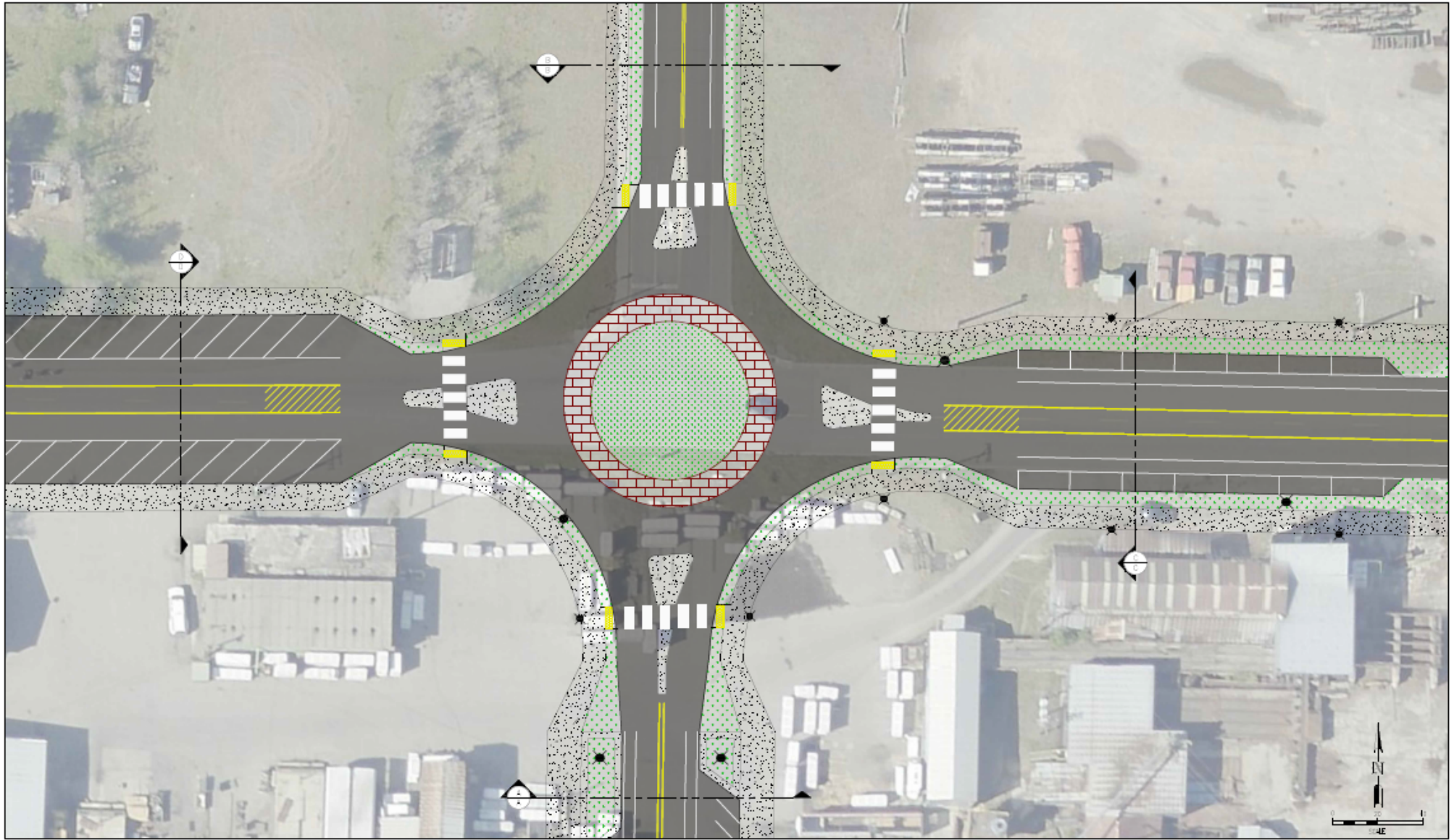


Post Falls Urban Renewal Agency  
**Downtown District**

Created: 2021  
Term: 20 Years  
Area: 548 Acres







SCALE (EITHER) DRAWN	SCALE (EITHER) DRAWN	PROPOSED ASPHALT	PROPOSED TRUCK RING
DATE	DATE	PROPOSED CONCRETE	PROPOSED NO PARKING AREA
		PROPOSED LANDSCAPING	PROPOSED PEDI/STREET LIGHTING



