POST FALLS
Urban Renewal

Commission Workshop Agenda
September 8, 2026 - 9:00 am
Chamber of Commerce Conference Room
201 E 4th 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. District Plan Amendment Proposal (PF Technology URD) **ACTION ITEM**
5. A&A Construction & Development OPA – Addendum #4 Proposal (Downtown URD) **ACTION ITEM**
6. Staff Report
7. Commissioner Comments
8. 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

September 8, 2026 – Chamber of Commerce – Conference Room

CALL TO ORDER, ROLL CALL

Treasurer Len Crosby called the meeting to order at 9:02 a.m. Executive Director Joseph Johns called the roll. Present, in addition to Crosby were Commissioners Dominic Parmantier, Joe Rodriguez, Eric Clemensen and Pat Leffel. Commissioner Collin Coles was absent. Also present was Counselor Pete Bredeson; Robert Seale & Rob Palus from the City of Post Falls; Ryan Ruffcorn, Brad Marshall & Cole Henderson representing A&A Construction. Chairman Christi Fleischman arrived at 9:04 a.m.

CONFLICT DISCLOSURE

None

CITIZEN COMMENT

None

Executive Director Johns proposed taking up Agenda item #5 A&A Construction and Development OPA first. Counselor Bredeson confirmed that it would be an appropriate action due to the project representatives being present.

A&A CONSTRUCTION AND DEVELOPMENT OPA – ADDENDUM #4 PROPOSAL (Downtown URD). Johns introduced a letter from J.U.B. Engineering on behalf of A&A Construction for the Millworx project. The letter proposes amending the current Owner Participation Agreement to include additional public infrastructure elements and remediation costs associated with the second half of the project. Johns gave a brief overview of the project location and the current OPA phased (A thru G) development exhibit page. Brad Marshall and Cole Henderson gave a presentation on the progress made to date and additional planned improvements identified as Phases H thru L. Commissioners asked for the reclamation costs (Phase H – demolition, etc.) to differentiate non-typical site remediation costs based on the precedent of the first reimbursement. Ruffcorn clarified that the site required much more involvement than the typical tear down of warehouses. Idaho Street is planned to extend southward (Phase I) to intersect 3rd Avenue. The public right-of-way is 80 feet wide south of the railroad tracks to 3rd Avenue. This transportation network connection will provide another needed option for crossing I-90 and is expected to facilitate improved transportation network flow throughout the area. A gated railroad crossing is the majority of the Phase I estimated total costs. Existing crossings in the area are not gated and are significantly less expensive. It is unlikely a gated crossing (highest expense scenario) will be required, but that remains to be determined. City staff are engaged with the railroad company for the street extension across the existing tracks but progress has been very slow. The City has had a franchise agreement with the railroad allowing the tracks to cross the public right-of-way. The agreement expired twenty-five years ago and may become a factor in the current negotiation. A&A's project does not extend south of the railroad right-of-way. However it is likely the street extension can be expedited at less expense if they take it on. The city may have some impact fees available if the crossing cost is higher. The City is not able to take on the cost of the entire extension of Idaho Street. J.U.B. and A&A will consider including language in a revised cost estimate that to address potential cost differences for the street crossing to help the overall process proceed. An option may be to include language in the addendum that the extension will not be constructed if the more expensive gated crossing is required. The city engineering staff have proposed water system lines (Phase J) to route

water from the existing line along 4th Avenue into the West Millworx portion of the site. The original project submittal routed water through the entire project. Roadway improvements (Phase K) include some public street, alleyway and frontage elements that have been constructed and are in the second request for reimbursement currently in the Agency's review process. Lastly, domestic fire and water costs (Phase L) associated with development north of 4th Avenue were presented. The improvements consist of three lines (two lines to hydrants and one line to a meter) located within public easements and upstream of installed meters or hydrants.

