

Downtown District

Urban Renewal Plan

June 2021

POST FALLS URBAN RENEWAL AGENCY

Downtown District Urban Renewal Plan Contents

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B. AGENCY COMMISSIONERS

Jerry Baltzell (Chairman), Larry Carstensen (Vice-Chairman), Len Crosby (Treasurer), Collin Coles, Jame' Davis, Eric Clemensen and Christi Fleischman.

C. DEFINITIONS

Act – Local Economic Development Act (Chapter 29, Title 50 of the Idaho Code), and/or the Urban Renewal Law (Chapter 20, Title 50 of the Idaho Code).

Agency or U.R.A. – The Post Falls Urban Renewal Agency created May 7, 1991 by Resolution 91-11.

Baseline Projection – A projection based on the assumption that next year's financial status will not change from the financial status of this year. The baseline projection assumes that no new project is developed, and therefore, no new tax increment is added.

Bonds - Debt instruments used to finance the cost of an Urban Renewal Project.

City – The incorporated City of Post Falls.

City Council – The local governing body of the City of Post Falls consisting of the Mayor and six (6) Council Members.

Comp Plan – The City of Post Falls Comprehensive Plan adopted in 1995 by Resolution 95-09, revised in 2004 and updated in 2010. The City began updating the Comprehensive Plan in 2017 which was completed and adopted on July 7, 2020 by Resolution 20-07.

Coverage Ratio – A margin which is applied to a bond to ensure adequate revenues are available to service the debt secured by the Bond.

Deteriorated/Deteriorating Area:

 Any area, including a slum area, in which there is a predominance of buildings or improvements, whether residential or nonresidential, which by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, high density of population and overcrowding, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is conductive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime, and is detrimental to the public health, safety, morals or welfare.

- (2) Any area which by reason of the presence of a substantial number of deteriorated or deteriorating structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair value of the land, defective or unusual conditions of title, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, results in economic underdevelopment of the area, substantially impairs or arrests the sound growth of a municipality, retards the provision of housing accommodations or constitutes an economic or social liability and is a menace to the public health, safety, morals or welfare in its present condition and use.
- (3) Any area which is predominately open and which because of obsolete platting, diversity of ownership, deterioration of structures or improvements, or otherwise, results in economic underdevelopment of the area or substantially impairs or arrests the sound growth of a municipality.
- (4) Any area which the local governing body certifies is in need of redevelopment or rehabilitation as a result of a flood, storm, earthquake, or other natural disaster or catastrophe respecting which the governor of the state has certified the need for disaster assistance under any federal law.
- (5) Any area which by reason of its proximity to the border of an adjacent state is competitively disadvantaged in its ability to attract private investment, business or commercial development.

Under the Local Economic Development Act, the City Council must find and determine, on the basis of substantial evidence in the record, that the Project area is a "deteriorated area" when adopting an ordinance approving and adopting an Urban Renewal Plan for a Revenue Allocation Area.

Competitively Disadvantaged Border Community Area - An area consisting of at least 40 acres which is situated within the boundaries of an incorporated city and within twenty-five (25) miles of state or international border, which the governing body of such incorporated city has determined by ordinance is disadvantaged in its ability to attract business, private investment, or commercial development, as a result of a competitive advantage in the adjacent state or nation resulting from inequities or disparities in comparative sales taxes, income taxes, property taxes, population or unique geographic features.

Economic Feasibility Study – The Study that evaluates the financial and economic feasibility of urban renewal projects.

Foregone Taxes – Taxes that are voluntarily foregone by a taxing entity to the Urban Renewal Agency for a predetermined period of time.

Levy Rate – The rate usually expressed as an amount per \$1,000 of assessed valuation, at which properties are taxed.

Memorandum of Understanding (MOU) – An agreement between two (bilateral) or more (multilateral) parties that expresses a convergence of will between the parties, indicating an intended common course of action.

Owner Participation Agreement (OPA) – A legal document that forms a Public/Private partnership between the Urban Renewal Agency and one or more private developers for Projects within an Urban Renewal District.

Plan – or "Urban Renewal Plan" means a plan, as it exists or may from time to time be amended, prepared and approved pursuant to Idaho Code Sections 50-2008 and 50-2906, and any method or methods of financing such plan, which methods may include revenue allocation financing provisions.

Project Area - The DOWNTOWN DISTRICT area as identified in Section 2 of the Plan.

Downtown District Urban Renewal Plan – A plan prepared in accordance with Idaho Code Sections 50-2008 and 50-2905 that describes the process and reasoning for the declaration of the Downtown District as a Deteriorated Area and/or a Competitively Disadvantaged Border Community Area.

Proponent – A private developer who has entered into an OPA with the Urban Renewal Agency for a specific Project within an Urban Renewal District.

Revenue Allocation Area (RAA) – All of the properties included in the boundaries of an Urban Renewal District, from which tax increment will be collected as that property is improved and developed over the term of the District.

Revenue Allocation Financing – A method of financing urban renewal activities by using property tax revenues generated from increases in assessed valuation within a Revenue Allocation Area.

Tax Increment Funds – Principal method of financing public costs or redevelopment. The assessed valuation at the time of adoption of a Revenue Allocation Area, becomes the base year value and is frozen at that level for the purpose of distribution of taxes to the various affected tax entities (excepting schools) over the life of the Urban Renewal Plan. Each fiscal year following the creation of an Urban Renewal Plan and the designation of a Revenue Allocation Area, the taxes generated by the assessed valuation which exceed the base year level ("Tax Increment") are paid to the Urban Renewal Agency.

Termination Date – A specific date no later than twenty (20) years from the effective date of the approval by City Council of an Urban Renewal Plan.

U.R.A. – Urban Renewal Agency

Urban Renewal – A statutorily authorized process available to Idaho cities and counties to improve deteriorated and economically disadvantaged areas by encouraging private and public development.

Urban Renewal Area – A Deteriorated or Deteriorating area or combination thereof designated as being such by the City Council and all of the properties located within the area.

Urban Renewal District (URD) – Essentially the same as Revenue Allocation Area, however in cities where there are multiple districts designated by the City Council, these may be referred to as specific Districts with specific names and specific goals. A separate Urban Renewal Plan for each URD or RAA is required to be developed and adopted by the URA, reviewed by the City Planning & Zoning Commission and approved by the City Council.

Urban Renewal Project (Project) – A specific project within an approved Urban Renewal District which may include undertakings and activities which support the elimination of deteriorated or deteriorating areas and which prevent the development or spread of slums and blight. Such projects may involve slum clearance and redevelopment in an urban renewal area, or rehabilitation or conservation in an urban renewal area, or any combination or part thereof in accordance with an urban renewal plan.

D. <u>PREFACE</u>

The Urban Renewal Plan proposed within this document follows the guidelines prescribed within Idaho Code for the development of Urban Renewal Areas and Revenue Allocation Districts and is consistent with the goals of the City of Post Falls. Accordingly, this Plan directs use of revenue allocation financing to accomplish the following:

- Eliminate deteriorated or deteriorating areas which constitute a serious growing menace, injurious to the public health, safety, morals and welfare.
- Facilitate proper growth and development in accordance with sound planning principles and local objectives by encouraging private development that eliminates deterioration and economic disuse of property through the removal of a substantial number of deteriorated and deteriorating structures.
- Provide improved traffic facilities including the construction or improvement of streets or roads.
- Provide or improve utilities, public improvements and public services that are currently inadequate, incomplete or non-existent.
- Eliminate underutilized areas which are causing economic under-development in the designated area, substantially impairing the sound growth of the City of Post Falls in general.
- Encourage both private and public development in the Urban Renewal Area in order to diversify and improve the local economy by providing adequate public facilities.
- Accomplish Plan goals in accordance with all appropriate federal, state and local laws.

With these objectives in mind, however it is important for the reader to be aware that the main and over-riding objective of this Urban Renewal Plan is **job creation**, economic development and economic diversification.

A key finding of the Economic Feasibility Study supporting this Urban Renewal Plan is that the public infrastructure improvements set forth in this Plan could, at full development, provide up to 1,200 new jobs for the citizens of Post Falls.

SECTION I INTRODUCTION Downtown District URBAN RENEWAL PLAN

In 1994, the Idaho Local Economic Development Act was amended by the Idaho State Legislature to provide a new definition of properties and projects which could be considered under the authority of the Local Economic Development Act. The Local Economic Development Act also relies on the Urban Renewal Law, and it is the interplay between the two Acts that empowers Idaho cities and counties to use tax increment financing as a means of authorizing debt to stimulate economic development locally.

Chapter 29, Section 50 of the Idaho Code contains the Local Economic Development Act, which brings the benefits of the Urban Renewal Law to cities that contain areas that are not necessarily blighted, but experience a true disadvantage in attracting business and commerce. The Act provides that in border communities where areas of forty (40) acres or more can be determined to be "competitively disadvantaged," an Urban Renewal Agency may – with the approval - of the City Council designate the area as a revenue allocation area. This provides funding opportunities through the use of tax increment financing for public improvements which will, pursuant to a specific urban renewal plan, improve and enhance the area and stimulate more commerce and business growth into the area and the community.

The City Council of the City of Post Falls has determined that a specific area referenced within this Plan, the "Downtown District", meets the definition of being a deteriorated/deteriorating area and also qualifies as a Competitively Disadvantaged Border Community Area. The proposed public improvement Projects envisioned for the Downtown District and designed to overcome the competitive disadvantages are listed in Section 3.

The City of Post Falls, a community with a population of approximately 44,000 is located in the panhandle of North Idaho within Kootenai County. Kootenai County is Idaho's 24th largest county in terms of area but is the third most populous county. Post Falls is the 7th fastest growing city in Idaho and its growth is following the State's growth projection of three times the national rate through 2025. In 2020, the State's growth rate was six times the national growth rate. The western boundary of the City of Post Falls is adjacent to the Idaho/Washington border. Post Falls is situated in a valley along the Spokane River, and is adjacent to Interstate 90, with Spokane, Washington approximately 20 miles to the west, and Coeur d'Alene, Idaho approximately 3 miles to the east.

Traditionally, Kootenai County's economy was timber-based. The economy has become more diverse over the past two decades, with an increase in manufacturing, health care, retail, technology and tourism. North Idaho's transformation to manufacturing and health care from timber and agriculture is reflected in its growing list of dynamic companies calling it home. Not just known for potatoes anymore, Bloomberg rates the State of Idaho as having a 21st Century economy, outperforming the other 49 states, relying heavily on international trade. Approximately 10.5% of all Statewide natural resource employment opportunities still exist within Kootenai County, although these are not currently growth industries for Idaho, the Northwest, or the Nation. The City of Post Falls, along with North Idaho, is

shifting to a manufacturing and industrial base, putting it in competition with Washington State and other Western States. The Spokane metropolitan area, which includes Post Falls and Coeur d'Alene, was ranked #50 of The Best Places for Business and Careers in the 2019 Forbes Magazine.

Migration from larger markets spurred Kootenai County's economic growth from 2003 through 2006 and started back up again in 2016 through the current year, driving demand for homes, recreational properties, and retail goods and services. With the onset of the "Great Recession", economic growth slowed in 2007 through 2015. While growth started back up in 2016, it was at a moderate level of 3 to 5% until the pandemic hit in 2020. The pandemic created a significant desire for both citizens and businesses to relocate to Idaho. The City's growth rate was 8.26% for 2020. During this time, Idaho took the number one spot for economic growth in the 2021 U.S. News Best State ranking. The conditions of living with social distancing and work from home make the City's quality-of-life advantages even stronger. Also, in the U.S. News rankings, Idaho finished with the 10th best crime and corrections rankings and the 12th highest rating for environmental quality – things like clean air and water. The City is seeing a higher level of site plan reviews and commercial building permits since the early 2000s. Predictions are for this commercial growth to continue. Infrastructure improvements along Highway 41 occurring in 2021 and 2022 are also driving commercial development and predictions of growth for the City. The City continues to update its master plans to include infrastructure development for this future growth.

The area is transitioning from agricultural to higher density residential and commercial uses. Improvement trends have historically been in the low-to-mid-end of the price range of residences in the area, due to the fairly moderate character of the neighborhoods and limited natural features that would attract high-end residences. Most high-end developments in this area are on view sites, around golf courses, or near Lake Coeur d'Alene or the Spokane River.

The Downtown District Project Area is included within the area which has already been designated as Deteriorated and/or Deteriorating and a Competitively Disadvantaged Border Community Area by the City Council of Post Falls. The City Council passed Resolution No. 19-06 on July 16, 2019 (See Appendix D).

The Downtown District is located in the center of Post Falls and is approximately 5 miles from the Washington State border. The total Project Area consists of 548 acres. The creation of an Urban Renewal District and the use of Tax Increment Funds is intended to make the Area more competitive by providing a mechanism to reimburse all or part of specific costs of constructing public improvements within the District. These improvements include the expansion of streets and other public improvements which will expand the ability of this Area to service employment growth, job creation and define a downtown area that currently does not exist.

The projected costs of each of the specific public improvements to be reimbursed within the District are set out in the Economic Feasibility Study (Section 11 of this document). It is important to remember that these improvements must be fully paid for, constructed, dedicated to and accepted by the City of Post Falls prior to any reimbursement from tax increment accruing as a result of the new development

experienced in the proposed District. If new development does not produce the anticipated tax increment, those costs will not be reimbursed. There is no liability to the City of Post Falls or the URA if tax increment is not created by new development. Additionally, the reimbursement will cease at the maturity of the proposed District.

North Idaho must provide every available option to attract business and compete with other states and other larger cities in the western United States. This is especially important in attracting tech-based and tech-driven industries. The area proposed in this Plan has the potential to significantly aid the City in this national and regional competition. Improvements to the Downtown District will help provide the stimulus needed to attract the growth and employment base needed by the City.

SECTION 2 Boundary Description

2. BOUNDARY DESCRIPTION

a. Urban Renewal District Legal Description

That portion of Sections 2, 3, and 4, Township 50 North, Range 5 West, B.M., and Sections 33, 34, and 35, Township 51 North, Range 5 West, B.M., City of Post Falls, Kootenai County, Idaho, described as follows:

BEGINNING at a point of intersection of the Ordinary High Water Mark of the Spokane River and the southerly extension of the easterly right-of-way line of Spokane Street;

thence North 00° 59'12" East along said easterly right-of-way line, a distance of 195.84 feet, more or less, to the southerly right-of-way line of 1st Avenue;

thence along the southerly right-of-way line of said 1st Avenue the following three (3) courses:

- 1. South 88°55'44" East, a distance of 50.00 feet;
- 2. North 00°59'12" East, a distance of 20.00 feet;
- 3. South 88°57'04" East, a distance of 1,170.54 feet, more or less, to the west line of Tract 2, Heirs of the Margaret Post Estate, according to the plat thereof recorded in Book C of Plats at Page 111, records of Kootenai County, Idaho;

thence South 01°00'39" West along said west line and the southerly extension thereof, a distance of 1,031 feet, more or less, to the Ordinary High Water Mark of said Spokane River;

thence southeasterly along the Ordinary High Water of said Spokane River, a distance of 538 feet, more or less, to the intersection of said Ordinary High Water Mark and the southerly extension of the east line of said Tract 2;

thence North 01°01'51" East along said east line and the southerly extension thereof, a

distance of 1,425.00 feet, more or less, to the southerly right-of-way line of said 1st Avenue;

thence along the southerly right-of-way line of said 1st Avenue the following three (3) courses:

- 1. South 88°57'04" East, a distance of 354.44 feet;
- 2. South 01°24'50" West, a distance of 18.33 feet;
- 3. South 88°58'46" East, a distance of 743.06 feet, more or less, to the easterly right-ofway line of Idaho Street;

thence North 01°01'14" East along said easterly right-of-way line, a distance of 809.25 feet, more or less, to the southerly right-of-way line of 3rd Avenue;

thence along said southerly right-of-way line the following three (3) courses:

- 1. South 88°53'16" East, a distance of 679.71 feet;
- 2. South 00°58'20" West, a distance of 8.81 feet;
- 3. South 89°00'47" East, a distance of 1,935.86 feet, more or less, to the east line of the SW1/4 of said Section 2;

thence North 00°46'59" East along said east line, a distance of 254.37 feet, more or less, to the southeast corner of the NW1/4 of said Section 2;

thence North 00° 37' 49" East along the east line of the NW1/4 of said Section 2, a distance of 1,576.99 feet, more or less, to the northerly right-of-way line of Interstate 90;

thence along said northerly right-of-way line the following three (3) courses:

- 1. North 72°30'36" West, a distance of 1,010.72 feet;
- 2. North 89°07'34" West, a distance of 1,554.30 feet;
- 3. North 71°16'48" West, a distance of 92.72 feet, more or less, to the easterly right-ofway line of Idaho Street;

thence North 00°50'20" East along said easterly right-of-way line, a distance of 731.50 feet, more or less, to the southerly right-of-way line of Mullan Avenue;

thence North 06°27'46" East, a distance of 106.97 feet, more or less, to the easterly right-ofway line of said Idaho Street;

thence North 01°12' 25" East, a distance of 99.28 feet, more or less, to a point of intersection with the easterly extension of the southerly boundary of Lot 1, Block 12 of Central Addition to Post Falls, according to the plat thereof recorded in Book A of Plats at Page 15, records of Kootenai County, Idaho;

thence North 89°06'23" West along said southerly boundary and the easterly extension thereof, a distance of 76.54 feet, more or less, to the southeast corner of said Lot 1, Block 12;

thence continuing North 89°06'23" West along the northerly right-of-way line of a 16-foot wide alley as shown on said Central Addition to Post Falls, a distance of 1,060.00 feet, more or less, to the southwest corner of Lot 6, Block 10 of said plat;

thence North 89°06'23" West, a distance of 80.00 feet to the southeast corner of Lot 1, Block 16 of Drumhellers Addition to Post Falls, according to the plat thereof recorded in Book E of Deeds at Page 244 (Book PA1-N), records of Kootenai County, Idaho;

thence continuing North 89°06'23" West along the northerly right-of-way line of a 16-foot wide alley as shown on said Drumhellers Addition to Post Falls, a distance of 1440.00 feet, more or less, to the southwest corner of Lot 6, Block 13 of said plat;

thence North 89°06'23" West along said northerly right-of-way and the westerly extension thereof, a distance of 85.29 feet, more or less, to the westerly right-of-way line of Spokane Street;

thence South 00° 52'24" West along said westerly right-of-way line, a distance of 123.99 feet, more or less, to the northerly right-of-way line of Mullan Avenue;

thence North 88° 50'55" West along said northerly right-of-way line, a distance of 1,392.58 feet, more or less, to the northeasterly right-of-way line of the Burlington Northern / Sante Fe Railroad;

thence North 54°26'42" West along said northeasterly right-of-way line, a distance of 1,507.51 feet, more or less, to the westerly right-of-way line of Chase Road;

thence South 00° 38'11" West along said westerly right-of-way line, a distance of 716.14 feet, more or less, to the intersection of the centerline of the alley, **Block 55 of Nelson's Addition** to Post Falls, according to the plat thereof recorded in Book A at Page 1, records of Kootenai County, Idaho;

thence North 89°05'03" West, 379.41 feet along said centerline, a distance of 379.41 feet, more or less, to a point of intersection with the northerly extension of the westerly boundary of Lot 7, Block 55 of said Nelson's Addition to Post Falls;

thence South 00° 54'56" West along westerly boundary and the northerly extension thereof, a distance of 135.30 feet, more or less, to the northerly right-of-way line of Mullan Avenue;

thence North 88° 56'36" West along said northerly right-of-way line, a distance of 634.99 feet, more or less, to the northerly extension of the westerly boundary of Block 3, Kennedy's Addition to Post Falls, according to the plat thereof recorded in Book A of Plats at Page 7, records of Kootenai County, Idaho;

thence South 01°02'58" West along said westerly boundary and northerly extension thereof, a distance of 171.16 feet, more or less, to the northerly right-of-way line of Seltice Way;

thence along the northerly right-of-way line of said Seltice Way the following four (4) courses:

- 1. 717.19 feet along the arc of a non-tangent curve to the left, having a radius of 11,893.43 feet, through a central angle of 03°27'18", said curve having a long chord that bears South 84°31'01" East a chord distance of 717.08 feet;
- 2. South 01°09'20" West, a distance of 30.03 feet;
- 3. South 86°49'57" East, a distance of 198.78 feet;
- 4. South 87° 35'15" East, a distance of 141.44 feet, more or less, to the east line of the NE1/4 of said Section 4;

thence South 01°09'41" West along the east line of the NE1/4 of said Section 4, a distance of 891 feet, more or less, to the Ordinary Highwater Mark of the Spokane River;

thence southeasterly along said Ordinary Highwater Mark,

a distance of 6,133 feet, more or less, to the POINT OF BEGININNG.