**CITY OF POST FALLS, IDAHO**  
 IDAHO ST & 4TH AVE ROUNDABOUT  
 IDAHO ST & 4TH AVE INTERSECTION

SHEET  
**02**  
 OF 8

## April 17, 2023 Project Drive, Next Steps - Update by City staff

Notes by PFURA Executive Director, Joseph Johns

Attending: S. Enderud, Bill Melvin, Bob Seale, John Beacham, Warren Wilson, Joseph Johns.

- The entire project has been put on hold (on-site and off-site improvements)
- Cost and financing issues. Lending agencies they've been working with have not been receptive to financing the off-site infrastructure together with the increase in interest rates.
- Putting on hold for 1 year to reevaluate.

S. Enderud asked staff what activity would continue in the mean-time? Responses noted as follows:

Per B. Melvin:

- Making sure everything else is in place – railroad agreements, traffic signal, etc.
- Reviewing the signal at the intersection of Grange & Pleasant View. Waiting on a resubmission of a concrete section of the intersection (B. Melvin).
- Reviewing the utility support services up Pleasant View that are being provided by an outside company. Being reviewed for sizing (B. Melvin).
- Reconsidering the intersection at Pleasant View & Prairie which is very, very complex. Exploring alternative routing that goes outside of URD boundary. Potential that other locations would provide for easier construction and not require a big bore under the rail line and gas lines, which could be a future maintenance problem (B. Melvin).
- Working with Copper Basin Construction (well & future lift station site). If TSI side doesn't go it's questionable how they'll provide without utilities brought to their doorstep (B. Melvin)

Per J. Beacham:

- If there's not going to be a "connecting line" it doesn't make sense to move forward, it will cost the city money without any return. Could be convinced otherwise (J. Beacham) to continue design work to have things "in place" but it's looking like over \$1 MILLION in design work that *may* not go anywhere. That may be an exaggeration. Maybe over \$500K for the force main and the water main & lift station. If were not connecting it for a couple of years it would be better to use it (\$) some other way. (W. Wilson arrives)
- A scope and design meeting with the project engineer that was schedule has been cancelled upon news that Project Drive wasn't moving forward.

S. Enderud asked Beacham if Keller & the engineering group came up with a different routing solution that they feel is viable, could that potentially put the off-site infrastructure from the City, to proceed without Project Drive, or do we still need Project Drive?

- Project Drive is needed. A potential alternative routing is being looked at but it is outside of URD boundaries. Would go east on Grange and north on Corbin but still need work on Pleasant View to Grange. Melvin said a feasibility study to look at the costs is needed but it's still outside of the URD.
- The last 500 feet (intersection at Prairie) is the absolute most expensive 500 feet. All the rest to get there, 3x more, costs less.

- KC Solid waste is will to consider an alternate route across the corner of their property but it is an extremely narrow corridor, and the transfer station entrance and the facility must be able to remain open. The corridor is still possible. This option is also outside of the URD boundary. Melvin said this also needs to be a consideration of a feasibility study.

Per W. Wilson:

- The agreement with the railroad can be extended at most 2 years prior to execution but once executed it can only be extended 1 year. Melvin added that line sizing is yet to be determined, while casing sizes are decided, and the agreements are very specific as to what is going in.