J.U.B. and A&A Construction will revise the OPA addendum request in consultation with Johns to address the various comments and questions presented at the workshop, including allocation of building demo costs (above/below ground) and information on the preceding remediation reimbursement. No Commission action was taken.

DISTRICT PLAN AMENDMENT PROPOSAL (PF Technology URD). Johns provided an overview of the Memorandum proposing district boundary adjustments in four different areas of public rights-of-way. One area (Hwy41 north of Trade Way) has been removed from the proposal due its location outside of city limits. The three remaining areas are the East half of Zorros Ave lying north of the Prairie Ave roundabout, the South side of Prairie Ave lying west of Hwy 41, and the west side of Zorros Ave immediately north of Early Dawn Ave. Bob Seale proposed adding a 5-acre parcel with adjoining right-of-way along Poleline Ave due to a need for a roundabout at the Poleline/Zorros intersection. Seale clarified the proposed roundabout is not in the district plan. Bredeson stated it could still be added so long as any proposed changes are technical/administerial in nature. Crosby asked for clarification about what initiated the proposal. Johns answered that the construction costs for Zorros Ave and the Prairie/Zorros roundabout, as part of the Prairie Shopping Center project (Zone C), were paid fully by Beyond Green Inc (BGI). The costs are a part of their request for reimbursement currently under review by the Agency's consulting engineers. Kaitlin Malmquist clarified that BGI is not in an agreement with neighboring land owners for the road construction costs. BGI took on the construction of the entirety of Zorros and the roundabout to simplify and expedite the construction. Crosby expressed concern about obligating the Agency for infrastructure improvements the City has already planned. Johns clarified that the District plan already includes costs associated with intersections on Prairie Ave at Cecil and Charleville. The District boundary established in 2018 does not fully encompass the current public rights-of-way in the proposed areas of revision. Not amending the district boundary results in some public infrastructure project costs being non-reimbursable. Revising the district boundary is limited to a one-time event and a ten percent maximum increase of geographic area. Seale stated city staff have given consideration to additional areas of district expansion, but the unknown timing of future projects/development makes it difficult to determine any benefit. Commissioners raised concerns about the ability of the district to support additional project costs with the proposed boundary changes consisting entirely of expenses and no inclusion of increment generating property. Johns clarified the Prairie Ave related infrastructure costs are already included in the district plan. The three proposed revisions only adjust the district boundary to align with the existing rights-of-way. The district's annual increment revenue is approximately $1.7 Million at this time. The district the increment revenue is projected to be sufficient to reimburse the project costs, including infrastructure costs related to the Prairie Medical Center project. Costs for the completed Zorros/Prairie roundabout and Zorros northward have already been submitted and under review by the Agency's consulting engineers. A portion of the qualifying costs within the current district boundary have been approved for reimbursement. Approximately one-half of the requested costs are still pending review, including costs for the east half of Zorros and a portion of the roundabout. Bredeson stated that any areas the Commission decides to include in the revised district boundary will have to be declared "deteriorated" by the City Council before the Commission can recommend amending the plan. Agency costs associated with revising the plan (legal description, etc.) are included in the Plan Amendment Fee ($7,500) as

described in policy #15. An eligibility study (approx. $15,000) will be required if the City decides to include properties in addition to the proposed public rights-of-way.

The Commission directed Johns to inform the City that the Agency is inclined to move ahead with the revised boundary associated with BGI's project (Zorros, Prairie/Zorros roundabout) as the related costs are anticipated to fall within the Plan Amendment Fee. However, the additional boundary modifications are expected to result in additional costs (Eligibility Study, etc.) that the Agency will ask the City to reimburse as incurred. No Commission action was taken.

STAFF REPORT
Nothing to report.

COMMISSIONER COMMENTS
Commissioner Crosby complimented Johns on the presentation of information at the workshop.

ADJOURNMENT
Fleischman adjourned the meeting at 11:09 a.m.

Respectfully submitted,

Joseph Johns, Executive Director

Christi Fleischman, Chairman