Date Created 8/22/2019 \\CDAFILES/PUBLIC/PROJECTS\UB/20-19-015 CITY OF POST FALLS - URD ELIGIBILITY STUDY/CADISURVEY/MODEL/20-19-015_URD BNDY,DWG

b. Urban Renewal District Map



Date Created 8/22/2019 %CDAFILES/PUBLIC/PROJECTSVUB/20-19-015 CITY OF POST FALLS - URD ELIGIBILITY STUDY/CAD/SURVEY/MODEL/20-19-015_URD BNDY.DWG





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SECTION 3 PROPOSED DEVELOPMENT ACTIONS

a. General

The Project Area has been determined to be a Competitively Disadvantaged Border Community Area within a Deteriorated/Deteriorating area and as such adopts the following purposes and major goals for this Plan:

- To stimulate new job creation within the Downtown District as well as enhancing the potential for "spin off" developments within the surrounding community;
- To enhance the potential for underutilized property within the district;
- To create, upgrade and expand public infrastructure and public facilities within the Urban Renewal District;
- To enhance and improve transportation routes and collector streets within the District to enhance future development;
- To strengthen the District and stimulate related commercial development and support within the District;
- To provide commercial and recreational facilities for the residents of Post Falls and visitors.
- To increase the tax base within the District to allow property owners to enjoy lower levy rates in the future; and
- To expand the District's ability to create increased sales and income taxes.

b. Conformance with State and Local Requirements

The proposed development area conforms to the 2020 Comprehensive Plan of the City of Post Falls as adopted by the City Council along with all other master planning documents. The URA anticipates that this Plan, upon review by the Post Falls Planning and Zoning Commission, will be found to be in conformance with the City of Post Falls Comprehensive Plan.

The laws of the State of Idaho require an Urban Renewal Plan to be prepared for an area certified as an Urban Renewal Area by the City Council. The Downtown District Plan is submitted as a proposal for an Urban Renewal Plan as required by state law. The City Council has designated this Area as being economically disadvantaged through the adoption of Resolution No 19-06 (Appendix D).

The Local Economic Development Act provides that a city can declare portions of land within its boundaries as competitively disadvantaged. The City of Post Falls has made that determination, making findings that the proposed Project Area does, indeed, meet the State mandated criteria for said designation.

c. Participation Opportunities

• The Urban Renewal Agency will work closely with the City of Post Falls to implement key transportation and parking improvements consistent with the City's 2021 City Center Master Plan Update and the City Center Parking Plan within the proposed District which will support commercial and retail growth and development within the downtown core.

- The Urban Renewal Agency will work closely with the City of Post Falls to assist and participate with the City in the development of pedestrian and bike trails and other recreational improvements, as noted in the Plan.
- Participation opportunities could be developed between the Urban Renewal Agency and land owners who are either in the process of developing, or plan to develop, additional commercial properties located within the District to the extent such opportunities meet the objectives of the Plan and are feasible within the economic and time constraints of the District.

d. Opportunities for Owners and Tenants

The overall expansion of transportation, sewer and water infrastructure, as planned, will provide new opportunities for existing and future landowners of commercially zoned properties within the District to enable them to develop their property in a more economical manner. This will then provide additional opportunities for existing and future businesses within the City of Post Falls to locate to such facilities and provide a greater range of competition for such tenants.

If owners of existing properties incorporate public improvements in their development plan, the URA could become involved in assisting by either upgrading the utility systems servicing the property or enhancing its access. Expanding commercial development in this Area will provide additional support for existing and future residential development within this section of the City and will provide opportunities for new and existing businesses to consider this Area as a new or expansion location in the City.

Having fully developed building sites in the District with good access and expanded utility service will enable Jobs Plus to expand its recruitment of businesses considering relocation or expansion to North Idaho. It will also enhance Kootenai County's ability to expand the County's employment base well beyond the District itself.

e. Property Acquisition

Pursuant to Idaho Code Section 50-2007(c), the URA has the legislatively - authorized powers to acquire by purchase, lease, option, gift, grant, bequest, devise, or otherwise, any real property or personal property for its administration purposes, together with any improvements thereon, and to hold, improve, renovate, rehabilitate, clear, or prepare for redevelopment any such property or buildings. In conjunction with the acquisition of a site, the URA shall be required to accommodate the relocation of existing businesses and tenants as set forth in subsection (g) below.

f. Property Management

The URA may convey property it has acquired for less than market value. The URA may clear or move buildings, structures or improvements from any real property acquired, and the URA may develop a building site by constructing streets, utilities, parks, playgrounds and other public improvements in order to carry out the Urban Renewal Plan. The URA may acquire land or other public improvements and construct facilities within and/or outside the Project Area if it can determine that the improvements are of benefit to the Plan Area. However, the URA shall not pay for maintenance or operation of said

improvements. If the URA acquires any properties, they will be managed in a prudent and businesslike manner.

g. Relocation of Business, Persons and Others

If, as a result of pursuing this Plan, individuals, families, businesses, non-profit organizations or others are required to relocate, the URA shall prepare a plan for the relocation of same. The URA shall be responsible to assist those individuals and entities in full accordance with state and federal statutes, including finding a new location and providing required relocation payments.

h. Project Priorities

Due to the inherent difficulty of projecting future levy rates, future absorption rates and future costs of construction, the Agency also reserves the right to change funding amounts, retain flexibility in funding portions of the Plan to best meet the needs of the District and alter the scope and location of proposed public improvements to better support new development as it occurs.

The Feasibility Study (tables 3 and 4 on Pages 11 and 12) identified and described a list of "unfunded" infrastructure improvements in the total amount of \$42,012,000 as set forth in the Tier 3 and Tier 4 Project list. The Agency reserves the discretion and flexibility to use revenue allocation proceeds in excess of the amounts projected in the Study for the purpose of funding the additional identified Projects and improvements. The projections in the Study are based on reasonable assumptions and existing market conditions. However, should the Project Area result in greater than anticipated revenues, the Agency specifically reserves the ability to fund the additional activities and Projects identified in the Tier 3 and Tier 4 Project list. Further, the Agency reserves the discretion and flexibility to use other sources of funds unrelated to revenue allocation to assist in the funding of the improvements and activities identified, including but not limited to owner participation agreements and disposition and development agreements. The Agency may also re-prioritize projects in the Priority Project lists pursuant to market conditions, Project timing, funding availability, etc., as more specifically detailed in the annual budget of the Agency.

The proposed timing for the public improvements may have to be adjusted depending upon the availability of some of the funds and the Agency's ability to finance any portion of the Project. Any adjustment to Project timing or funding is technical or ministerial in nature and shall not be considered a modification of the Plan pursuant to Idaho Code §50-2903A.

Appendix A lists those public improvements the Agency intends to construct or fund through the term of the Plan. The costs of improvements are estimates only as it is impossible to know with any certainty what the costs of improvements will be in future years. There is general recognition that construction costs fluctuate and are impacted by future unknowns, such as, the cost of materials and laborers. Final costs will be determined by way of construction contract, public bidding or by an agreement between the developer/owner and the Agency. The listing of public improvements does not commit the Agency, City or other public entity, to any particular level of funding; rather, identification of the activity in the Plan allows the Agency to negotiate the terms of any reimbursements with the developer and/or public entities. This Plan does not financially bind or obligate the Agency to any Project or property

acquisition; rather, for purposes of determining the economic feasibility of the Plan certain Projects and expenditures have been estimated and included in the analysis. Agency revenue and the ability to fund reimbursement of eligible Project Costs is more specifically detailed in any participation agreement and in the annual budget adopted by the Agency Board. The proposed location and siting of the proposed public infrastructure and other improvement Projects in the Project Area are generally shown in Appendix A recognizing that the specific location of the Projects will depend on the type and timing of development. The change in the location of the improvements shown in Appendix A does not constitute a modification of the Plan under Idaho Code §-50-2903A.

The Agency reserves its discretion and flexibility in deciding which improvements are more critical for development or redevelopment, and the Agency intends to coordinate its public improvements with associated development by private developers/owners. Where applicable, the Agency also intends to coordinate its participation in the public improvements with the receipt of certain grants or loans which may require the Agency's participation in some combination with the grand and loan funding.

Generally, the Agency expects to develop those improvements identified in Appendix A first, in conjunction with private development within the Project Area generating the increment as identified in Appendix A.

The Plan has shown that the equalized valuation of the Revenue Allocation Area as defined in the Plan is likely to increase as a result of the initiation and completion of Urban Renewal Projects pursuant to the Plan.

i. Owner Participation Agreements

The Owner Participation Agreement (OPA) is a legal document that forms a Public/Private partnership between the Urban Renewal Agency and one or more private developers within an Urban Renewal District. OPAs are used by the URA when entering into an agreement with a private developer for a specific project or public improvement within an Urban Renewal District. The URA may enter into OPAs with several developers within a District or require multiple participants to enter into separate agreements between themselves and the URA regarding the use, reimbursement priority and percentages of reimbursement available from tax increment generated by new development within a District.

The Agency's form OPAs are included as Appendix H and Appendix I. The OPAs require the participant to own or control real estate within the boundaries of the Urban Renewal District and construct specific public infrastructure improvements as set forth in this Plan and as approved by the City of Post Falls. The proponent must pay for the improvements and they must be completeted, dedicated to and accepted by the City of Post Falls.

In the OPA, the URA agrees to reimburse specific costs for public infrastructure improvements, once completed and dedicated to the City, by allocating all or a portion of the increase in tax increment accruing from new development to such reimbursement. Infrastructure costs must be documented and reviewed by a third-party engineering firm employed by the URA prior to payment.

The URA's commitment to reimburse a proponent's cost for public infrastructure improvements is entirely contingent on the amount of tax increment generated within the District and expires upon the maturity of the District. Within the OPA, the URA sets the percentage of costs that may be reimbursed from tax increment, based on the type of new development (industrial, technical, commercial and residential). These percentages may range from 100% to 25% with higher percentages allocated to development which supports job growth and economic development.

In specific situations, the City of Post Falls may act in the capacity of a proponent to the extent the City makes public improvements set forth in the Plan. The URA may enter into a proponent agreement or Memorandum of Understanding (MOU) to reimburse the City for its direct costs associated with the construction of such improvements.

SECTION 4 USES PERMITTED IN PROJECT AREA

a. Comprehensive and Urban Renewal Plans

The primary objectives for the Urban Renewal Agency are to improve the quality of life, bring economic vitality and improve the aesthetics of the Downtown District through development and redevelopment. There are two differing sets of land use issues involved in this Plan. The first set deals with the designated or planned land uses of the City of Post Falls' Comprehensive Plan and the second set revolves around existing non-conforming land uses (uses which don't conform to the zoning regulations or planned uses within the Comprehensive Plan).

b. Designated Land Uses of the Comprehensive Plan

The Urban Renewal District land uses are consistent with the City Center Master Plan Addendum and the Post Falls Comprehensive Plan. If the necessary resources are available, the Urban Renewal Agency will assist any project that desires support, but that project must be consistent with this Urban Renewal Plan and the Comprehensive Plan of the City. The following is a list of the land uses in the Urban Renewal Plan as they are described in the Comprehensive Plan. All proposed uses must comply with the appropriate land use designation in which it will be located.

(1) Regional/Community Commercial/Office/Manufacturing

Compatible land uses within the Project Area are to be consistent with the Future Land Use Map of the Comprehensive Plan and the applied zoning district. The intent is to create a mixture of office, retail and service commercial uses as well as other supporting development to compliment this objective.

(2) Public Rights-of-Way

As the District is in an area of transition from rural to urban, the public infrastructure needed for utilities, transportation, bike and pedestrian and other public urban infrastructure is required to create an attractive vibrant economic area of the community. Without adequate infrastructure, the area will not be able to reach its economic development potential.

The Urban Renewal Agency deems the creation of a good quality of life for Post Falls citizens and providing associated infrastructure needs as being critical to the attraction of new business and development. The Agency intends to use its resources, plus any additional assistance, which may be derived from any other public or private source for the completion of this critical component.

(3) Interim Uses

There may be a need for the temporary use of vacant properties and/or structures within the Project Area. If these uses are to be supported and/or assisted by the Urban Renewal Agency, they shall be compatible with the current zoning and land use designation of the Comprehensive Plan.

(4) Nonconforming uses and inconsistent land uses

Uses which do not conform to the Downtown District Urban Renewal Plan and/or the City of Post Falls Comprehensive Plan and/or zoning district are not eligible for support or assistance from the Urban Renewal Agency.

c. General Controls and Limitations

(1) Construction

All construction which is funded or partially funded by the Urban Renewal Agency as a part of this Plan will be required to meet all applicable City and State specifications. In addition, each Project must meet any requirements established by the URA as a condition of assistance. Such requirements may be in the form of additional performance and development standards. Construction may be by the Agency independently, or in conjunction with any other public agency.

(2) Rehabilitation and Retention of Property

Rehabilitation of dilapidated commercial structures and/or sites is an objective of the URA, in as much as the use of the structure complies with the Plan and revenues are available for assistance. Except in extenuating circumstances, ownership retention will always be a priority for most projects undertaken by the URA.

SECTION 5 PROJECT FINANCING METHODS

Based upon the Project Financing Methods discussed below, it is not anticipated that the Downtown District will have any remaining assets on the Termination Date. Provided however, nothing herein shall prevent the Agency from retaining assets or revenues generated from such assets as long as the Agency shall have resources other than Tax Increment Funds to operate and manage such assets.

a. General Description of Financing Methodology

State law provides that urban renewal agencies have the power to finance urban renewal and redevelopment activities and related costs. Agencies can issue both short and long term debt secured by existing and projected revenues. The debt of an urban renewal agency can be its own, or, it can include any assignments of revenues from others. For the most part, urban renewal agencies utilize tax increment financing (TIF) as a key financing tool. However, Idaho Code Section 50-2007(f) allows other financing mechanisms as well. The following are merely illustrative, and is not an all-inclusive list, nor do they bind the Urban Renewal Agency to use one or any of the following financing mechanisms:

- Loans and Bonds
- Advances
- Grants
- Contributions
- Any other forms of financial assistance from public or private sources

The urban renewal agency is authorized to finance the public improvements set forth in this Plan with revenue allocation funds, financial assistance from the City (loans, grants, other financial assistance), State of Idaho, Federal government or other public entities, interest income, developer advanced funds, donations, loans from private financial institutions (bonds, notes, line of credit), the lease or sale of Agency owned property, public parking revenue, or any other available source, public or private, including assistance from any taxing district or any public entity.

The urban renewal agency is also authorized to obtain advances, lines of credit, borrow funds create indebtedness and use any other lawful sources of financing in carrying out this Plan. The principal and interest on such advances, funds, and indebtedness may be paid from any funds available to the urban renewal agency. The City, as it is able, may also supply additional assistance through City loans and grants for various public facilities. As allowed by law and subject to restrictions as are imposed by law, the urban renewal agency is authorized to issue notes or bonds from time to time, if it deems appropriate to do so, in order to finance all or any part of the public improvements set forth in this Plan.

Neither the members of the urban renewal agency nor any persons executing the bonds are liable personally on the bonds by reason of their issuance.

The urban renewal agency shall implement revenue allocation financing provisions as authorized by the Act effective upon the approval of this Plan by the City Council and provide notification as required by the Act. These revenue allocation provisions shall apply to all taxing districts which are located in or

overlap the Revenue Allocation Area shown and described in this Plan. The urban renewal agency shall take all actions necessary or convenient to implement these revenue allocation financing provisions. The urban renewal agency specifically finds that the equalized assessed valuation of property within the Revenue Allocation Area is likely to increase as a result of the initiation of this urban renewal project.

The urban renewal agency, acting by one or more resolutions adopted by its Board, is hereby authorized to apply all or any portion of the revenues allocated to the urban renewal agency pursuant to the Act to pay as costs are incurred (pay-as-you-go) or to pledge all or any portion of such revenues to the repayment of any moneys borrowed, indebtedness incurred, or notes or bonds issued by the urban renewal agency to finance or to refinance the Project Costs (as defined in Idaho Code § 50-2903(14)) of one or more of the Urban Renewal Projects listed in this Plan. The urban renewal agency may consider a note or line of credit issued by a bank or lending institution premised upon the future collection of revenue allocation funds generated by a substantial private development contemplated by the attached Feasibility Study, which would allow the urban renewal agency to more quickly fund the public improvements set forth in this Plan. Advanced funding and completion of the public improvements from the tax increment generated by the improvements could achieve the same purpose.

Upon enactment of a City Council ordinance adopting the revenue allocation financing provisions and defining the Revenue Allocation Area described herein as part of the Plan, there shall hereby be created a special fund of the Agency into which the County Treasurer shall deposit allocated revenues as provided in Idaho Code § 50-2908. The urban renewal agency shall use such funds solely in accordance with Idaho Code § 50-2909 and solely for the purpose of providing funds to pay the Project Costs, including any incidental costs, of the Urban Renewal Projects set forth in this Plan, as the urban renewal agency may determine by resolution or resolutions of its Board.

A listing of the proposed public improvements and facilities, a schedule of improvements, an economic feasibility study, estimated project costs, projected fiscal impact upon other taxing districts, and methods of financing project costs required by Idaho Code § 50-2905 is included in this Plan. This statement necessarily incorporates estimates and projections based on the current market conditions and present knowledge and expectations of the urban renewal agency and its consultants. The urban renewal agency is hereby authorized to adjust the presently anticipated urban renewal projects and use of revenue allocation financing of the related Project Costs if the Board deems such adjustment necessary or convenient to effectuate the general objectives of the Plan in order to account for revenue inconsistencies and unknown future costs. The urban renewal agency's revenue and the ability to fund reimbursement of eligible Project Costs shall be more specifically detailed in the agency's annual budgets over the term of this Plan.

Tax increment revenues will continue to be allocated to the urban renewal agency until termination of the revenue allocation area as set forth in this Plan. The attached Feasibility Study incorporates estimates and projections based on the present knowledge and expectations of the urban renewal agency and its consultants, concerning the length of time to complete the improvements and estimated future revenues. Completion of the public improvements set forth in this Plan may take longer to

complete, depending on the significance and timeliness of new development within the proposed urban renewal district. Alternatively, the proposed public improvements may be completed earlier if revenue allocation proceeds are greater than projected or the urban renewal agency obtains additional funds.

b. Loans and Bonds

(1) Tax Increment Funds

Tax increment financing is the principal method of financing the public costs of redevelopment. "Ad Valorem" property taxes generated from the increase in assessed valuation of property values, created by new development within a specified project area, is the major source of tax increment revenue. The assessed valuation at the time of adoption of the urban renewal plan becomes the base year value and is frozen at that level for the purpose of distribution of taxes to the various affected taxing entities (except schools). Each fiscal year, following the adoption of an urban renewal plan, the taxes generated by the assessed valuation that exceeds the base year level (known as tax increment) is paid to the urban renewal agency. The URA in turn utilizes these funds for the repayment of debt incurred by the URA in connection with redeveloping the project area.

When an urban renewal project is approved, there isn't any tax increment immediately available to the agency. The fiscal year following the adoption of the project there is an opportunity for some tax increment to be generated, but only if the assessed valuation of the area has increased from the prior year.

Normally very little funding is available within the first few years of a project. Therefore, funding for the initial cost of a project and the costs of implementation must be provided from other sources.

(2) Loans

The urban renewal agency may negotiate long or short term loans to fund the public improvements set forth in this Plan. The loans may be secured by the current or projected stream of revenue received from the tax increment funds provided by new development within an urban renewal district. The loan or loans must be fully repaid prior to the maturity date of the urban renewal district.

(3) Bonds or Bond Anticipation Notes

The urban renewal agency may sell tax exempt bonds to finance the public improvements set forth in this Plan. The bonds must be fully repaid prior to the maturity date of the urban renewal district.