S. Enderud stated:

- The School District is still a concern to the City if Project Drive doesn't ever proceed.
- Project Drives incentives have been cut by the State. State no longer considers the jobs for the drivers themselves due to changes at the Federal level. If drivers are interstate, they are claimed by the State they live in – if they are living in Idaho, they are *already* an Idaho job (not a new job). The TRI incentive has been cut by around 1100 jobs. The 250 jobs that are their office, mechanics & on-site staff do count. This makes the project less able to pencil out at this point.

S. Enderud asked the staff: If Project Drive decides not to proceed, and only Copper Basin and the school needs infrastructure, how do we get it to them without Project Drive? Responses noted as follows:

- B. Melvin – try a temporary route down McGuire utilizing current services until services get up there. Then convert back over to Pleasant View when somebody else comes in. Could maybe get utilities built incrementally up that corridor (Pleasant View). S. Enderud stated that there is not any funding for that. Would Crystal Creek (Copper Basin) have to pay for that (temporary route)?
- B. Melvin – Yes, if they wanted to go forward and the City looks at different routing.
- J. Beacham – That solves one problem but it “pumps into a can of worms”. There are many passing issues in that area. Adding onto it is a problem.
- W. Wilson – There's the possibility that if this doesn't go forward that Steve White will ask to de-annex his property. Seale & Wilson – It would require a solution to keep the school property within the city limit due to the issue of an island being created, which is a problem.
- W. Wilson – de-annex would likely result in 5 acre “country estates” next to the rail corridor.
- S. Enderud – The City wants to continue with their reviews and get them complete, get the agreements complete once they know the sizing, and start strategizing on what to do if at some point the project doesn't move forward. Likely to result in another conversation with Council about keeping the URD if Steve White wants to de-annex.
- R. Seale – Steve White's primary objective, if he gets services, is to build out the RM Zone, with the residential mixed, and based on an estimated density of 8 units/acre, on 50 acres, get 400 units. The commercial stuff, toward the intersection (Pleasant View/Prairie), happens when it happens. If commercial people come along, they do the work. The majority of the site is either commercial or industrial (viewing the online map showing current zoning). The commercial is commercial mixed which could have some residential in it. Residential would be south of the power line. Industrial is along the rail line.



- J. Beacham – In discussions clear back during the formation of the URD there was the potential for the district to finance, or the Agency to finance some of the improvements. But the problem was there wouldn't be any increment to guarantee that, so to speak, to get it started. That may be something to think on.
  - J. Johns – I can talk with the Commissioners about it. Tax increment in the first year of the district is just shy of \$2500, a pittance relative to the Downtown District. If the capacity (infrastructure) could come off the backside, off McGuire, and facilitate development in the north portion of the district, largely residential, it could make a difference to have those rooftops. I don't know whether the commercial/mixed and industrial in that area is attractive to the market.
    - Seale added that the Hwy53/Pleasant View interchange scheduled for 2026, probably, would have an impact.
- R. Seale - Infrastructure costs up Pleasant View are currently estimated at around \$10 MILLION.
- S. Enderud - Project Drive has said their total project costs are now up to \$50 MILLION when their original project scope was about \$25 MILLION for everything.
- R. Seale – According to Project Drive, as it is now with the lenders, they (Project Drive) have to come up with the \$10 MILLION themselves, out-of-pocket.
- S. Enderud – Just to be clear, Project Drive has never suggested the URA go out for financing.

S. Enderud stated the City is looking at other avenues/options for funding. Have already asked for an increase in the Opportunity Grant multiple times, not happening again. Block Grant with the State is not favorable. The Opportunity Grant was provided in place of and pursuit of the Block Grant, which is an awkward fit for this project anyway. The project is not a good fit for an Economic Development Grant (Federal grant) per research already completed. Have given consideration for an L.I.D. for parcels fronting Pleasant View but they are likely to object to it and fight it, plus costs for LID financing are pretty significant and surety needs posted. Also, haven't yet met with Steve White or the School District.