The urban renewal agency may also consider the use of bond anticipation notes. Such notes may be utilized when an agency needs to raise higher levels of financing than the current tax increment may support. These notes can provide funding which can encourage private development in the early stages of the project when "seed" capital is needed most. The basic assumption of note financing is that tax increments will grow substantially over several years,

due in part or whole to the construction of the public improvements funded by the note proceeds, and that the increased tax increment will allow the agency to repay the notes by securing a loan or selling bonds. Bond anticipation notes can be negotiated with interest only payments for the short duration of the financing term, with all principal coming due in anticipation of a fully amortized standard loan or bond financing.

(4) 63 – 20 Financing

An alternative method of obtaining tax-exempt financing is available under the Internal Revenue Code. This method of financing is commonly referred to as "63-20" financing. The term "63-20" comes from the Department of Treasury Revenue Ruling 63-20 which first described and authorized this type of tax-exempt financing (in 1963). Revenue Procedure 82-26 compiles all of the interpretations and expansions of Revenue Ruling 63-20.

In a 63-20 financing, a nonprofit corporation may issue tax-exempt debt for the purpose of financing facilities as long as certain requirements are met. The most well-known requirement is that title to the facilities must be transferred to a governmental entity when the debt is retired. Interest on a 63-20 debt is exempt from federal income taxation. Therefore, the cost of capital is lower than it would be in the conventional capital markets.

Historically, 63-20 debt was primarily used for nonprofit corporations, qualified under Section 501(c) (3) of the Internal Revenue Code, to access the tax-exempt bond market. 63-20 debt is sold as tax-exempt bonds generally in the same financial markets as governmental tax-exempt bonds. The interest rates may be comparable, depending upon the credit strength of the collateral security.

c. Grants

(1) Community Development Block Grants

The Community Development Block Grants (CDBG) program replaced a number of specific aid programs (such as the former federal Urban Renewal program) to allow local communities broader discretion in the administration of community development funds. Eligible activities include acquisition of property, clearance and demolition, relocation, public facilities and historic preservation. The funds must be targeted to specific areas to benefit low and moderate income persons or to eliminate slums and blight. CDBG funds are widely used throughout the state for economic development.

(2) Opportunity Fund

The Idaho Opportunity Fund (IOF) is a discretionary grant program that was established in 2013 with the intent of serving as a "deal closing fund" to strengthen Idaho's competitive ability to support expansion of existing Idaho businesses and recruit new companies to the state, ultimately creating new jobs and economic growth in Idaho. Beyond the requirements of other grant programs offered through the state of Idaho, the Idaho Opportunity Fund requires three key components:

- (a) Eligible Applicants: Idaho local governments (cities, counties, towns, etc.).
- (b) Eligible Projects: Costs that are incurred with the purpose to retain, expand or attract jobs to the State of Idaho. Projects include construction of, or improvements to, new or existing water, sewer, gas or electricity utility systems, construction, upgrade or renovation of other infrastructure related items including, but not limited to, railroads, broadband, parking lots, roads or other public costs that are directly related to specific job creation or expansion projects.
- (c) Community Match: The local government must be able to provide an allowable match in a negotiated amount that represents a material commitment from the local government that is commensurate with the local government's financial condition.

(3) Federal Economic Development Assistance (EDA) Grant

EDA's Public Works and Economic Adjustment Assistance (EAA) programs provide economically distressed communities and regions with comprehensive and flexible resources to address a wide variety of economic needs. Projects funded by these programs will support projects leading to the creation and retention of jobs and increased private investment, advancing innovation, enhancing the manufacturing capacities of regions, providing workforce development opportunities, and growing ecosystems that attract foreign direct investment.

There are no submission deadlines for these grants. Applications are accepted on an ongoing basis.

d. Other financing options:

(1) Local Improvement Districts

Local Improvement Districts (LID) have been used to fund public improvements that benefit private development. LID's place upon the benefited property the costs which are not borne by the urban renewal agency (or city). The State of Idaho has determined that LID's are a legal means for a city to fund such improvements. Formation of an LID requires the approval of a majority of the property owners in the affected area. The costs of the improvements are determined, and each property is assigned its prorated share. The LID expenses are paid off via the tax rolls over a predetermined period of time (usually 15 to 20 years).

(2) Tax Increment Guarantees

The willingness, or ability, of an urban renewal agency to incur project financial obligations for a specific development MUST be based on a realistic and conservative projection that the development will produce tax increments in a certain amount, within a definite period of time to fully repay the debt. As an inducement to the urban renewal agency to proceed with its part of the development activities, such as paying for the costs of public facilities to serve the development, a developer may agree to guarantee to the URA the receipt of tax increments from the development in the amount and by the time projected.

(3) Certificates of Participation

Certificates of Participation (COP's) provide long term financing through a lease with an option to purchase (also called a conditional sale agreement). This financing method is used for long term financing of major projects such as public facilities, parking garages, and recreational activities. Where applicable, this financing method can also be used to finance the acquisition of motorized equipment, communications equipment, computers, and other major items of equipment.

When a public sale of a lease, or COP's in a lease, is planned the principle parties include:

- The public agency
- A bank, financial institution or lender (buys the present value of future lease payments)
- Purchasers or investors (purchase the COP's)
- A trustee (holds security for payment of lease if any)
- An escrow agency (the trustee may also be the escrow agency)

Lease agreements are for one year at a time resulting in the COP's commanding a higher interest rate. The URA would also have to comply with state public bidding for construction laws, usury and legal interest rate laws authorizing the lease and disclosure requirements.

(4) Joint Powers Authority

By agreement multiple public entities with common powers may form a Joint Powers Authority (J.P.A.) when it is to the advantage of those agencies to consolidate their forces to construct a public use facility or issue debt for public purposes that when done separately would be less advantageous. A joint exercise of power agreement must be approved by the participating entities in order to utilize a J.P.A. The security of any issue of a J.P.A. will depend upon the existing or projected cash flows, reserves, and other capital resources of the participating agencies and the approved obligations of each agency. In some cases it may be advantageous for the URA to form a J.P.A. before debt obligations are approved by the individual agencies.

The Post Falls Urban Renewal Agency has a long history of successful operation and has operational funding available in its General Fund. The Agency has consistently required Proponents and developers within its Urban Renewal Districts to pay for required public improvements, to have the City of Post Falls approve the construction of the public improvements, and to require that those improvements be dedicated to, and accepted by, the City prior to receiving any reimbursement from tax increment created by new development within the District. Reimbursement of Proponent costs for the dedicated public improvements is fully contingent upon the generation of tax increment by new development within and over the life of the Urban Renewal District.

This is a conservative and prudent approach to the use of urban renewal and has served the Post Falls URA well over its many years of operation. As a District matures and has a consistent record of generating tax increment, which can be accurately forecast into the future, the Post Falls Urban Renewal Agency has issued Tax Anticipation Bonds and has secured standard bank financing for certain projects, but only when such projects can be conservatively forecast to fully repay any outstanding debt.

The Post Falls URA intends to take this conservative approach to financing for all of the proposed public infrastructure improvements planned for the Downtown District. This section of the Plan is intended to illustrate the options available to the Urban Renewal Agency for financing planned improvements; however, the use of many of these options is not anticipated.

SECTION 6 REVENUE ALLOCATION AREA

a. Revenue Allocation Area Legal Description

b. Revenue Allocation Area Map

LEGAL DESCRIPTION URBAN RENEWAL DISTRICT

a. THE REVENUE ALLOCATION AREA FOR THE DOWNTOWN URBAN RENEWAL PROJECT AREA AS DEFINED BY THE FOLLOWING DESCRIBED BOUNDARY:

That portion of Sections 2, 3, and 4, Township 50 North, Range 5 West, B.M., and Sections 33, 34, and 35, Township 51 North, Range 5 West, B.M., City of Post Falls, Kootenai County, Idaho, described as follows:

BEGINNING at a point of intersection of the Ordinary High Water Mark of the Spokane River and the southerly extension of the easterly right-of-way line of Spokane Street;

thence North 00° 59'12" East along said easterly right-of-way line, a distance of 195.84 feet, more or less, to the southerly right-of-way line of 1st Avenue;

thence along the southerly right-of-way line of said 1st Avenue the following three (3) courses:

- 4. South 88°55'44" East, a distance of 50.00 feet;
- 5. North 00° 59'12" East, a distance of 20.00 feet;
- 6. South 88°57'04" East, a distance of 1,170.54 feet, more or less, to the west line of Tract 2, Heirs of the Margaret Post Estate, according to the plat thereof recorded in Book C of Plats at Page 111, records of Kootenai County, Idaho;

thence South 01°00'39" West along said west line and the southerly extension thereof, a distance of 1,031 feet, more or less, to the Ordinary High Water Mark of said Spokane River;

thence southeasterly along the Ordinary High Water of said Spokane River, a distance of 538 feet, more or less, to the intersection of said Ordinary High Water Mark and the southerly extension of the east line of said Tract 2;

thence North 01°01'51" East along said east line and the southerly extension thereof, a distance of 1,425.00 feet, more or less, to the southerly right-of-way line of said 1st Avenue;

thence along the southerly right-of-way line of said 1st Avenue the following three (3) courses:

- 4. South 88°57'04" East, a distance of 354.44 feet;
- 5. South 01°24'50" West, a distance of 18.33 feet;
- 6. South 88°58'46" East, a distance of 743.06 feet, more or less, to the easterly right-ofway line of Idaho Street;

thence North 01°01'14" East along said easterly right-of-way line, a distance of 809.25 feet, more or less, to the southerly right-of-way line of 3rd Avenue;
thence along said southerly right-of-way line the following three (3) courses:

- 4. South 88°53'16" East, a distance of 679.71 feet;
- 5. South 00°58'20" West, a distance of 8.81 feet;
- 6. South 89°00'47" East, a distance of 1,935.86 feet, more or less, to the east line of the SW1/4 of said Section 2;

thence North 00°46'59" East along said east line, a distance of 254.37 feet, more or less, to the southeast corner of the NW1/4 of said Section 2;

thence North 00° 37' 49" East along the east line of the NW1/4 of said Section 2, a distance of 1,576.99 feet, more or less, to the northerly right-of-way line of Interstate 90;

thence along said northerly right-of-way line the following three (3) courses:

- 4. North 72° 30' 36" West, a distance of 1,010.72 feet;
- 5. North 89°07'34" West, a distance of 1,554.30 feet;
- 6. North 71°16'48" West, a distance of 92.72 feet, more or less, to the easterly right-ofway line of Idaho Street;

thence North 00° 50'20" East along said easterly right-of-way line, a distance of 731.50 feet, more or less, to the southerly right-of-way line of Mullan Avenue;

thence North 06°27'46" East, a distance of 106.97 feet, more or less, to the easterly right-ofway line of said Idaho Street;

thence North 01°12' 25" East, a distance of 99.28 feet, more or less, to a point of intersection with the easterly extension of the southerly boundary of Lot 1, Block 12 of Central Addition to Post Falls, according to the plat thereof recorded in Book A of Plats at Page 15, records of Kootenai County, Idaho;

thereof, a distance of 76.54 feet, more or less, to the southeast corner of said Lot 1, Block 12;

thence continuing North 89°06'23" West along the northerly right-of-way line of a 16-foot wide alley as shown on said Central Addition to Post Falls, a distance of 1,060.00 feet, more or less, to the southwest corner of Lot 6, Block 10 of said plat;

thence North 89°06'23" West, a distance of 80.00 feet to the southeast corner of Lot 1, Block 16 of Drumhellers Addition to Post Falls, according to the plat thereof recorded in Book E of Deeds at Page 244 (Book PA1-N), records of Kootenai County, Idaho;

thence continuing North 89°06'23" West along the northerly right-of-way line of a 16-foot wide alley as shown on said Drumhellers Addition to Post Falls, a distance of 1440.00 feet, more or less, to the southwest corner of Lot 6, Block 13 of said plat;

thence North 89°06'23" West along said northerly right-of-way and the westerly extension thereof, a distance of 85.29 feet, more or less, to the westerly right-of-way line of Spokane Street;

thence South 00° 52'24" West along said westerly right-of-way line, a distance of 123.99 feet, more or less, to the northerly right-of-way line of Mullan Avenue;

thence North 88° 50'55" West along said northerly right-of-way line, a distance of 1,392.58 feet, more or less, to the northeasterly right-of-way line of the Burlington Northern / Sante Fe Railroad;

thence North 54°26'42" West along said northeasterly right-of-way line, a distance of 1,507.51 feet, more or less, to the westerly right-of-way line of Chase Road;

thence South 00° 38'11" West along said westerly right-of-way line, a distance of 716.14 feet, more or less, to the intersection of the centerline of the alley, **Block 55 of Nelson's Addition** to Post Falls, according to the plat thereof recorded in Book A at Page 1, records of Kootenai County, Idaho;

thence North **89°05'03" West, 379.41 feet along said centerline, a distance of 379.41 feet,** more or less, to a point of intersection with the northerly extension of the westerly boundary of Lot 7, Block **55 of said Nelson's Addition to Post Falls;**

thence South 00°54'56" West along westerly boundary and the northerly extension thereof, a distance of 135.30 feet, more or less, to the northerly right-of-way line of Mullan Avenue;

thence North 88°56'36" West along said northerly right-of-way line, a distance of 634.99 feet, more or less, to the northerly extension of the westerly boundary of Block 3, Kennedy's Addition to Post Falls, according to the plat thereof recorded in Book A of Plats at Page 7, records of Kootenai County, Idaho;

thence South 01°02'58" West along said westerly boundary and northerly extension thereof, a distance of 171.16 feet, more or less, to the northerly right-of-way line of Seltice Way;

thence along the northerly right-of-way line of said Seltice Way the following four (4) courses:

- 717.19 feet along the arc of a non-tangent curve to the left, having a radius of 11,893.43 feet, through a central angle of 03°27'18", said curve having a long chord that bears South 84°31'01" East a chord distance of 717.08 feet;
- 6. South 01°09'20" West, a distance of 30.03 feet;
- 7. South 86°49'57" East, a distance of 198.78 feet;
- 8. South 87° 35' 15" East, a distance of 141.44 feet, more or less, to the east line of the NE1/4 of said Section 4;

thence South 01°09'41" West along the east line of the NE1/4 of said Section 4, a distance of 891 feet, more or less, to the Ordinary Highwater Mark of the Spokane River;

thence southeasterly along said Ordinary Highwater Mark,

a distance of 6,133 feet, more or less, to the POINT OF BEGININNG.





Date Created:8/22/2019 %CDAFILES/PUBLIC/PROJECTS/UB/20-19-015 CITY OF POST FALLS - URD ELIGIBILITY STUDY/CAD/SURVEY/MODEL/20-19-015_URD BNDY, DWG

b. Revenue Allocation Area Map







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Affected Agencies

The following is a list of agencies which are affected by the "Downtown District Urban Renewal Plan".

- 1. City of Post Falls
- 2. Post Falls School District #273
- 3. Kootenai County
- 4. North Idaho College
- 5. Kootenai County Fire & Rescue
- 6. Post Falls Highway District
- 7. Community Library
- 8. Kootenai Emergency Management Services

Pursuant to Idaho Code §50-2908, the Agency is not entitled to revenue allocation proceeds from certain levy increases which are allowed by either specific statutory authorization or approved by an election of the qualified electors of the particular taxing district. Therefore, for any levy election, the Agency will not receive revenue allocation funds which would have been generated by imposing that levy on the assessed valuation within the Project Area. The Study has taken this statute into account.

Recent changes in Idaho tax law have neutralized the benefits and drawbacks to the creation of Tax Allocation Districts and Urban Renewal Districts. Currently, the budgets of public agencies are restricted to 3% annual growth from property taxes. At the maturity of an Urban Renewal District, the full amount of the tax increment generated over the life of the District is reallocated to the individual taxing entities.

The Post Falls Urban Renewal Commission has successfully closed four urban renewal districts. Each of these districts was closed prior to its maturity date and the tax revenues derived from the increased development created within each of those districts, totaling \$2,686,704 per year returned to the taxing entities. The taxable value of the properties located within those four urban renewal districts had an average increase of 640% over the base value at the time each of the Districts was created.

The Chart below shows the base taxable value for each of the urban renewal Districts that the Post Falls Urban Renewal Commission has closed, the taxable value at the time the Districts were closed, and the increase in taxable value created by new development stimulated by the public improvements within those Districts. The Chart also shows the annual tax revenue available to the taxing entities at the time each District was closed:

District	Base Value	Increase in Value	Total Taxable Value	% Increase	Annual Tax Revenue
W. Seltice	\$ 9,451,302	\$55,571,328	\$65,022,630	588%	\$1,019,516
Riverbend	\$ 3,785,643	\$56,694,325	\$60,479,968	1,497%	\$ 810,119
City Center	\$14,155,097	\$40,350,220	\$54,505,317	285%	\$ 515,016
W. Seltice II	\$ 1,719,589	\$33,718,921	\$35,438,510	1,961%	\$ 342,053

In addition, as each district was closed a rebate of prior year's tax increment received by the URA, but not used ranging from several hundred thousand to several million dollars in tax increment collected by the URA was returned to the taxing entities upon the closing of each District.

Over the next three years, the Post Falls Urban Renewal Agency will close three existing urban renewal Districts. The tax revenues derived from the increased development created within each of those districts –*using today's levy rate and only those new developments currently on the tax rolls* – will total \$4,741,266 per year which will be available for the taxing entities to include in their budget over the next three years. In reality, based on current construction activity within each of these Districts, the annual tax revenues projected to be returned to the taxing entities may well exceed \$5 MILLION per year. Based on current values, the taxable value of the properties located within those three urban renewal Districts has increased more than 741% over the base value at the time each of the Districts was created.

The Chart below shows the base taxable value for each of the urban renewal Districts that will close in the next three years, the current taxable value of properties located within each of these Districts and the increase in taxable value – *based on today's values and not including a number of properties that are currently under construction, but not yet on the tax rolls* – created by new development stimulated by the public improvements made within those Districts. The Chart also shows the **current** tax revenues generated within each of the Districts:

District	Base Value	Increase in Value	Total Taxable Value	% Increase	Annual Tax Revenue
Ехро	\$ 4,716,720	\$ 44,484,470	\$ 49,201,190	943%	\$ 415,442
Center Point	\$ 1,395,916	\$ 86,682,734	\$ 88,078,650	6,210%	\$ 809,532
East Post Falls	\$62,413,796	\$ 376,516,252	\$438,930,048	603%	\$3,516,293

The tax increment derived from new development within closed Urban Renewal Districts has allowed the various taxing entities to reduce their tax levy rates providing lower property taxes to the citizens of the City of Post Falls, those being served by the other taxing entities and to the citizens of Kootenai County.

SECTION 7 ACTIONS BY CITY COUNCIL

Pursuant to Idaho Code Section 50-2015, the City shall aid and cooperate with the URA in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes and objectives of this Plan. Urban Renewal is both a public / private partnership to support growth and economic development and a direct partnership between the City and the Urban Renewal Agency to expand the City's economic base, create jobs and improve public infrastructure.

The City and the Urban Renewal Agency have a consistent and successful record of partnership resulting in a number of major public infrastructure improvements, including the Greensferry Overpass. Within the context of the proposed new Urban Renewal District, the City will agree to assist and support the URA in preventing and eliminating the spread and/or recurrence of conditions causing blight in the proposed District.

Actions by the City shall include, but are not limited to, the following:

- Reviewing and approving this Urban Renewal Plan.
- Following Planning & Zoning Commission review and City Council review, acceptance and adoption of the Plan, making such findings and taking such actions as are required to create the proposed Urban Renewal District.
- Initiating and completing those proceedings necessary for changes in improvements in private and publicly owned utilities within or affecting the Project Area.
- Revising of zoning or other standards (if necessary) within the Project Area to permit the development authorized by this Plan.
- Imposition, wherever necessary, through the use of special use permits or other means of appropriate controls within the limits of this Plan upon parcels of land within the Project Area to ensure their proper development and use.
- Where possible, preservation of historical sites shall have a high priority in achieving development objectives.
- Performance of the above actions an all other functions and services relating to public health, safety, and physical development normally rendered in accordance with the schedule which will permit the redevelopment of the Project Area to be commenced and carried to completion without unnecessary delays.

- If necessary, institution and completion of proceedings for the establishment of a Local Improvement District, or districts under Chapter 17, Title 50, Idaho Code.
- Administration of Community Development Block Grants and / or other state / federal funds that may be available and are used for the purposes of this Plan.
- The undertaking and completion of any other proceedings necessary to carry out the Plan including but not limited to authorizing the Agency to fully utilize whatever eminent domain powers it has given the recent legislative amendments to Idaho Code Sections 7-701A and 50-2010, or utilizing the City's own eminent domain powers.
- Entering into appropriate agreements with the URA for administration, supporting services, funding sources, and other similar needs.
- The actions listed above which are to be taken by the City do not constitute any commitment for financial outlay by the City.

SECTION 8 ENFORCEMENT

The enforcement and administration of this Plan, including the preparation and execution of all documents used for the implementation of the Plan, shall be performed by the URA and/or the City of Post Falls. The provisions of the Downtown District Plan and other documents used pursuant to this Plan may also be enforced by legal proceedings instituted by either the City or the URA. Remedies include, but are not limited to the following:

- Specific performance
- Damages
- Injunctions
- Other appropriate remedies

SECTION 9 PLAN DURATION

Except for the nondiscrimination and non–segregation provisions which shall run in perpetuity, the provisions of this Plan shall be effective, and the provisions of other documents formulated pursuant to this Plan, shall be effective for twenty (20) years from the effective date of the Plan subject to modifications and/or extensions set forth in Idaho Code § 50-2904. The revenue allocation authority will expire On June 1, 2041, except for any revenue allocation proceeds received in the calendar year 2042, as contemplated by Idaho Code § 50-2905(7).

SECTION 10 PLAN AMENDMENT PROCEDURES

The Downtown District Plan is subject to the plan modification limitations and reporting requirements set forth in Idaho Code § 50-2903A. Subject to limited exceptions as set forth in Idaho Code § 50-2903A, if this Plan is modified by a City Council ordinance, then the base value for the year immediately following the year in which modification occurs shall be reset to the then current year's equalized assessed value of the taxable property in the revenue allocation area, effectively eliminating the Agency's revenue stream. Should the Agency have any outstanding financial obligations, the City shall not adopt an ordinance modifying this Plan unless written consent has been obtained by any creditors, including but not limited to developers who have entered into reimbursement agreements with the Agency.

A modification shall not be deemed to occur when "there is a plan amendment to make technical or ministerial changes to a plan that does not involve an increase in the use of revenues allocated to the Agency." Idaho Code § 50-2903A (1)(a)(i). Annual adjustments as more specifically set forth in the Agency's annual budget will be required to account for more/less estimated revenue and project timing without increasing the use of revenues allocated to the Agency pursuant to Idaho Code Section 50-2908 as a result of this Plan and the RAA. Any adjustments for these stated purposes are technical and ministerial and are not modifications under Idaho Code § 50-2903A.

Where a proposed modification substantially alters the adopted Plan, the modifications must be approved by the Urban Renewal Agency, the City Planning and Zoning Commission and the City Council in the same manner as the original Plan. Substantial changes for Council purposes shall include revisions to the following:

- Project area boundaries
- Permitted land uses
- Land Acquisition
- Changes to plan objectives

SECTION 11 ECONOMIC FEASIBILITY STUDY

Post Falls Downtown Urban Renewal District

Economic Feasibility Study April 2021 FINAL





Prepared for:





Post Falls Downtown Urban Renewal District | Economic Feasibility Study

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Introduction

Urban renewal and revenue allocation financing are one of the most significant tools available to Idaho communities for attracting and retaining businesses, generating economic development, promoting job creation and encouraging development of deteriorating and underutilized areas.

The State of Idaho provides limited options for cities and counties to use in financing costly public infrastructure and other needed public improvements necessary to attract and retain businesses. Revenue allocation financing allows communities to make a site "ready" for development, including extending water, sewer, streets and other improvements that reduce the cost to businesses of relocating or expanding. Revenue allocation financing also allows Idaho cities and counties to compete with other areas in attracting industry and business to Idaho.

This feasibility report focuses on a study area of approximately 548 acres within the City of Post Falls, Idaho (the "City"). The proposed Post Falls Downtown Urban Renewal District (URD) area comprises a mix of land uses (commercial, residential and a small, focused area of industrial), including vacated mill operations and older residential neighborhoods. The old mill operations utilized large land areas bordering the Spokane River on the west side of the district and along the south side of I-90 on the east side of the district, with block sizes and lots/parcels and blocks exceeding 75,000 square feet. The older neighborhoods lie primarily in the center of the proposed district on a tighter grid block system. Both the old mill sites and neighborhoods contain a lack of/or deteriorating roads, curb, gutter and sidewalks, stormwater facilities and lighting. This analysis has incorporated the potential development for these sites. It also utilizes the City's Parking Plan to determine other future development opportunities, where appropriate.

This study lays the groundwork to assess the feasibility of the proposed Post Falls Downtown District from an economic perspective and constitutes an economic feasibility study as required by Idaho Code § 50-2905. The public benefits resulting from this partnered development include:

- Job creation from implementing the Urban Renewal Plan for the Post Falls Downtown Urban Renewal Project (the "Plan") as well as potential for "spinoff" developments both within and outside of the Post Falls Downtown District boundaries
- Underutilized property or land can be developed to a productive use
- Infrastructure upgrades enhance capacity for surrounding area and community at large
- Improvements to local transportation systems benefit the community at large
- Increasing local tax base may mean property owners enjoy lower levy rates in the future
- Increased local tax base also bodes well for enrollment in the public schools and overall budget
- Successful projects generate increased sales and income taxes for the State

Boundary

The subject area examined in this report includes the City's downtown core. The Study Area is generally located north and south of Interstate 90 (I-90) with the northern boundary along both sides of Mullan Avenue, Spokane River to the south, Idaho Road and Bay Street to the east, and approximately 600-feet east of the Empire Center Boulevard/Seltice Way intersection to the west. The Burlington Northern Santa Fe (BNSF) rail spur runs through the proposed District area (see Figure 1).

Figure 1. Post Falls Downtown Urban Renewal District Boundary





Existing Conditions

Zoning

Figure 2 depicts the different land uses encompassing the 548 acres. The area primarily consists of small, urban lots which are mainly developed, with some undeveloped areas prime for development.





Proposed improvement projects contained within this study adhere to the City's future land use and zoning plans as set forth in the City of Post Falls Comprehensive Plan, SmartCode, Parking Plan, and City Center Master Plan Update as well as other City planning documents.



Social and Economic Conditions





POPULATION 43,400

MEDIAN HOUSEHOLD INCOME \$54,021





POVERTY RATE

BACHELOR'S DEGREE OR HIGHER 19.8%



Regional Overview Post Falls

Historical Population Change (2014 - 2019)	15%
Total Industry Jobs (2013)	8,501
Total Industry Jobs (2018)	11,637
Total Industry Jobs Change %	37%
Labor Force Participation Rate	66.2%
Median Household Income (2018)	\$54,021
Source: U.S. Census	

Income

Per capita income is measured in terms of a family's "money income." Money income includes wages and salaries plus other income such as social security and unemployment benefits.

Adjusted for inflation, per capita income has increased 8.6% in Post Falls from 2014 to 2019.

Housing Units and Households

Figure 4. Housing Units and Households (number and % change)



Source: U.S. Census

Financial Analysis

Taxable Value of Property in Area

The estimated total assessed value of all properties in the proposed Post Falls Downtown District boundary is \$182,265,405 (assessment year 2020). This is roughly 5.6% of the City's final total assessed taxable value in 2020. For this study, we use the 2020 assessed value of \$182,265,405 as the base value of the Post Falls Downtown District. If the Plan is adopted on or before December 31, 2021, the Kootenai County Assessor will calculate the base using tax accounts for all properties in the Post Falls Downtown District boundary, which may differ slightly from the value assessment roll as of January 1, 2020.

Table 1. Total Estimated Assessed Value

Post Falls Downtown Urban	
Renewal District	
(assessed 2020)	\$ 182,265,405
City of Post Falls	
(2020 final assessment)	\$ 3,226,337,884

Sources: Kootenai County Assessor, City of Post Falls, Post Falls Urban Renewal Agency

Future Development

As the 2019 Post Falls Downtown URD Eligibility Report cites, the area is defined as a "deteriorating area" under Idaho Code Sections 50-2018(9), and is comprised of old mill operations and older neighborhoods. Both old mill sites and neighborhoods, located primarily in the center of the proposed District, contain a lack of/or deteriorating roads, curb, gutter and sidewalks, stormwater facilities and lighting. Infill development is required to revitalize this area.

Infill development will attract people and spur economic growth, creating an active and vibrant downtown core—a goal of Post Falls leadership and citizens, as indicated in the 2005 City Center Master Plan and again in the 2021 City Center Master Plan Update. Stakeholders also resonate with mixed-use development areas that will offer more diversified housing options and opportunities to support commercial activity. This vision has driven the future development scenarios set forth in this analysis.

Information contained in this section was obtained from City staff and engineers working with developers currently investing within the District boundary. All future development scenarios comply with the *City of Post Falls 2020 Comprehensive Plan*. The map below illustrates where future development and redevelopment opportunities exist. The two most current opportunities in the District include the former Idaho Veneer and Post Falls Landings sites. Development of these areas were accounted for in the model as well as the planned development at the former GW Hunters site (located north of I-90 along Spokane Street) and are further exemplified later in this section.





Figure 5. Existing and Future Structure Story Count within the Proposed Downtown URD Boundary

Source: City of Post Falls Community Development Department

City Planning staff and Welch-Comer Engineers applied the existing *Post Falls City Center Parking Plan* (2018) layout to determine best-case scenarios for future development within the proposed URD boundary. Three different scenarios were conducted based on structure lot coverage and how many stories of commercial space could be allowed grounded upon planning and zoning practices. The three scenarios ranged from conservative (Scenario A) to more aggressive development (Scenarios B and C).

According to City Planning staff, there are approximately 804,830 square feet of commercial space located within the proposed Downtown Urban Renewal District boundary. Based on the total net usable square feet of commercial space available, the commercial space situated within the proposed district boundary accounts for roughly 36% of the City's total commercial footprint. Because Scenarios B and C would more than double the commercial footprint within the City and exponentially within the URD's commercial footprint, Scenario A was used for this analysis based on rates of absorption. This process was further vetted on current real estate conditions and absorption rates. It is understood that each of the larger known developments proposed, as outlined below, will be a catalyst for further development activity within the URD.

	% Increase to City's			% Increase to proposed District's		
	Commercial Footprint			Com	mercial Footpr	int
	1 Story	1.5 Stories	2 Story	1 Story	1.5 Stories	2 Story
Scenario A	26%	58%	89%	74%	161%	248%
Scenario B	58%	104%	151%	161%	291%	422%
Scenario C	89%	151%	213%	248%	422%	595%

Source: Welch-Comer Engineers, City of Post Falls Community Development Department, author's calculations



The future development analysis was conducted on a block-by-block basis and parcel-by-parcel for the best understanding of adjacent uses and compatible future use scenarios. Most blocks/parcels within this analysis are developed. In such cases, residential or commercial uses were reallocated and projected assessed valuations were determined based on similar uses around the City. For example, if the City's Parking Plan calls for 50% of a block to be developed commercial and 50% residential and the current use is 100% residential, 50% of the parcels were reallocated as commercial and given assessed values based on similar current commercial uses around the City. Those parcels that made most sense to be commercial over residential were reallocated as such (e.g. corner lots, or based on adjacent uses, etc.).

As noted, three large catalyst developments are currently underway and act as some of the anchors within this URD. The former Idaho Veneer site was built out as indicated by the developer and building layout was provided by the developer's engineer, J-U-B Engineers, Inc. Approximately 126 units are proposed—a mix of urban and garden townhomes—along with a 200-unit multi-family complex, potential hotel, assisted living quarters, and roughly 76,500 square feet of commercial space. Figure 6 illustrates the conceptual master plan for the Veneer Mill Site Redevelopment.



Figure 6. Conceptual Master Plan, Veneer Mill Site Redevelopment

Source: Design Workshop

The purchase of the Post Falls Landings site was not final at the time of this study but was built out based on current and future zoning and land use plans—primarily mixed use with an emphasis on commercial development. Residential assessed values were determined based on current condo units in the vicinity and commercial development was estimated using current mixed-use and commercial developments.

The former GW Hunters site is in the process of being redeveloped into a mixed-use development. Proposed plans incorporate the existing coffee shop space and include an event center with banquet facilities, a pedestrian plaza, single-story restaurant, and two 10-plex apartment buildings (two-story) see Figure 7.

All future commercial development analyzed in this study is included in the Job Impacts section.



Post Falls Downtown Urban Renewal District | Economic Feasibility Study



Figure 7. Conceptual Site Plan, 7th & Spokane St. (former GW Hunters site)



Source: ML Architect & Associates

For purposes of this study, the timing of future development was determined by known prospective developments (the Veneer site was analyzed through fiscal years 2021 to 2027 and the Landings through fiscal years 2022 to 2038) coupled with spreading the remainder of development through the life of the District. Absorption will play a large role in this proposed buildout as building improvements are extensive. Thus, we provide three different buildout scenarios (no-build, 50% buildout, 100% buildout) to provide the City of Post Falls and Post Falls Urban Renewal Agency with the conservative and most comprehensive picture of what to expect from a tax increment revenue perspective.

Infrastructure

Public infrastructure and improvement projects anticipated within the Post Falls Downtown District boundary are outlined in the tables below, for a total estimated cost of roughly \$67 million. The proposed public infrastructure and improvement projects are prioritized and the estimated project costs by priority are summarized in Table 3.

Due to revenue projections, as more fully set forth below, the phased tier approach reflects the anticipated order based on current market and development conditions which will most likely change based on the ever-changing market demands, any unanticipated development or development timeliness.

The projects were prioritized by City staff based on need and public input obtained through the City Center Master Plan Update, stakeholders, and public officials, including input from Post Falls Urban Renewal Agency. This study is premised upon the economic feasibility of the Tier 1 Projects. The unfunded projects are set forth in the list of Tier 2, 3, and 4 Projects, outlined below. Public infrastructure and improvement projects prioritized as a high priority within the proposed Post Falls Downtown District are detailed in Table 4.

Infrastructure TIERS are likely to change with market conditions and as development occurs.

If development occurs more quickly than projected and/or other funding sources become available through either grants or partnerships with the City and/or developers on project funding, then the Agency may reprioritize projects as listed in 1, 2, 3 and 4 below. Additionally, the Agency may be able to undertake additional projects through developer advanced funding of projects. Please note that some of these estimates will change as projects move forward and are more defined. The estimated project costs do not account for inflation.

Table 2. Estimated Project Costs by Tier Level

Tier Level	Total
1	\$18,220,000
2	\$6,905,000
3	\$11,950,000
4	\$30,062,000
Total	\$67.137.000

Source: Welch-Comer Engineers, City of Post Falls, author's calculations

Table 3. Potential Public Infrastructure and Improvement Projects, Tier 1 projects

<u> Tier 1</u>

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

Source: Welch-Comer Engineers, City of Post Falls, author's calculations



Table 4. Potential Public Infrastructure and Improvement Projects, Tiers 2, 3, and 4 projects Tier 2

Project Name	Description	Estimated
		Cost, 2020 \$
Signal at 3rd & Spokane	Design and installation of traffic signal at the	\$563,000
	intersection of 3rd Ave & Spokane Street	
Railroad Property along RR	Property Purchase for potential parking and/or park &	\$1,185,000
and Switch Yard	open space.	
Centennial Trail - RR R/W	ROW purchase, Centennial Trail design & construction	\$2,752,000
Acquisition & Trail	from Spokane Street to Bay Street and Chase Street to	
Construction	Spokane Street.	
Entry Monuments	Entry Monument installation/construction at locations	\$300,000
	TBD.	
Wayfinding Signage	Wayfinding design, construction and install at	\$100,000
	locations TBD.	
Public Art	Type and locations to be determined. Assumed 10	\$500,000
	separate pieces.	
Water Tower	Structural engineering, illumination, &	\$180,000
Improvements/Highlights	paint/improvements to existing water tower.	
Fire Station - Fence and	Fencing and sewer service connection.	\$25,000
Sewer Connection		
4th Ave Frontage	Road widening, stormwater, sidewalk, illumination,	\$1,100,000
Improvements (excluding	etc, between William St. and Lincoln St. (frontage).	
Idaho Veneer)		
Waterline Extension, Marina	Waterline improvements at PF Landings Condos.	\$200,000
Condos to Falls Park		
	TOTAL TIER 2 ESTIMATED COST	\$6,905,000

<u> Tier 3</u>

Project Name	Description	Estimated Cost, 2020 \$
Seltice/Mullan Couplet	Planning, engineering and construction of several	\$10,000,000
Project - Street Completion	streets and intersections associated with a potential	
Plan	couplet of Seltice & Mullan.	
Event Center Spaces	Land acquisition, architecture, design and construction	\$1,200,000
	of space(s) TBD.	
Railroad Avenue to Idaho	Extension of Railroad Avenue to Idaho thru Idaho	\$750,000
Street	Veneer site includes roadway and public utilities.	
	TOTAL TIER 3 ESTIMATED COST	\$11,950,000



<u>Tier 4</u>

Project Name	Description	Estimated Cost, 2020 \$
Warren Park Improvements	On site and offsite improvements could include roadway, parking, play equipment and/or field improvements.	\$412,000
Apply Improvements - Parking Plan North of Freeway	Multiple street revitalization projects consistent with the City Center Parking Plan – North of I-90	\$5,000,000
Ped & Bike Connections Across Freeway (Henry or Lincoln)	Grade separated pedestrian/bicycle crossings at Henry Street or Lincoln Street.	\$3,500,000
Site Remediation (General)	General site clean up and remediation in locations TBD.	\$4,650,000
Land Acquisition General	Land acquisition as needed and at locations TBD.	\$16,500,000
	TOTAL TIER 4 ESTIMATED COST	\$30,062,000

Note: If grants or other leveraging funding sources become available, or new development and redevelopment of existing properties occur sooner than anticipated, tier 2, 3, or 4 projects may be completed earlier or projects may be re-prioritized.

Source: Welch-Comer Engineers, City of Post Falls, author's calculations

The benefits of reduced infrastructure costs and better economic returns associated with new development and redevelopment of existing, older properties will motivate local developers and entrepreneurs to overcome the barriers that have stymied infill and redevelopment projects in the past.

Other benefits of the vision for the District include:

- Placing residents closer to jobs and community services
- Create a livable, walkable, and shoppable downtown core
- New construction revitalizes the area and boosts the neighborhood's economy
- Maximizes the utilization of existing infrastructure and facilities
- The opportunity to offer more transportation options than the suburbs.
- The ability for businesses to be closer to residents and existing facilities
- The mature landscaping can reduce cost and increases property values, as opposed to raw land
- This type of infill project invests back into the existing community



Projected Assessed Values

The projected property assessed values based on the three buildout scenarios identified within the proposed Post Falls Downtown District boundary are shown in Table 6.

Inflation is accounted for in the "Projected Assessed Value"—2.04% annually. The "Percent Growth" shown is based on the projected assessed value from the current fiscal year compared to previous fiscal year shown. Since the projected assessed value accounts for inflation, inflation in the percent growth is implied.

Each buildout scenario was based on similar developments and their current assessed values based on average assessed values per square

feet. The different growth scenarios show the proposed projects in three scenarios and are distributed evenly across each proposed development in the District for assessment purposes:

1) a worst-case scenario where no new development occurs;

2) a moderate scenario where 50% of all proposed new developments are built; and

3) the best-case scenario where all the proposed new developments are built out by the end of the district's life in 2041 (**increment is collected through 2042**) – if district is established in 2021.

As mentioned earlier, the timing of the projected new developments is based on existing infrastructure and the benefits dispersed across other areas around the City. Absorption also plays a large role in these proposed buildout scenarios as improvements can be extensive. The following buildout scenarios provide a conservative, yet holistic approach.

The Post Falls Downtown District's termination date is December 31, 2041; however, the Agency will continue to receive revenue allocation proceeds from assessment year 2041 and are collected in 2042 which is represented in the cash flow analysis. Therefore, the projected property assessed values at end of district life are stated for the fiscal year 2042.



Value at End of District Life BASE (2020): \$182.3M NO DEVELOPMENT: \$278.5M 50% DEVELOPED: \$374.9M

Projected Property Assessed

100% DEVELOPED: \$471.2M

	No Development		50% Devel	oped	100% Deve	loped
Fiscal Year	Projected Assessed Value	Percent Growth	Projected Assessed Value	Percent Growth	Projected Assessed Value	Percent Growth
2021	\$182,265,405	2.0%	\$182,265,405		\$182,265,405	
2022	\$185,983,619	2.0%	\$185,983,619	2.0%	\$185,983,619	2.0%
2023	\$189,777,685	2.0%	\$193,261,329	3.9%	\$196,744,974	5.8%
2024	\$193,649,150	2.0%	\$202,731,572	4.9%	\$211,813,994	7.7%
2025	\$197,599,593	2.0%	\$212,395,007	4.8%	\$227,190,422	7.3%
2026	\$201,630,624	2.0%	\$223,255,381	5.1%	\$244,880,139	7.8%
2027	\$205,743,889	2.0%	\$234,337,307	5.0%	\$262,930,726	7.4%
2028	\$209,941,064	2.0%	\$245,645,304	4.8%	\$281,349,545	7.0%
2029	\$214,223,862	2.0%	\$257,183,985	4.7%	\$300,144,108	6.7%
2030	\$218,594,029	2.0%	\$265,474,410	3.2%	\$312,354,791	4.1%
2031	\$223,053,347	2.0%	\$273,933,960	3.2%	\$324,814,572	4.0%
2032	\$227,603,635	2.0%	\$282,566,084	3.2%	\$337,528,533	3.9%
2033	\$232,246,749	2.0%	\$291,374,304	3.1%	\$350,501,859	3.8%
2034	\$236,984,583	2.0%	\$300,362,212	3.1%	\$363,739,840	3.8%
2035	\$241,819,069	2.0%	\$309,533,473	3.1%	\$377,247,876	3.7%
2036	\$246,752,178	2.0%	\$318,891,827	3.0%	\$391,031,477	3.7%
2037	\$251,785,922	2.0%	\$328,441,092	3.0%	\$405,096,262	3.6%
2038	\$256,922,355	2.0%	\$338,185,162	3.0%	\$419,447,970	3.5%
2039	\$262,163,571	2.0%	\$347,083,749	2.6%	\$432,003,927	3.0%
2040	\$267,511,708	2.0%	\$356,163,867	2.6%	\$444,816,027	3.0%
2041	\$272,968,947	2.0%	\$365,429,220	2.6%	\$457,889,492	2.9%
2042	\$278,537,513	2.0%	\$374,883,585	2.6%	\$471,229,657	2.9%

Table 5. Projected Assessed Value Growth by Growth Scenario (\$2021)

*includes new development and is adjusted for inflation (2.04%)

Projected Tax Increment Revenue

The projected revenue allocation proceeds also referred to as Tax Increment Revenues (TIF) from the assessed value growth broken out in the three build-out scenarios are shown in *Table 7, Table 8,* and *Table 9.* The 2020 levy rates were used collectively for each of the taxing districts that overlap the Post Falls Downtown District boundary (0.00933902). By the end of the district's life, in 2042, it is estimated that there is potential to generate roughly \$29.4 million in tax increment revenue, if fully developed as analyzed, and \$19.3 million at 50%.





Figure 8. Projected Tax Increment Revenue at end of Post Falls Downtown Urban Renewal District life (\$2021)

 Table 6. Tax Increment Revenue Projection: No Development Scenario (\$2021)

			No Develop	ment			
Fiscal Year	Projected Assessed Value	Base	Increment Value	Tax Rate	Tax Increment Yield (annual)	TIF (cumulative)	
2021	\$182,265,405	\$182,265,405		0.0093390200			
2022	\$185,983,619	\$182,265,405		0.0093390200			
2023	\$189,777,685	\$182,265,405	\$7,512,280	0.0093390200	\$70,157	\$70,157	
2024	\$193,649,150	\$182,265,405	\$11,383,745	0.0093390200	\$106,313	\$176,470	
2025	\$197,599,593	\$182,265,405	\$15,334,188	0.0093390200	\$143,206	\$249,519	
2026	\$201,630,624	\$182,265,405	\$19,365,219	0.0093390200	\$180,852	\$430,371	
2027	\$205,743,889	\$182,265,405	\$23,478,484	0.0093390200	\$219,266	\$649,638	
2028	\$209,941,064	\$182,265,405	\$27,675 <i>,</i> 659	0.0093390200	\$258,464	\$908,101	
2029	\$214,223,862	\$182,265,405	\$31,958,457	0.0093390200	\$298,461	\$1,206,562	
2030	\$218,594,029	\$182,265,405	\$36,328,624	0.0093390200	\$339,274	\$1,545,835	
2031	\$223,053,347	\$182,265,405	\$40,787,942	0.0093390200	\$380,919	\$1,926,755	
2032	\$227,603,635	\$182,265,405	\$45,338,230	0.0093390200	\$423,415	\$2,350,169	
2033	\$232,246,749	\$182,265,405	\$49,981,344	0.0093390200	\$466,777	\$2,816,946	
2034	\$236,984,583	\$182,265,405	\$54,719,178	0.0093390200	\$511,023	\$3,327,970	
2035	\$241,819,069	\$182,265,405	\$59,553,664	0.0093390200	\$556,173	\$3,884,143	
2036	\$246,752,178	\$182,265,405	\$64,486,773	0.0093390200	\$602,243	\$4,486,386	
2037	\$251,785,922	\$182,265,405	\$69,520,517	0.0093390200	\$649,253	\$5,135,639	
2038	\$256,922,355	\$182,265,405	\$74,656 <i>,</i> 950	0.0093390200	\$697,223	\$5,832,862	
2039	\$262,163,571	\$182,265,405	\$79,898,166	0.0093390200	\$746,171	\$6,579,033	
2040	\$267,511,708	\$182,265,405	\$85,246,303	0.0093390200	\$796,117	\$7,375,150	
2041	\$272,968,947	\$182,265,405	\$90,703,542	0.0093390200	\$847,082	\$8,222,232	
2042	\$278,537,513	\$182,265,405	\$96,272,108	0.0093390200	\$899,087	\$9,121,319	
*adjusted for inflation (2.04%)							

*adjusted for inflation (2.04%)

Table 7. Tax Increment Revenue Projection: 50% Developed Scenario (\$2021)

			50% Develop	ed		
Fiscal Year	Projected Assessed Value	Base	Increment Value	Tax Rate	Tax Increment Yield (annual)	TIF (cumulative)
2021	\$182,265,405	\$182,265,405		0.0093390200		
2022	\$185,983,619	\$182,265,405		0.0093390200		
2023	\$193,261,329	\$182,265,405	\$10,995,924	0.0093390200	\$102,691	\$102,691
2024	\$202,731,572	\$182,265,405	\$20,466,167	0.0093390200	\$191,134	\$293,825
2025	\$212,395,007	\$182,265,405	\$30,129,602	0.0093390200	\$281,381	\$472,515
2026	\$223,255,381	\$182,265,405	\$40,989,976	0.0093390200	\$382,806	\$855,321
2027	\$234,337,307	\$182,265,405	\$52,071,902	0.0093390200	\$486,301	\$1,341,622
2028	\$245,645,304	\$182,265,405	\$63,379,899	0.0093390200	\$591,906	\$1,933,528
2029	\$257,183,985	\$182,265,405	\$74,918,580	0.0093390200	\$699,666	\$2,633,194
2030	\$265,474,410	\$182,265,405	\$83,209,005	0.0093390200	\$777,091	\$3,410,284
2031	\$273,933,960	\$182,265,405	\$91,668,555	0.0093390200	\$856,094	\$4,266,379
2032	\$282,566,084	\$182,265,405	\$100,300,679	0.0093390200	\$936,710	\$5,203,089
2033	\$291,374,304	\$182,265,405	\$109,108,899	0.0093390200	\$1,018,970	\$6,222,059
2034	\$300,362,212	\$182,265,405	\$118,096,807	0.0093390200	\$1,102,908	\$7,324,968
2035	\$309,533,473	\$182,265,405	\$127,268,068	0.0093390200	\$1,188,559	\$8,513,527
2036	\$318,891,827	\$182,265,405	\$136,626,422	0.0093390200	\$1,275,957	\$9,789,484
2037	\$328,441,092	\$182,265,405	\$146,175,687	0.0093390200	\$1,365,138	\$11,154,621
2038	\$338,185,162	\$182,265,405	\$155,919,757	0.0093390200	\$1,456,138	\$12,610,759
2039	\$347,083,749	\$182,265,405	\$164,818,344	0.0093390200	\$1,539,242	\$14,150,001
2040	\$356,163,867	\$182,265,405	\$173,898,462	0.0093390200	\$1,624,041	\$15,774,042
2041	\$365,429,220	\$182,265,405	\$183,163,815	0.0093390200	\$1,710,571	\$17,484,612
2042	\$374,883,585	\$182,265,405	\$192,618,180	0.0093390200	\$1,798,865	\$19,283,478

*includes new development and is adjusted for inflation (2.04%)



Table 8. Tax Increment Revenue Projection: 100% Developed Scenario (\$2021)

100% Developed						
Fiscal Year	Projected Assessed Value	Base	Increment Value	Tax Rate	Tax Increment Yield (annual)	TIF (cumulative)
2021	\$182,265,405	\$182,265,405		0.0093390200		
2022	\$185,983,619	\$182,265,405		0.0093390200		
2023	\$196,744,974	\$182,265,405	\$14,479,569	0.0093390200	\$135,225	\$135,225
2024	\$211,813,994	\$182,265,405	\$29,548,589	0.0093390200	\$275 <i>,</i> 955	\$411,180
2025	\$227,190,422	\$182,265,405	\$44,925,017	0.0093390200	\$419,556	\$695,510
2026	\$244,880,139	\$182,265,405	\$62,614,734	0.0093390200	\$584,760	\$1,280,271
2027	\$262,930,726	\$182,265,405	\$80,665,321	0.0093390200	\$753 <i>,</i> 335	\$2,033,606
2028	\$281,349,545	\$182,265,405	\$99,084,140	0.0093390200	\$925,349	\$2,958,955
2029	\$300,144,108	\$182,265,405	\$117,878,703	0.0093390200	\$1,100,872	\$4,059,826
2030	\$312,354,791	\$182,265,405	\$130,089,386	0.0093390200	\$1,214,907	\$5,274,733
2031	\$324,814,572	\$182,265,405	\$142,549,167	0.0093390200	\$1,331,270	\$6,606,003
2032	\$337,528,533	\$182,265,405	\$155,263,128	0.0093390200	\$1,450,005	\$8,056,008
2033	\$350,501,859	\$182,265,405	\$168,236,454	0.0093390200	\$1,571,164	\$9,627,172
2034	\$363,739,840	\$182,265,405	\$181,474,435	0.0093390200	\$1,694,793	\$11,321,965
2035	\$377,247,876	\$182,265,405	\$194,982,471	0.0093390200	\$1,820,945	\$13,142,911
2036	\$391,031,477	\$182,265,405	\$208,766,072	0.0093390200	\$1,949,671	\$15,092,581
2037	\$405,096,262	\$182,265,405	\$222,830,857	0.0093390200	\$2,081,022	\$17,173,603
2038	\$419,447,970	\$182,265,405	\$237,182,565	0.0093390200	\$2,215,053	\$19,388,656
2039	\$432,003,927	\$182,265,405	\$249,738,522	0.0093390200	\$2,332,313	\$21,720,969
2040	\$444,816,027	\$182,265,405	\$262,550,622	0.0093390200	\$2,451,966	\$24,172,934
2041	\$457,889,492	\$182,265,405	\$275,624,087	0.0093390200	\$2,574,059	\$26,746,993
2042	\$471,229,657	\$182,265,405	\$288,964,252	0.0093390200	\$2,698,643	\$29,445,636

*includes new development and is adjusted for inflation (2.04%)



Figure 9 summarizes the increment revenue throughout the life of the district at 50% development buildout and the new taxable value into perpetuity.



Figure 9. Captured Increment throughout life of Post Falls Downtown Urban Renewal District (**if only 50% Development**)— \$2021

Taxing Districts

The assessed value of the properties in an urban renewal district at the time the district is put in place is called the **base** value. The **increment** value is the amount that the assessed value increases above the base after the urban renewal district is put in place. In general, and subject to Idaho Code 50-2908, an agency receives an allocation of revenue from property tax dollars generated from incremental value.

Taxing districts have the ability to collect their full budget requests. This includes the allowed 3% annual budget increase and forgone amounts. This is because property taxes are budget driven and not assessment driven. Under Idaho Code § 63-802, taxing entities are constrained in establishing levy rates by the amount each budget of each taxing district can increase on an annual basis and/or by levy limits.

In addition, without the Revenue Allocation Area and its ability to pay for public improvements and public facilities, fewer substantial improvements within the Revenue Allocation Area would be expected during the term of the Plan; hence, there would be lower increases in assessed valuation to be used by the other taxing entities.

A result of new construction occurring outside the revenue allocation area (Idaho Code §§ 63-802 and 63-301A) is the likely reduction of the levy rate as assessed values increase for property within each taxing entity's jurisdiction. From and after December 31, 2006, Idaho Code § 63-301A prohibits taxing entities from including, as part of the new construction roll, the increased value related to new construction within a revenue allocation area until the revenue allocation authority is terminated. Any new construction within the Project Area is not available for inclusion by the taxing entities to increase
their budgets. Upon termination of the District or de-annexation of area, the taxing entities will be able to include the accumulated new construction roll value in setting the following year's budget and revenue from such value *is not limited to* the three percent increase allowed in Idaho Code § 63-802(1)(a).

As of the date of this study, the most recent levy rates (2020) were used in this study for purposes of the analysis—0.00933902. The Study has made certain assumptions concerning the levy rate. The levy rate is estimated to stay level for the life of the revenue allocation area. More than likely, this rate will be lower in future years as development occurs. If the overall levy rate is less than projected, or the assessed values do not increase as expected, or expected development fails to occur as estimated, the Agency shall receive fewer funds from revenue allocation.

Pursuant to Idaho Code § 50-2908, the Agency is not entitled to revenue allocation proceeds from certain levy increases (e.g. from bonds) which are allowed by either specific statutory authorization or approved by an election of the qualified electors of the particular taxing district. Therefore, for any levy election, the Agency will not receive revenue allocation funds which would have been generated by imposing that levy on the assessed valuation within the Project Area. The Study has taken this statute into account.

Dedicating efforts to maintaining a healthy economy is one variable in a viable city. These efforts will produce induced economic benefits in terms of jobs, sales, and expected overall increase in population, including student enrollment. The impact of potential increases in school enrollment—and resulting increases in funding—has the potential to offset some of the impacts felt through allocating these revenues elsewhere for the short-term.

Job Impacts

Job creation is one of the core outcomes of urban renewal. As a result of business growth within an urban renewal district, the spill-over effects from job creation and the wealth it generates is injected throughout the region.

Approximately 15% of the total jobs in the City of Post Falls are located within the proposed URD boundary. Of the roughly 1,800 employed in the boundary limits, 30% are Post Falls residents, 18% from Coeur d'Alene, and 5% each from Hayden and Spokane Valley (U.S. Census LEHD, 2018). Approximately 22% of





Source: U.S. Census, Center for Economic Studies, LEHD (2018)

all jobs in the proposed URD are employed in accommodation and food services, with another 15% in healthcare. By far, the largest employing sectors within the District.

The potential future development of the commercial areas around the District is used to estimate the number of jobs and resulting multiplier effects. Job impacts are broken down by the largest economic drivers for the District—the former Veneer site and Post Falls Landings. Although it is unknown what will be developed at the Post Falls Landings site, the planned zoning for the site, mixed-use, was used as a proxy. Initial jobs were estimated using industry standards (facility classification multipliers derived from data published by the Urban Land Institute)—floor-to-area ratios based on building sites and average number of employees per square foot by industry.

The economic activity related to these jobs is a result of the millions of dollars of goods and services purchased from local vendors and the wages and benefits paid to local workers. The initial outlay of funds circulates to the business owners and employees that supply the materials, goods and services needed for business. These contractors, businesses, and employees continue the economic ripple effect by purchasing goods and services.

Residential development will undergo short-term job impacts. During the construction phase, millions of dollars will be spent for the wages and benefits of construction employees. These one-time, short-term impacts were not calculated—only long-term job impacts were produced. However, these workers, as well as employees of all suppliers, will spend a portion of their wages on household consumer goods such as groceries, rent, vehicle expenses, health care, entertainment, etc. Once the development is completed and occupied, commercial activity and new residential households will spend millions of dollars, annually, in the course of their daily activities. This recirculation of the original expenditures multiplies their impact through these indirect and induced effects.

The extent to which the initial expenditures multiply is estimated using economic models that depict the relationships between industries and firms and their employees. These models are built upon expenditure patterns that are reported to the U.S. Bureau of Labor Statistics, the U.S. Census Bureau and the Bureau of Economic Analysis. Data is regionalized so that it reflects and incorporates local conditions such as average wages, expenditure patterns and resource availability and costs.

The multipliers used in this analysis were generated by an economic modeling tool produced by IMPLAN using U.S. Bureau of Economic Analysis' RIMS II multipliers. For planning purposes, the district has the potential to create roughly 1,013 direct jobs if all commercial areas were to be fully built out—a significant contribution to the roughly 1,800 jobs currently existing in the District boundary. The additional 1,013 jobs would create another 162 jobs in other sectors across the community and region.





	Total JOB IMPACTS		
		Indirect +	
Future Development	Direct	Induced	Total
Former Veneer Site	339	54	394
Post Falls Landings	171	27	199
Remainder of District	502	80	582
Total	1,013	162	1,175

Once the development is completed and occupied, commercial activity and new residential households will spend millions of dollars annually in the course of their daily activities. This recirculation of the original expenditures multiplies their impact through these indirect and induced effects.

Conclusion

Given the proposed infrastructure project and improvement list focusing on Tier 1 Projects and future new development estimates and data to project tax increment revenue, the proposed Post Falls Downtown Urban Renewal District is deemed economically feasible. Infrastructure tiers are likely to change with market conditions and could be undertaken should revenue allocation proceeds exceed projections, or other funding sources become available. The Post Falls Downtown District has the potential to add roughly \$289 million to property tax assessments following termination of the district. If only 50% of the planned development is to occur, an additional \$193 million to the current assessed valuation, within



the proposed URD boundary, could be expected—all of which would increase the City's total current assessed taxable valuation by \$471 million under the 100% developed scenario and \$374.8 million under the 50% development scenario. As noted, future development will occur based on absorption as some developments are sizeable and may react slower to the market.

Increment revenue projected to accrue is upwards of \$29.4 million if fully developed as planned, \$19.2 million if only 50% of the planned development is to occur, and \$9.1 million in a no development scenario—the most conservative estimate.

Cumulative Estimated Tax Increment Revenue Generated by End of District Life (\$2021)		
No Development	50% Developed	100% Developed
\$9,121,319	\$19,283,478	\$29,445,636

The anticipated commercial and industrial growth stimulated by the creation of this urban renewal district, will also lead to job creation. For planning purposes, the district has the potential to create roughly

1,013 direct jobs if all commercial areas were to be fully built out—a significant contribution to the roughly 1,800 jobs currently existing in the District boundary. The additional 1,013 jobs would create another 162 jobs in other sectors across the community and region. Such impacts which will create an increase of flow of earnings to circulate around the community by, ultimately, increasing tax revenues and the overall tax base—bettering the community as a whole.

Appendix: Cash Flow

All income will be used or allocated to infrastructure costs. It is practice of the Post Falls Urban Renewal Agency to budget annually for all infrastructure improvements. Those improvements currently committed to, planned or underway, but not completed, approved and dedicated to and accepted by the City will be set aside in a Capital Account for disbursement upon completion, approval and dedication.

Cash Flow Analysis Post Falls Urban Renewal District

Year 2021-2031 2032-2042* **Beginning Balance** Ś Ś 339.070 Source of Funds Revenue Allocation \$ 4,369,070 \$ 15,017,099 **Total Funds Available** Ś 4,369,070 \$ 15,356,169 Use of Funds **Total Infrastructure Expenditures** Ś 3,780,000 \$ 14,440,000 Net available for Operating Expenses & Debt Service \$ 589,070 \$ 916,169 **Operating Expenses** Agency Operating Expenses \$ 250,000 \$ 250,000 **Total Operating Expenses** Ś 250,000 \$ 250,000 Reimbursements **Reimbursement of Approved** Infrastructure Costs (advanced by Proponents or the City and debt service) \$ 339,070 \$ 666,169 **Total Debt Service** \$ \$ **Total Use of Funds** Ś 4,030,000 \$ 14,690,000 **Ending Balance** \$ 339,070 \$ 666,169





APPENDICES

Appendix A – Project Costs

- Appendix B Idaho Code Section 50-2008
- Appendix C Notice of Public Hearing(s)
- Appendix D Resolution of Finding of Disadvantaged Border Community Area
- Appendix E Resolution Establishing Plan and Increment Area
- Appendix F Setting Public Hearing on Adoption of the District
- Appendix G Ordinance Adopting the Urban Renewal Plan and District Map
- Appendix H Owner Participation & Reimbursement Agreement (Formation of a Plan & District)
- Appendix I Owner Participation & Reimbursement Agreement (Existing Plan & District)
- Appendix J Public Meetings Discussions and Related Press Articles
- Appendix K City Center Master Plan Update
- Appendix L City Center Parking Plan

APPENDIX A – Project Costs

The following Engineer's opinion of probable costs are calculated in 2020 dollars:

<u> Tier 1</u>

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

<u> Tier 2</u>

Project Name	Description	Estimated
		Cost, 2020 \$
Signal at 3rd & Spokane	Design and installation of traffic signal at the	\$563,000
	intersection of 3rd Ave & Spokane Street	
Railroad Property along RR	Property Purchase for potential parking and/or park &	\$1,185,000
and Switch Yard	open space.	
Centennial Trail - RR R/W	ROW purchase, Centennial Trail design & construction	\$2,752,000
Acquisition & Trail	from Spokane Street to Bay Street and Chase Street to	
Construction	Spokane Street.	
Entry Monuments	Entry Monument installation/construction at locations	\$300,000
	TBD.	
Wayfinding Signage	Wayfinding design, construction and install at	\$100,000
	locations TBD.	
Public Art	Type and locations to be determined. Assumed 10	\$500,000
	separate pieces.	
Water Tower	Structural engineering, illumination, &	\$180,000
Improvements/Highlights	paint/improvements to existing water tower.	
Fire Station - Fence and	Fencing and sewer service connection.	\$25,000
Sewer Connection		
4th Ave Frontage	Road widening, stormwater, sidewalk, illumination,	\$1,100,000
Improvements (excluding	etc, between William St. and Lincoln St. (frontage).	
Idaho Veneer)		
Waterline Extension, Marina	Waterline improvements at PF Landings Condos.	\$200,000
Condos to Falls Park		
	TOTAL ESTIMATED COST	\$6,905,000

<u> Tier 3</u>

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

<u> Tier 4</u>

Project Name	Description	Estimated Cost, 2020 \$
Warren Park Improvements	On site and offsite improvements could include roadway, parking, play equipment and/or field improvements.	\$412,000
Apply Improvements - Parking Plan North of Freeway	Multiple street revitalization projects consistent with the City Center Parking Plan – North of I-90	\$5,000,000
Ped & Bike Connections Across Freeway (Henry or Lincoln)	Grade separated pedestrian/bicycle crossings at Henry Street or Lincoln Street.	\$3,500,000
Site Remediation (General)	General site clean up and remediation in locations TBD.	\$4,650,000
Land Acquisition General	Land acquisition as needed and at locations TBD.	\$16,500,000
	TOTAL ESTIMATED COST	\$30,062,000

APPENDIX B – Idaho Code Section 50-2008

TITLE 50 MUNICIPAL CORPORATIONS CHAPTER 20 URBAN RENEWAL LAW

50-2008. PREPARATION AND APPROVAL OF PLAN FOR URBAN RENEWAL PROJECT. (a) An urban renewal project for an urban renewal area shall not be planned or initiated unless the local governing body has, by resolution, determined such area to be a deteriorated area or a deteriorating area or a combination thereof and designated such area as appropriate for an urban renewal project.

(b) An urban renewal agency may itself prepare or cause to be prepared an urban renewal plan, or any person or agency, public or private, may submit such a plan to an urban renewal agency. Prior to its approval of an urban renewal project, the local governing body shall submit such plan to the planning commission of the municipality, if any, for review and recommendations as to its conformity with the general plan for the development of the municipality as a whole. The planning commission shall submit its written recommendations with respect to the proposed urban renewal plan to the local governing body within sixty (60) days after receipt of the plan for review. Upon receipt of the recommendations of the planning commission, or if no recommendations are received within said sixty (60) days, then without such recommendations, the local governing body may proceed with the hearing on the proposed urban renewal project prescribed by subsection (c) hereof.

(c) The local governing body shall hold a public hearing on an urban renewal project, after public notice thereof by publication in a newspaper having a general circulation in the area of operation of the municipality. The notice shall describe the time, date, place and purpose of the hearing, shall generally identify the urban renewal area covered by the plan, and shall outline the general scope of the urban renewal project under consideration.

(d) Following such hearing, the local governing body may approve an urban renewal project and the plan therefor if it finds that (1) a feasible method exists for the location of families who will be displaced from the urban renewal area in decent, safe and sanitary dwelling accommodations within their means and without undue hardship to such families; (2) the urban renewal plan conforms to the general plan of the municipality as a whole; (3) the urban renewal plan gives due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety and welfare of children residing in the general vicinity of the site covered by the plan; and (4) the urban renewal plan will afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the urban renewal area by private enterprise: Provided, that if the urban renewal area consists of an area of open land to be acquired by the urban renewal agency, such area shall not be so acquired unless (1) if it is to be developed for residential uses, the local governing body shall determine that a shortage of housing of sound standards and design which is decent, safe and sanitary exists in the municipality; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the municipality, or (2) if it is to be developed for nonresidential uses, the local governing body shall determine that such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, which acquisition may require the exercise of governmental action, as provided in this act, because of defective or unusual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, economic disuse, unsuitable topography or faulty lot layouts, the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area.

(e) An urban renewal plan may be modified at any time: Provided that if modified after the lease or sale by the urban renewal agency of real property in the urban renewal project area, such modification may be conditioned upon such approval of the owner, lessee or successor in interest as the urban renewal agency may deem advisable and in any event shall be subject to such rights at law or in equity as a lessee or purchaser, or his successor or successors in interest, may be entitled to assert.

(f) Upon the approval by the local governing body of an urban renewal plan or of any modification thereof, such plan or modification shall be deemed to be in full force and effect for the respective urban renewal area, and the urban renewal agency may then cause such plan or modification to be carried out in accordance with its terms.

(g) Notwithstanding any other provisions of this act, where the local governing body certifies that an area is in need of redevelopment or rehabilitation as a result of a flood, fire, hurricane, earthquake, storm, or other catastrophe respecting which the governor of the state has certified the need for disaster assistance under 42 U.S.C. section 5121, or other federal law, the local governing body may approve an urban renewal plan and an urban renewal project with respect to such area without regard to the provisions of subsection (d) of this section and the provisions of this section requiring a general plan for the municipality and a public hearing on the urban renewal project.

(h) Any urban renewal plan containing a revenue allocation financing provision shall include the information set forth in section <u>50-2905</u>, Idaho Code. History:

[50-2008, added 1965, ch. 246, sec. 8, p. 600; am. 2011, ch. 317, sec. 3, p. 914.]

Appendix C – Notices of Public Hearing re: Comprehensive Plan Amendments, Zoning Ordinance Amendments and Annexation

Appendix D - Resolutions re: Deterioration and Competitively Disadvantaged Border Community Area

- 1. Agency Resolution 2019-02 -7/09/19
- 2. City Resolution 19-06 7/16/19

RESOLUTION NO. 2019-02

A RESOLUTION OF THE POST FALLS URBAN RENEWAL AGENCY RECOMMENDING THAT THE DOWNTOWN AREA BE DECLARED A DETERIORATING AREA AND RECOMMENDING BOUNDARIES FOR THE DETERIORATING DOWNTOWN AREA

WHEREAS, the Post Falls Urban Renewal Agency is a duly created and appointed urban renewal agency under the laws of the State of Idaho with the authority to recommend the designation of an area as a deteriorating area; and

WHEREAS, City of Post Falls has contracted with JUB Engineers to perform a study to determine whether downtown area as depicted on the attached Exhibit "A", which by this reference is incorporated herein, is eligible for inclusion in a new urban renewal area under the Idaho Urban Renewal Law and Local Economic Development Act; and

WHEREAS, JUB Engineers has submitted an eligibility report dated June 2019, which is attached hereto as Exhibit "B" and by this reference is incorporated herein, that finds that the area depicted in Exhibit "A" meets the criteria for a deteriorating area as defined in the Idaho Urban Renewal Law and Local Economic Development Act.

NOW THEREFORE, BE IT RESOLVED, BY THE POST FALLS URBAN RENEWAL AGENCY AS FOLLOWS:

Section 1. The Agency hereby makes the following findings:

- a. That the property depicted in Exhibit "A" is a deteriorating area and is appropriate for an urban renewal project in the event that the city council elects to consider establishing this area for a project.
- b. That the rehabilitation, conservation, redevelopment, or a combination thereof, of such area is necessary in the interest of the public health, safety, morals and welfare of the residents of the City for the reasons set forth in the Eligibility Report.

Section 2. The Post Falls Urban Renewal Agency does hereby recommend that the Post Falls City Council declare the land described in Exhibit "A" a deteriorating area pursuant to the Idaho Urban Renewal Law and the Local Economic Development Act in order to facilitate the creation of a downtown urban renewal district for the revitalization and/or development of a vibrant, mixed-use, downtown area.

Section 3. This resolution will be effective upon its passage.

Passed by the Post Falls Urban Renewal Agency this 9th day of July 2019.

Jerry Baltzell, Chairman

RESOLUTION NO. 19-06

A RESOLUTION OF THE CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO, DECLARING THE AREA DESCRIBED HEREIN AS A DETERIORATING AREA

WHEREAS, the City of Post Falls has contracted with JUB Engineers to perform a study to determine whether the area depicted on the attached Exhibit "A", which by this reference is incorporated herein, is eligible for inclusion in a new urban renewal area under the Idaho Urban Renewal Law and Local Economic Development Act; and

WHEREAS, JUB Engineers has submitted an eligibility report dated June 2019, which is attached hereto as Exhibit "B" and by this reference is incorporated herein, that finds that the area depicted in Exhibit "A" meets the criteria for a deteriorating area as defined in the Idaho Urban Renewal Law; and

WHEREAS, under I.C. 50-2018(9), the definition of a deteriorating area shall not apply to any agricultural operation as defined in I.C. 22-4502(1) absent the consent of the owner of the agricultural operation except for an agricultural operation that has not been used for 3 consecutive years; and

WHEREAS, the area depicted in Exhibit "A" does not contain any agricultural operations as defined in I.C. 22-4502(1); and

WHEREAS, the Post Falls Urban Renewal Agency adopted Resolution 2019-02 on July 9, 2019 recommending that the City of Post Falls declare the area depicted in Exhibit "A" as a deteriorating area as defined in the Idaho Urban Renewal Law; and

WHEREAS, Idaho Code Section 50-2018(18) states that an urban renewal agency cannot exercise jurisdiction over any area outside the city limits without the approval of the county declaring a need for an urban renewal plan for the proposed area; and

WHEREAS, the area depicted in Exhibit "A" is wholly within the city limits of the City of Post Falls; and

WHEREAS, the city council has evaluated both the eligibility study (Exhibit "B") and the request of the Post Falls Urban Renewal Agency with regards to the lack of adequate infrastructure, diversity of property ownership and lot sizes and determined that the presence of deteriorating conditions substantially impairs the growth of the City of Post Falls by limiting the growth of the City's downtown area as a vibrant mixed-use center.

NOW THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the City of Post Falls that the property depicted in Exhibit "A" is a deteriorating area and is appropriate for an urban renewal project in the event that the city council elects to consider establishing this area for a project. This determination is based upon the following findings of the city council:

1. The land described in Exhibit "A" is located within the Post Falls city limits.

- 2. That the land described in Exhibit "A" does not contain any agricultural operations as defined in I.C. 22-4502(1).
- 3. That there exists in the area depicted in Exhibit "A" a substantial number of deteriorated or deteriorating structures as discussed in Exhibit "B".
- 4. That the area depicted in Exhibit "A" has a predominance of defective or inadequate street layout including inadequate street infrastructure and limited north/south connectivity as discussed in Exhibit "B".
- 5. That the area depicted in Exhibit "A" is limited by faulty lot layout in relation to size, adequacy, accessibility or usefulness as discussed in Exhibit "B".
- 6. That the area depicted in Exhibit "A" has insanitary or unsafe conditions as discussed in Exhibit "B".
- 7. That the area depicted in Exhibit "A" has deterioration of site or other improvements throughout the area as discussed in Exhibit "B".
- 8. That the area depicted in Exhibit "A" has a diversity of ownership as discussed in Exhibit "B".
- 9. That the area depicted in Exhibit "A" has conditions that endanger life or property by fire or other causes as discussed in Exhibit "B".
- 10. That the presence of these deteriorating area conditions in the area depicted in Exhibit "A" substantially impairs or arrests the sound growth of the City of Post Falls, retards the provision of housing accommodations in the area and constitutes an economic and social liability in its present condition.

APPROVED by the City Council on this 16th day of July 2019.



ATTEST

Shannon Howard, City Clerk

CITY OF POST FALLS Ronald Jacobson, Mayor



Appendix E – Resolution Establishing Plan and Revenue Allocation Area

- 1. Agency Resolution 2021-02 4/27/21
- 2. P&Z Resolution 21-02 Determining conformity of the Plan with the City of Post Falls Comprehensive Plan – 5/14/21

Resolution No. 2021-02

A RESOLUTION OF THE POST FALLS URBAN RENEWAL AGENCY, APPROVING THE DOWNTOWN DISTRICT URBAN RENEWAL PLAN AND REVENUE ALLOCATION AREA; RECOMMENDING APPROVAL THEREOF BY THE CITY COUNCIL OF THE CITY OF POST FALLS; MAKING CERTAIN FINDINGS AND CONCLUSIONS IN SUPPORT THEREOF; PROVIDING AN EFFECTIVE DATE; AND PROVIDING FOR OTHER MATTERS PROPERLY RELATING THERETO.

WHEREAS the City of Post Falls has, by Resolution No. 19-06, determined that the Downtown District Urban Renewal Area is deteriorated, deteriorating and/or a competitively disadvantaged border community area, and designated the same as appropriate for urban renewal projects;

WHEREAS the Post Falls Urban Renewal Agency is a duly created and appointed urban renewal agency under the laws of the State of Idaho with the authority to recommend the adoption by the City Council of the City of Post Falls, of an urban renewal plan for urban renewal projects;

WHEREAS the Post Falls Urban Renewal Agency has prepared an urban renewal plan for the Downtown District pursuant to Title 50, Chapters 20 & 29, Idaho Code (the "Plan"); and

WHEREAS, the Plan will include revenue allocation financing in order to pay for the costs of urban renewal projects.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE POST FALLS URBAN RENEWAL AGENCY AS FOLLOWS:

Section 1. The Agency hereby makes the following findings:

- The area of the Plan has been previously declared by the City of Post Falls to be a deteriorated, deteriorating and/or a competitively disadvantaged border community area;
- b. The Plan provides for varying workable methods to remediate the described deterioration and prevent future deterioration, and contains the necessary elements required by Idaho law, including but not limited to an economic feasibility study which finds that the estimated tax increment revenue is sufficient to repay the debt to be incurred to provide the improvements described within the Plan;
- c. The Plan specifically indicates the type of improvements and rehabilitation projects that are proposed to be carried out, including land uses, densities, building requirements, methods of financing, and a revenue allocation provision.
- d. The Plan describes the Downtown District Urban Renewal Area and Revenue Allocation Area by a metes and bounds description, along with a map prepared in a draftsmanlike manner as required by Idaho Code;
- e. The Plan conforms to the general plan of the City of Post Falls, and is in conformance with the City's Comprehensive Plan;
- f. The Plan does not anticipate the displacement of any families; and

g. The Plan will enhance public recreational facilities and activities within the City, encourage private enterprise, and will afford maximum opportunity, consistent with the sound needs of the City as a whole, to facilitate the long term growth of the tax base.

Section 2. The Post Falls Urban Renewal Agency does hereby approve the Downtown District Urban Renewal Plan and Revenue Allocation Area, with a term of twenty (20) years, and recommends formal approval thereof by the City Council of the City of Post Falls as required by Idaho law. This Resolution shall be effective upon its passage.

Passed by the Post Falls Urban Renewal Agency this 27th day of April, 2021.

Baltzell, Q fairman

RESOLUTION NO. P&Z 21-02

RESOLUTION OF THE POST FALLS PLANNING AND ZONING COMMISSION RELATING TO THE PROPOSAL TO CREATE THE DOWNTOWN URBAN RENEWAL DISTRICT

WHEREAS, The Post Falls Urban Renewal Agency (hereinafter "Agency") has submitted a proposed Downtown Urban Renewal District Plan (hereinafter "Plan") to the city of Post Falls. The City Council, through the Mayor, has referred the Plan to the Post Falls Planning and Zoning Commission for review and recommendations concerning the conformity of the Plan with the general plan for the development of the municipality known as the 2020 City of Post Falls Comprehensive Plan; and

WHEREAS, the staff of the Post Falls Planning and Zoning Commission has reviewed the Plan, attached to this Resolution as Exhibit 1 and has determined that the Plan is in all respects in conformity with the 2020 City of Post Falls Comprehensive Plan; and

WHEREAS, the Post Falls Planning and Zoning Commission met in a duly noticed public meeting on <u>May 11</u>, 2021 to consider the Plan; and

WHEREAS, the Post Falls Planning and Zoning Commission has reviewed the Plan for conformity with the 2020 City of Post Falls Comprehensive Plan.

NOW THEREFORE, BE IT RESOLVED BY THE POST FALLS PLANNING AND ZONING COMMISSION:

Section 1. That the Plan is in all respects in conformity with the 2020 City of Post Falls Comprehensive Plan.

Section 2. That the clerk of the Planning and Zoning Commission is directed to provide this signed Resolution of the Planning and Zoning Commission to the Post Falls City Council evidencing this Commission's determination that the Plan is consistent with the 2020 City of Post Falls Comprehensive Plan.

<u>Section 3.</u> That this Resolution shall be in full force and effect immediately upon its adoption and approval.

APPROVED by the Post Falls Planning and Zoning Commission on this 14th day of May 2021.

Chairperson

ATTEST:

Amber Blanchette, Planning and Zoning Commission Clerk

Appendix F – Notice of Public Hearing on Adoption of the District

1. City Council – 6/01/21

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on June 1, 2021 the Post Falls City Council will hold a public hearing, pursuant to I.C. 50-2008(c) and I.C. 50-2906, to consider adoption of the proposed Downtown Urban Renewal Plan ("Plan") and Revenue Allocation Area depicted below. The public hearing will begin at 6:00 p.m. in the Post Falls City Council Chambers, 408 N. Spokane Street, Post Falls, Idaho.



The general scope of the Plan is to stimulate the development of a mixed use downtown core in the traditional city center of the City of Post Falls by creating and expanding public infrastructure and public facilities within the entire Plan area, enhancing and improving transportation routes and public parking within the Plan area, enhancing related commercial development, and enhancing recreational opportunities within the Plan area. A copy of the Downtown Urban Renewal Plan and Revenue Allocation Area may be obtained at City Hall by contacting Shannon Howard, City Clerk at (208) 457-3328.

The Downtown Urban Renewal Plan contains a revenue allocation provision that will cause property taxes resulting from any increases in equalized assessed valuation in excess of the equalized assessed valuation as shown on the base assessment roll to be allocated to the agency for urban renewal purposes.

The City Council will also be considering the first through third readings of an Ordinance adopting the Downtown Urban Renewal Plan. At the hearing date, time, and place noted above, all persons interested in the above matters may appear and be heard. Oral testimony may be offered at the meeting but may be restricted to no more than four minutes per person. Written Comments will also be accepted. Written comments must be received prior to the hearing date. Any questions and comments should be directed to the Post Falls City Clerk.

The hearing will be held in a handicapped accessible facility. All information presented in the hearing will also be available upon advance request in a form usable by person with hearing or visual impairments. Individuals with other disabilities may receive assistance by contacting the City Clerk at least 24 hours prior to the hearing.

CDA LEGAL 5401 AD#454244 APRIL 30, 2021

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Appendix G – Ordinance Adopting the Urban Renewal Plan and District Map

1. Ordinance No. 1415 - 06/01/21



ORDINANCE NO. 1415

AN ORDINANCE OF THE CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO, APPROVING THE DOWNTOWN URBAN RENEWAL PLAN, WHICH INCLUDES REVENUE ALLOCATION FINANCING PROVISIONS; AUTHORIZING THE CITY CLERK TO TRANSMIT A COPY OF THIS ORDINANCE AND OTHER REQUIRED INFORMATION TO KOOTENAI COUNTY AND STATE OFFICIALS; REPEALING CONFLICTING ORDINANCES; PROVIDING SEVERABILITY; PROVIDING FOR THE PUBLICATION OF THIS ORDINANCE BY SUMMARY 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, Chapters 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 Downtown Urban Renewal Plan (the "Plan"); and

WHEREAS, based on the request of the Post Falls Urban Renewal Agency and an eligibility report submitted by JUB Engineers, Inc., the City Council found, in Resolution 19-06, that a deteriorating area exists in the downtown area of central Post Falls as depicted in the report attached to Resolution 19-06; and

WHEREAS, on April 27, 2021, the Post Falls Urban Renewal Agency made certain findings and adopted the Downtown Urban Renewal Plan (the "Plan") by Resolution 2021-02, and recommended adoption of the Plan by the Post Falls City Council; and

WHEREAS, the area of the Plan lies within the areas declared by the City to be deteriorated and/or a competitively disadvantaged border community area; and

WHEREAS, the Planning and Zoning Commission of the City of Post Falls reviewed the Plan at their duly noticed public meetings on May 11, 2021 and May 14, 2021 and adopted its Resolution 21-02 finding the Plan, in all respects, conforms with the 2020 City of Post Falls

Comprehensive Plan, which is the general plan for the development of the City and forwarded its findings to the City Council; and

WHEREAS, as of April 28, 2021 the Plan was submitted to the affected taxing entities, available to the public, and under consideration by the Post Falls City Council; and

WHEREAS, as required by Idaho Code sections 50-2905 and 50-2906, the Downtown Urban Renewal Plan contains the following information which was made available to the general public and all taxing districts thirty (30) days prior to the public hearing on June 1, 2021, the regular meeting of the City Council, but no more than sixty (60) days prior to the date set for final reading of the ordinance: (1) a statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable property within the municipality; (2) a statement listing the kind, number, and location of all proposed public works or improvements within the revenue allocation area; (3) an economic feasibility study; (4) a detailed list of estimated project costs; (5) a fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds, notes and/or other obligations are repaid, upon all taxing districts levying taxes upon property in the revenue allocation area; (6) a description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred; (7) a termination date for the plan and the revenue allocation area as provided for in section 50-2903(20), Idaho Code. In determining the termination date, the plan shall recognize that the agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the urban renewal plan; and (8) a description of the disposition or retention of any assets of the agency upon the termination date. Provided however, nothing herein shall prevent the agency from retaining assets or revenues generated from such assets as long as the agency shall have resources other than revenue allocation funds to operate and manage such assets; and

WHEREAS, the Plan authorizes certain projects to be financed by revenue allocation bonds, or loans, and proceeds from revenue allocation; and

WHEREAS, it is necessary and in the best interest of the citizens of the City to adopt the Plan, including revenue allocation financing provisions, since revenue allocation will help finance urban renewal projects to be completed in accordance with the Plan (as now or hereafter amended), in order to: encourage private development in the urban renewal area; prevent and arrest decay of the City due to the inability of existing financing methods to provide needed public improvements; encourage taxing districts to cooperate in the allocation of future tax revenues arising in the urban renewal area in order to facilitate the long-term growth of their common tax base; encourage private investment within the City; and to further the public purposes of the Agency; and

WHEREAS, the Post Falls City Council finds that the equalized assessed valuation of the taxable property in the Downtown Urban Renewal District Revenue Allocation Area is likely to increase, and continue to increase, as a result of initiation and continuation of urban renewal projects in accordance with the Plan; and

WHEREAS, the collective base assessment roll for the revenue allocation areas under the existing Project Areas, and the new Downtown Urban Renewal Plan cannot exceed ten percent (10%) of the assessed value of the City;

WHEREAS, appropriate notice of the Plan and revenue allocation provision contained therein has been given to the taxing districts and to the public as required by Idaho Code section 50-2906; and

WHEREAS, notice of the public hearing on the Plan was caused to be published by the City Clerk in the *Coeur d'Alene/Post Falls Press* on April 30, 2021 a copy of said notice is attached hereto as <u>Exhibit 1</u>; and

WHEREAS, the Post Falls City Council during its regular meeting of June 1, 2021 held a public hearing and made certain findings.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the City of Post Falls as follows:

SECTION 1. It is hereby found and determined that:

- (a) The Downtown Urban Renewal Project Area as defined in the Plan is a deteriorated or a deteriorating area as defined in the Law and the Act and qualifies as an eligible urban renewal area.
- (b) The rehabilitation, conservation, and redevelopment of the urban renewal area pursuant to the Plan are necessary in the interests of public health, safety, and welfare of the residents of the City.
- (c) There continues to be a need for the Post Falls Urban Renewal Agency to function in the City.
- (d) The Plan conforms to the 2020 City of Post Falls Comprehensive Plan.
- (e) The Plan gives due consideration to the provision of adequate park and recreation areas and facilities that may be desirable for neighborhood improvement (recognizing the mixeduse components of the Plan and the need for overall public improvements), and shows consideration for the health, safety, and welfare of any residents or businesses in the general vicinity of the urban renewal area covered by the Plan.
- (f) The Plan affords maximum opportunity consistent with the sound needs of the City as a whole for the rehabilitation and redevelopment of the urban renewal area by private enterprises.
- (g) The Plan provides a feasible method for relocation of any displaced families residing within the Plan Project Area.
- (h) The collective base assessment roll for the existing revenue allocation areas and the new
 Plan do not exceed ten percent (10%) of the assessed value of the City.

- (i) The Plan includes the requirements set out in Idaho Code § 50-2905.
- () The Plan is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area, zoning and planning changes, if any, land uses, maximum densities, building requirements, and any method or methods of financing such plan, which methods may include revenue allocation financing provisions.
- (k) The urban renewal area, which includes the deteriorating area, as defined in Idaho Code section 50-2018(9), does not include any agricultural operation for which the Agency has not received a written consent, or has not been used for agricultural purposes for three (3) consecutive years.

SECTION 2. The Post Falls City Council finds that the Downtown Urban Renewal District Project Area consists of developed land, that the Agency does not intend to acquire any open land on any widespread basis, and that the Plan Project Area is planned to be redeveloped in a manner that will include both residential and nonresidential uses. Provided, however, the Post Falls City Council finds that if portions of the Plan Project Area are deemed "open land," the criteria set forth in the Idaho Code Title 50, Chapters 20 and 29 has been met.

SECTION 3. The Post Falls City Council finds that the Plan meets the sound needs of the City and will provide opportunities in an area that does not now contain such opportunities, and nonresidential uses are necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of the 2020 City of Post Falls Comprehensive Plan, as may be amended to overcome economic disuse, the need for improved traffic patterns, and the need for the correlation of this area with other areas of the City.

SECTION 4. The Plan, a copy of which is attached hereto and marked as <u>Exhibit 2</u> and made a part hereof by attachment, be, and the same hereby is, approved. As directed by the Post Falls City Council, the City Clerk and/or the Post Falls Urban Renewal Agency may make certain

technical corrections or revisions in keeping with the information and testimony presented at the June 1, 2021 hearing, and incorporate changes or modifications, if any.

SECTION 5. Upon the effective date of this Ordinance, the City Clerk is authorized and directed to transmit to the Kootenai County Auditor, Kootenai County Tax Assessor and Kootenai County Board of Commissioners and to the appropriate officials of the Post Falls School District No. 273, Kootenai County Fire and Rescue, Kootenai County EMS, Kootenai Hospital District, North Idaho College, Post Falls Highway District, Community Library Network and the Idaho State Tax Commission a copy of this Ordinance, a copy of the legal description of the boundaries of the Downtown Urban Renewal District Revenue Allocation Area, and a map or plat indicating the boundaries of the Downtown Urban Renewal District Revenue Allocation Area.

SECTION 6. The Post Falls City Council hereby finds and declares that the Downtown Urban Renewal District Revenue Allocation Area as defined in the Plan, the equalized assessed valuation, which is in and is part of the Plan, is likely to increase as a result of the initiation and completion of urban renewal projects pursuant to the Plan.

SECTION 7. All provisions of the current Post Falls Municipal Code or ordinances of the City of Post Falls and parts of ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

SECTION 8. Neither the adoption of this ordinance nor the repeal of any ordinance shall, in any manner, affect the prosecution for violation of such ordinance committed prior to the effective date of this ordinance or be construed as a waiver of any license or penalty due under any such ordinance or in any manner affect the validity of any action heretofore taken by the City of Post Falls City Council or the validity of any such action to be taken upon matters pending before the City Council on the effective date of this ordinance.

SECTION 9. The provisions of this ordinance are severable and if any provision, clause, sentence, subsection, word, or part thereof is held illegal, invalid, or unconstitutional or inapplicable to any person or circumstance, such illegality, invalidity or unconstitutionality or

inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, subsections, words or parts of this ordinance or their application to other persons or circumstances. It is hereby declared to be the legislative intent that this ordinance would have been adopted if such illegal, invalid, or unconstitutional provision, clause sentence, subsection, word, or part had not been included therein, and if such person or circumstance to which the ordinance or part thereof is held inapplicable had been specifically exempt therefrom.

SECTION 10. After its passage and adoption, a summary of this Ordinance, under the provisions of the Idaho Code, shall be published once in the official newspaper of the City of Post Falls, and upon such publication shall be in full force and effect.

Passed under suspension of rules upon which a roll call vote was duly taken and duly enacted an Ordinance of the City of Post Falls at a regular session of the City Council on June 1^{2} 2021.

APPROVED, ADOPTED and SIGNED this 1st day of June, 2021.



Jacobson, Mayor Ronald **G**

ATTEST:

Shannon Howard, City Clerk

Appendix H – Owner Participation & Reimbursement Agreement (Formation of a Plan and District)

POST FALLS URBAN RENEWAL AGENCY

Owner Participation and Reimbursement Agreement (Formation of a Plan & District)

THIS AGREEMENT made and entered into this _____ day of _____, 20_____, by and between the POST FALLS URBAN RENEWAL AGENCY, an Idaho urban renewal agency, 201 E. 4th Avenue, Post Falls, ID, 83854, hereinafter referred to as the Agency, and ______

a _____, of ____, hereinafter referred to as the Participant.

WITNESSETH:

WHEREAS the Agency is an independent public body, corporate and politic, and is an Idaho urban renewal agency created by and existing under the authority of and pursuant to the Idaho Urban Renewal Law of 1965, being Idaho Code, Title 50, Chapter 20, and the Local Economic Development Act of 1988, being Idaho Code, Title 50, Chapter 29, as amended and supplemented, hereinafter collectively referred to as the Act, and

WHEREAS the Participant has requested that the Agency design an urban renewal plan for a defined area found by the Post Falls Urban Renewal Agency to be a disadvantaged Border Community pursuant to Resolution No. ______, on the _____ day of _____, ____, and to establish an urban renewal district, hereinafter referred to as the Plan and the District, and

WHEREAS the Participant owns or controls real property located within the boundaries of the proposed District, and more specifically described in Exhibit A, attached hereto and incorporated by reference herein, and hereinafter referred to as the Site, and

WHEREAS the Participant intends to construct public infrastructure improvements on the Site, as more specifically described in Exhibit B, attached hereto and incorporated by reference herein, and hereinafter referred to as the Project, and

WHEREAS the Agency has reviewed the elements of the Project and feels that the Project would enhance the redevelopment and revitalization of the proposed District pursuant to the provisions of the proposed Plan, and

WHEREAS the Agency and the Participant seek to cooperate in the construction of public infrastructure improvements, and

WHEREAS until such time as the Project is completed the tax increment revenues from the District would be insufficient to pay for construction of the Project, and

WHEREAS the Participant is willing to construct and pay for the Project with the expectation of being reimbursed from future tax increment revenues received by the Agency from the District as those revenues are received, and

WHEREAS the Parties seek to memorialize understandings relating to the conditions associated with Agency funded reimbursement.

NOW, THEREFORE, in consideration of the mutual benefits to be derived herefrom, the Parties agree as follows:

- 1. EFFECTIVE DATE: The effective date of this Agreement shall be the date first above-written, and shall continue until all obligations of each Party are completed or until the termination of the Plan, whichever shall first occur.
- 2. PUBLIC INFRASTRUCTURE AND OTHER PUBLIC FACILITIES: The Parties agree that the public infrastructure and other public facilities and their estimated costs that are the subject of this Agreement are those listed on Exhibit C, attached hereto and incorporated by reference herein, and hereinafter referred to as the Agency Funded Public Improvements. Any other public improvements that are constructed by the Participant as part of the Project are not eligible for reimbursement pursuant to this Agreement.
- 3. CONSTRUCTION OF AGENCY FUNDED PUBLIC IMPROVEMENTS: The participant agrees to construct the Agency Funded Public Improvements consistent with the following:
 - **3.1.** The improvements to be constructed shall be in accordance with the overall City infrastructure plans, polices, and design standards.
 - **3.2.** Prior to commencing construction, all necessary permits will be obtained by the Participant.
 - **3.3.** Construction and quality control inspections shall be provided by the **Participant's** engineer of record.
- **4.** CONDITIONS: In consideration for the commitments presented by the Participant, the Agency agrees to continue to proceed with reimbursement for the Agency Funded Public Improvements, subject to the following conditions:

4.1. The Participant shall comply with the City of Post Falls design review approvals and all applicable local, state and federal laws.

- **4.2.** The Participant shall submit a Project schedule to the Agency upon completion of City approvals.
- **4.3.** The Participant shall complete improvements as described in Exhibit C and any attachments to Exhibit C.

- **4.4.** The Participant shall allow the Agency or its agent to review the final design and construction of the Project.
- **4.5.** The Participant agrees to invoice the Agency per the cost of the items to be reimbursed for review by the Agency, with reimbursement to be based upon completion and final inspection by the Agency or its agent, and the availability of tax increment revenues for the District.
- **4.6** The Participant agrees to tender to the Agency **the Agency's costs for** design and adoption of the Plan, estimated to be approximately FIFTEEN THOUSAND DOLLARS (\$15,000.00), which amount shall be considered a reimbursable Participant Advance, hereinafter described.
- 4.7. The Participant shall complete the Project improvements on or before the _____ day of ______, _____.

5. INITIAL CONSTRUCTION FUNDING: The Participant shall pay for all of the costs of installation of the Agency Funded Public Infrastructure set forth in Exhibit C and previously approved by the Agency, hereinafter referred to as Participant Advances.

- **6.** REIMBURSEMENT OF PARTICIPANT ADVANCES: The Participant shall be entitled to reimbursement of Participant Advances subject to the following conditions and understandings:
 - **6.1.** It is the understanding of the Parties that the Participant shall only be paid the reimbursement of Participant Advances from the tax increment revenues of the District directly resulting from the Project improvements being made by the Participant. If for any reason tax increment revenues anticipated to be received by the Agency are insufficient or curtailed, the Agency shall not be obligated to use other sources of revenue to make reimbursements to the Participant.
 - **6.2.** It is the understanding of the Parties that tax increment revenues received by the Agency for the District will first be used in the following manner and order:
 - **6.2.1.** To reimburse the Participant for the prepaid costs of designing and adopting the Plan (above-discussed).
 - **6.2.1.** To reimburse the Agency for the costs of amending the Plan and/or any remaining unpaid costs of designing or adopting the Plan.
 - 6.2.3. For the payment of the District's annual contribution to the administrative costs of the Agency.
 - 6.2.4. For the repayment of any outstanding debt of the District.
 - 6.2.5. For the payment into a district wide reserve account pursuant to the policies of the Agency, and
 - **6.2.6.** For the reimbursement of Participant Advances.
The Participant acknowledges that the Agency has provided the Participant with copies of the Agency's policies concerning the use of tax increment revenue and cost reimbursement.

- **6.3.** The Participant is aware that the Agency intends to conduct an annual review of the performance of both the Plan and the District, and reserves the right within the sole discretion of the Agency to make adjustments to the Plan, including the ability to terminate a non-performing plan.
- 7. MISCELLANEOUS:
 - 7.1 The Participant shall provide the Agency with proof that the Participant and its agents have adequate liability and workers compensation insurance.
 - **7.2** The Participant agrees to indemnify and hold harmless the Agency from any and all liability and/or obligations not specifically provided for in this Agreement to be performed by the Agency with reference to the Project.
 - **7.3** The Participant does hereby grant to the Agency and its agents a right of access to the Project area for the purposes of inspections.
 - **7.4** The Participant agrees at the appropriate time to convey title to Agency Funded Public Infrastructure either to the Agency or to the City of Post Falls.
 - **7.5.** The Parties agree that this Agreement does not establish a partnership or joint venture relationship between the Parties.
 - **7.6.** The rights and obligations provided for in this Agreement may not be assigned.

7.7. This Agreement shall be construed and enforced under the laws of the State of Idaho, with any enforcement action to be brought in Kootenai County, Idaho. The prevailing party in any action shall be entitled to attorneys fees and costs.

7.8. The Parties agree that this Agreement is the entire agreement between the Parties, and is binding upon their successors.

IN WITNESS WHEREOF, the Parties have set their hands effective the date first abovewritten.

POST FALLS URBAN RENEWAL AGENCY an Idaho urban renewal agency

By:___

Chairman

PARTICIPANT:

By:_____,

Appendix I – Owner Participation & Reimbursement Agreement (Existing Plan and District)

OWNER PARTICIPATION AND REIMBURSEMENT AGREEMENT (Existing Plan & District)

THIS AGREEMENT made and entered into this _____ day of ______, 20____, by and between the POST FALLS URBAN RENEWAL AGENCY, an Idaho urban renewal agency, 201 E 4th Avenue, Post Falls, ID, 83854, hereinafter referred to as the Agency, and _____

a _____, of _____ hereinafter referred to as the Participant.

WITNESSETH:

WHEREAS the Agency is an independent public body, corporate and politic, and is an Idaho urban renewal agency created by and existing under the authority of and pursuant to the Idaho Urban Renewal Law of 1965, being Idaho Code, Title 50, Chapter 20, and the Local Economic Development Act of 1988, being Idaho Code, Title 50, Chapter 29, as amended and supplemented, hereinafter collectively referred to as the Act, and

WHEREAS the Post Falls City Council did on ______, 20___, pass Ordinance No._____, duly adopting the ______Urban Renewal Plan and created the ______Urban Renewal District, and

WHEREAS the Participant owns or controls real property located within the boundaries of the District, and more specifically described in Exhibit A, attached hereto and incorporated by reference herein, and hereinafter referred to as the Site, and

WHEREAS the Participant intends to construct public infrastructure improvements on the Site, as more specifically described in Exhibit B, attached hereto and incorporated by reference herein, and hereinafter referred to as the Project. A detailed list of the proposed improvements associated with the Project is attached hereto as Exhibit C. Detailed illustrations of these proposed improvements are attached hereto as Exhibit D, and

WHEREAS the Agency has reviewed the elements of the Project and feels that the Project would enhance the redevelopment and revitalization of the District pursuant to the provisions of the Plan, and

WHEREAS the Agency and the Participant seek to cooperate in the construction of public infrastructure improvements, and

WHEREAS until such time as the Project is completed the tax increment revenues from the District would be insufficient to pay for construction of the Project, and

WHEREAS the Participant is willing to construct and pay for the Project with the expectation of being reimbursed from future tax increment revenues received by the Agency from the District as those revenues are received, subject to repayment of existing Agency obligations within the District as hereinafter provided for in Section 6 of this Agreement, and

WHEREAS the Parties seek to memorialize understandings relating to the conditions associated with Agency funded reimbursement.

\\MYBOOKLIVE\PFURAData\URAPOLICYFOLDER\POLICY 01 Create & Manage New District\01-h Sample OPA Format-Existing Plan & District .doc. NOW, THEREFORE, in consideration of the mutual benefits to be derived herefrom, the Parties agree as follows:

- 1. EFFECTIVE DATE: The effective date of this Agreement shall be the date first abovewritten, and shall continue until all obligations of each Party are completed or until the termination of the Plan, whichever shall first occur.
- 2. PUBLIC INFRASTRUCTURE AND OTHER PUBLIC FACILITIES: The Parties agree that the public infrastructure and other public facilities and their estimated costs that are the subject of this Agreement are those listed on Exhibit C, attached hereto and incorporated by reference herein, and hereinafter referred to as the Agency Funded Public Improvements which shall qualify for reimbursement subject to the conditions set forth herein when they have been constructed, dedicated to the public, City of Post Falls, or the Agency, and accepted by the City of Post Falls or the Agency, which acceptance shall not be unreasonably withheld. Any other public improvements that are constructed by the Participant as part of the Project are not eligible for reimbursement pursuant to this Agreement.
- 3. CONSTRUCTION OF AGENCY FUNDED PUBLIC IMPROVEMENTS: The participant agrees to construct the Agency Funded Public Improvements consistent with the following:
 - 3.1. The Improvements to be constructed shall be in accordance with the overall City infrastructure plans, polices, and design standards. Such Improvements shall not be eligible for reimbursement until they are dedicated to the public.
 - 3.2. Prior to commencing construction, all necessary permits will be obtained by the Participant and/or the Partici**pant's agents.**.
 - 3.3. Construction and quality control inspections shall be provided by the engineer of record and the City.
- 4. CONDITIONS: In consideration for the commitments presented by the Participant, the Agency agrees to continue to proceed with reimbursement for the Agency Funded Public Improvements, subject to the following conditions:
 - 4.1. The Participant shall comply with the City of Post Falls design review approvals and all applicable local, state and federal laws.
 - 4.2. The Participant shall submit a Project schedule to the Agency upon completion of City approvals, which shall contain specific timelines for completing the Agency Funded Public Improvements.
 - 4.3. The Participant shall complete the Agency Funded Public Improvements described in Exhibit C and any attachments to Exhibit C.
 - 4.4. The Participant shall allow the Agency or its agent to review the final design and construction of the Project.

- 4.5. The Participant agrees to invoice the Agency per the cost of the items to be reimbursed for review by the Agency, with reimbursement to be based upon completion and final inspection by the Agency or its agent, and the availability of tax increment revenues for the District.
- 4.6. The Participant shall complete the Improvements on or before the _____ day of _____, 20____.
- 5. INITIAL CONSTRUCTION FUNDING: The Participant shall pay for all of the costs of installation of the Agency Funded Public Improvements set forth in Exhibit C and previously approved by the Agency, hereinafter referred to as Participant Advances.
- 6. REIMBURSEMENT OF PARTICIPANT ADVANCES: The Participant shall be entitled to reimbursement of Participant Advances subject to the following conditions and understandings:
 - 6.1. It is the understanding of the Parties that the Participant shall only be paid the reimbursement of Participant Advances from the tax increment revenues of the District and in order of approval by the Agency of any other project obligation within the District. If for any reason tax increment revenues anticipated to be received by the Agency are insufficient or curtailed, the Agency shall not be obligated to use other sources of revenue to make reimbursements to the Participant.
 - 6.2. It is the understanding of the Parties that tax increment revenues received by the Agency for the District will first be used in the following manner and order:
 - 6.2.1. To reimburse the Agency for the costs of amending the Plan and/or any remaining unpaid costs of designing or adopting the Plan.
 - 6.2.2. For the payment of the **Participant's annual contribution to the administrative costs of the Agency as established in the Agency's annual budget, and applicable** equally to each participant.
 - 6.2.3. For the repayment of any debt of the District disclosed to the Participant upon the execution of this Agreement.
 - 6.2.4. For the reimbursement of other proponents in the District that have orders of **approval that predate the order of approval authorizing the Participant's** reimbursement.
 - 6.2.5. To the reimbursement of Participant Advances.
 - 6.3. The Participant acknowledges that the Agency has provided the Participant with copies of the Agency's policies concerning the use of tax increment revenue and cost reimbursement, which the Participant agrees to be bound by.
- 7. The Participant is aware that the Agency intends to conduct an annual review of the performance of both the Plan and the District, and reserves the right within the sole discretion of the Agency to make adjustments to the Plan.

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8. MISCELLANEOUS:

- 8.1. The Participant shall provide the Agency with proof that the Participant and its agents have adequate liability and workers compensation insurance.
- 8.2. The Participant agrees to indemnify and hold harmless the Agency from any and all liability and/or obligations not specifically provided for in this Agreement to be performed by the Agency with reference to the Project, except for damages arising out of bodily injury to persons or damage to property caused by or resulting from the sole negligence of the Agency, its agents, employees or indemnitees.
- 8.3. The Participant does hereby grant to the Agency and its agents a right of access to the Project area for the purposes of inspections.
- 8.4. The Participant agrees at the appropriate time to convey title to Agency Funded Public Improvements either to the Agency or to the City of Post Falls. As long as the Improvements comply with the terms and provisions of this Agreement, the Agency agrees to accept the dedication.
- 8.5. The Parties agree that this Agreement does not establish a partnership or joint venture relationship between the Parties.
- 8.6. The rights and obligations provided for in this Agreement may not be assigned without the mutual agreement of the Parties, which consent shall not unreasonably be withheld. It being understood that the right of reimbursement to the Participant shall survive any assignment, sale and/or lease of portions of the Site to third parties. The Participant shall coordinate with the Agency on behalf of such third parties so that the Agency's direct involvement with such third parties will be limited as much as possible.
- 8.7. This Agreement shall be construed and enforced under the laws of the State of Idaho, with any enforcement action to be brought in Kootenai County, Idaho. The prevailing party in any action shall be entitled to attorney's fees and costs.
- 8.8. The Parties agree that in the event that there is a disagreement or dispute over the terms and provisions of this Agreement, including reimbursement submittals, that the Parties will mutually submit the disagreement or dispute to non-binding mediation utilizing a mediator mutually agreeable to the Parties, with the Parties jointly sharing the costs of mediation. In the event that the Parties cannot agree on a mediator or if the mediation is unsuccessful, the Parties shall engage in a binding arbitration pursuant to the Commercial Rules of the American Arbitration Association. Costs and fees, **including but not limited to reasonable attorney's fees, incurred in such arbitration shall** be awarded to the prevailing party as the term is defined by Idaho Law.
- 8.9. The Parties agree that this Agreement is the entire agreement between the Parties, and is binding upon their successors and assigns.

8.10. All of the provisions of this Agreement are distinct and severable, and if any provision shall be deemed illegal, void or unenforceable, it shall not affect the legality, validity or enforceability of any other provision or portion of this Agreement.

IN WITNESS WHEREOF, the Parties have set their hands effective the date first above-written.

POST FALLS URBAN RENEWAL AGENCY an Idaho urban renewal agency

By:)
By: Chairperson	
PARTICIPANT:	
By:	

Appendix J - Public Meetings Discussion & Related Press Articles

Below are meeting dates where the Downtown Urban Renewal District was discussed and related articles that were printed in the Coeur d'Alene Press:

08/15/17	City Council Memo on New City Center District – Council approved moving forward
09/05/17	Joint Commission/Council Workshop – Proposed New City Center District – approved to move forward
04/16/19	Joint Commission/Council Workshop - Proposed Downtown URD Discussion Boundary Discussion
07/09/19	Commission Workshop – Presentation by City Staff on Downtown District Eligibility Study Resolution (2019-02) Recommending the Downtown Area be Declared a Deteriorating Area and Recommend Boundaries for the Deteriorating Downtown Area.
7/16/19	City Council Meeting - Unfinished Business Declaring downtown area a deteriorating area by resolution.
08/27/19	Joint Commission/Council Workshop/P&Z Commission – ULI Presentation on Development of downtown URDs utilizing various tools.
09/17/19	City Council Meeting - Unfinished Business Downtown District update and ULI Recap.
09/19/19	Commission Meeting – Downtown URD Update
12/09/19	URA District Review Committee – Principles for Future District Formation
02/18/20	City Council Meeting – Unfinished Business City Center Master Plan URD Feasibility Study & Build Out Analysis contract with the Metts Group/Welch Comer
11/02/21	City Center Master Plan On-line Community Outreach – closed on 11/30/21
11/11/20	URA Workshop - Presentation by A&A Construction for the Idaho Veneer Site
02/22/21	Joint Workshop with City Council, Urban Renewal, and P&Z on the Updated draft Addendum to the 2005 City Center Master Plan and Update on Draft Feasibility Study For Downtown Urban Renewal District

4/20/21	City Council Meeting – Adopted Resolution for 2021 Addendum to the City Center Master Plan
4/27/21	URA Workshop – Resolution 2021-02 Approving New District Plan/Adopting Revenue Allocation Area and recommending approval thereof by the Post Falls City Council
5/11/21	P&Z – URD Downtown District (New Business Item)
6/01/21	City Council - URD Downtown District Public Hearing

CDA Press Articles:

04/19/19	Proposed Post Falls District Gets Mixed Reviews
05/14/19	Downtown Dreaming – Downtown For A Day
07/31/19	Post Falls Moves Toward Forming Renewal District
08/28/19	What Does Post Falls Want Its Identity to Be?
02/19/20	Post Falls takes step toward central core URD
04/08/20	Post Falls City Center gets boost
1/26/21	Downtown PF redevelopment an urban renewal target

Appendix K – City Center Master Plan Update







CITY OF POST FALLS

2021 MASTER PLAN ADDENDUM

www.welchcomer.com | 208.664.9382

POST FALLS 2021 MASTER PLAN ADDENDUM

PROJECT NO. 41354

SUBMITTED TO:

THE CITY OF POST FALLS



APRIL 2021

PREPARED BY:



330 E. Lakeside Avenue, Suite 101 Coeur d'Alene, ID 83814
208-664-9382 ♦ 208-664-5946 Fax E-Mail: wc@welchcomer.com

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Summary of Original 2005 City Center Plan

In 2004, the City of Post Falls embarked on a comprehensive revitalization strategy for the historic center of the city. The City Center Plan (Plan), published in 2005, considered a "full range of community development issues such as transportation, character and identity, economic reinvestment, business vitality, and



Figure 1 - General Planning Process

other topics." As with most thoughtful planning efforts, the specific process followed determines the plan's effectiveness and success. The original Plan followed a process that started broad and narrowed in focus over time (see Figure 1).

For the City Center Plan to be inclusive and effective, input from a variety of people with diverse backgrounds, expertise, and history with the city was sought. Among those who contributed were planning consultants, city staff and leadership, key stakeholders, and many members of the general public.

Original Vision Statement

To provide continued inspiration, direction, and grounding on what City Center is and can be, a Vision Statement was carefully developed. That Vision Statement clearly defines what makes the City Center attractive and what is necessary to improve it for the citizens of Post Falls and its visitors.

Original Plan Goals

Consistent with the spirit and inspiration of the Vision Statement, the Plan listed overarching goals for the city to strive for within the City Center. These seven (7) goals further serve as a "roadmap" to assist in decision making and what to strive for in the future.

The city center district is the city's heritage center, the focus of Post Falls identity, and is distinctive in character, look and feel. The district celebrates and reconnects with Post Falls' heritage as a historic mill and railroad town. The City Center fully capitalizes on wonderful natural resources in close proximity to downtown including the Spokane River, Post falls, and Q'emiln Park. A network of safe, pleasant pedestrian connections are in place, linking key landmarks and attractions, and these connections are clearly marked and understood. Civic, cultural, and business attractions draw both I-90 travelers and Post Falls residents into the area. A safe, livable residential core is in place especially in the southern part of the district. The residential core provides basic support for a mix of retail shops, small offices and services nearby, that are also available to regional patrons as well. Because of the falls, natural character and parks, the Post Falls city center is a great place to live, work, recreate, do business and visit.

Figure 2 - Original Vision Statement



- Goal 1: Promote a Distinct Post Falls Identity
- Goal 2: Reconnect with Post Falls History and Heritage
- Goal 3: Capitalize on Natural Character The River, The Falls, and the Landscape
- Goal 4: Make Pedestrian Friendly Connections
- Goal 5: Create and Strengthen City Center Attractions
- Goal 6: Promote a Vibrant Mix of Infill Developments and Uses
- Goal 7: Improve Transportation Choices

Original Plan Actions

Utilizing the City Center Vision Statement, goals, and input received from stakeholders and the general public, the original planning team developed a list of Action Items. The Action Items, shown in Table 1 below, is a list of 25 specific projects or actions that were prioritized and estimated for cost. Many of these projects were completed successfully. However, others remain only partially completed or not yet completed.

Action	Project	Priority
1	4th Ave, Spokane St to Idaho St - Streetscape Improvements	High
2	Infill & Shared Parking	High
3	Implement City Hall Project	High
4	Utility Improvements (varied locations throughout CC)	High
5	Acquire Property for Parking Lots and Green Space	High
6	Development Incentive & Regulatory Actions: Overlay Zones	High
7	Streetscape Improvement Spokane St - 1st Ave. to 5th Ave.	High
8	Split Diamond Interchange	High
9	Unique City Center Street Signage & Fixtures	High
10	Commercial Development Demonstration Project	High
11	Centennial Trail Parking Lot Upgrades	High
12	Rename Spokane St., and 4th Ave.	High
13	Create Joint Visitors Center / Historic Museum	High
14	Falls & Dam Accent Lighting	Medium
15	Streetscape Improvement Henry St. and Lincoln St.	Medium
16	Streetscape Improvement 3rd Ave.	Medium
17	Improve Centennial Trail Crossing	Medium
18	Mullan Ave. / Spokane Street Improvement	Medium
19	Create a Historic/Interpretive Walking Tour	Medium
20	Streetscape Improvement 1st Ave.	Low
21	Improve 3rd. Ave. Crossing	Low
22	Centennial Trail Spurs	Low
23	Residential Development Demonstration Project	Low
24	Plan For Future Events / Gathering Center	Low
25	Plan for Future Multi-Modal Transit Center	Low

Table 1 - Original Plan Action Item List



2021 Master Plan Addendum

<u>Purpose</u>

This City Center Master Plan Addendum is not intended to *replace* the original plan. Much of the hard work, progress, and information produced through that planning process still applies today. The primary purpose of this Addendum is to capture and understand what has changed over the last 16 years, since the original plan was published. The Addendum is also intended to evaluate any existing Action Items that were not completed and any new items that should be added to the current list.

At the surface, much has changed in the City of Post Falls and the City Center since 2005.

- The population increased from around 23,000 in 2005 to just over 38,000 in 2020 (increase of 65%).
- Citizen demographics have changed.
- The average age of citizens has changed.
- The leadership has changed.
- The economy has changed.
- The nature of commerce has changed.

It stands to reason that some elements of the original Plan need to be revisited and revised to be consistent with the current political, economic, and cultural landscape.

One of the first changes is a slight modification to the original boundary. To include critical commercial businesses and contributors to the success in City Center, the boundary has been expanded to the north to include the Seltice Way and Mullan Avenue corridors. The boundary has also been expanded to the east as far as Bay Street to include the entire former Idaho Veneer site.



Figure 3 – Original and New City Center Boundary



Nodes

With the slight expansion of the City Center boundary, the overall area has increased enough to have independent subareas which this document refers to as Nodes. The Nodes help isolate attention and conversations to specific areas. Nodes are not prioritized for importance. They are simply unique subareas within the overall City Center Boundary.

Spokane Street/Seltice Way: As a gateway into the City Center area, this node is likely the busiest in the City, at least from a traffic standpoint. Much of Post Falls traffic uses it daily to access I-90, City Center, and residential and commercial uses south of the Spokane River. This area also has successful and diverse business activity.

The Landings/Spokane Street: The Landings development is thought to be one of the "linchpins" that will accelerate growth along the Spokane Street corridor. The mixture of commercial and residential along with proximity to the Spokane River and the Centennial Trail are key ingredients to a vibrant downtown.

Idaho Veneer Site: As this long-time and historic fixture in Post Falls changes use, development activity is expected to occur quickly in this node. This area is expected to be a dense pocket in the City Center area.



Figure 3 - City Center Nodes



Public Outreach and Updated Opinion

Consistent with the process followed during the original master planning process, it was critical to reach out to the public to understand their opinions of the City Center area, how well things are working, and what needs to change.

Because of the Covid-19 pandemic experienced during the amendment process, a typical public outreach strategy was not possible. Although desirable and effective, there could not be large open-house meetings to exchange ideas and gather information. Instead, city staff and the planning team utilized electronic platforms and social media to reach people. Specifically, an eight (8)-minute presentation was developed for public viewing and interaction via social media. The purpose of the presentation was to:

- Provide a history of the original plan.
- Review the original Vision Statement, Goals and Action Items.
- List what Action Items have been completed.
- List what Action Items were yet to be completed.
- Describe the revised City Center Boundary.
- Solicit input on 10 specific questions.

The public responded very well to the outreach strategy. By the end of the public comment period, the city received 164 individual comments. Within each of those comments were answers and commentary to several demographic and specific city center-related questions provided during the online presentation. In terms of master planning efforts, public participation was very successful.

Summary of Public Feedback

The data below provides a summary in graphical form of the public input received.

Demographic Question 1: Do you live in Post Falls?









Demographic Question 3: Do you work in Post Falls?



Demographic Question 4: What brings you to Post Falls?







Demographic Question 5: What is your age?

Question 1: How do you feel about the 2005 Plan? Is the vision still the same?

General Opinion: People like the vision and plan established in 2005 but want to see more activity. They want more attractions that really create the downtown feel.



Question 2: Should the vision change? General Opinion: Same as previous.





Question 3: Do you identify wide sidewalks being important to a City Center? General Opinion: Responders prefer wide sidewalk, especially in the commercial areas.



Question 4: Are carefully placed seating areas and street furniture important? General Opinion: They are important but can get in the way and are often underutilized.





Question 5: How important is "mixed use" in our City Center?

General Opinion: Seen as essential in City Center but must be planned and priced appropriately.



Question 6: Is wayfinding an important element for a City Center?

General Opinion: Become increasingly important when more attractions are present in the area.





Question 7: Is a common theme for downtown décor important?

General Opinion: Creating an identity using downtown décor is important both culturally and economically. It's important to be unique but fit within a standard.



Question 8: Are central gathering places important within a City Center? General Opinion: Important for a variety of events.





Question 9: Is public art important in a City Center?

General Opinion: Important but should have a controlled theme and come from local artists. Also consider art pieces that can be moved around.



Question 10: Do city centers and mixed-use development areas required diversified housing options at higher densities than other portions of a community to support commercial activity?

General Opinion: Diversity in housing is important with the intent of supporting the commercial zone.





Public Feedback Conclusion

From the input received, the general public believes in the spirit and vision of the original plan. They believe the City Center area should become an activity center for living, commerce, recreation and cultural events. It is evident they value the attributes typically essential for a vibrant and successful downtown area. Specifically, the public was most supportive of wide sidewalks and central gathering places.

While the public supports the Vision for what City Center could become, there is a general expectation that *more* development and additional *Action Items* would have been completed by now. The public wants to see progress.

Stakeholder Interviews

In addition to gathering input from members of the public, the City identified specific stakeholders that were interviewed and provided insightful input and information for this Addendum. The following community leaders served the planning process as stakeholders:

Stakeholder Member	Representing	
Pepper Smock	CdA Realty	
Ryan Ruffcorn	AA Construction	
Hayden Anderl	The Landings	
Mark Latham	ML Architects	
Linda Wilhelm	City Councilmember	
Ryan Davis	Planning & Zoning	
Christi Fleischman	Post Falls Urban Renewal Agency	

These stakeholders are diverse in experience, influential in the community, and/or know the city well. During their interviews, they provided excellent input to the following questions:

- 1. What are the strengths of our City Center/Downtown?
- 2. What are weaknesses of our City Center/Downtown?
- 3. How has our City changed since the City Center Master Plan in 2005?
- 4. Is the vision of the 2005 City Center Plan still the same?
- 5. Are we on the right track?
- 6. How do we encourage development in City Center?
- 7. What are the biggest initial needs in City Center? Residential? Commercial? Streetscape? Civic Space? Parking?
- 8. Would a new Urban Renewal District help City Center Growth?
- 9. Would a downtown business association help?



Stakeholder Feedback Conclusion

Below is a summary of the feedback gathered by the Stakeholders based on the specific question asked in the previous section.

Strengths:

- Our City Center has so much potential and is starting to take shape, but slowly. Our proximity to our valued natural resources is something we should take advantage of.
- Restaurants in City Center are helping. Once those reach a "critical mass" it should accelerate development.
- Spokane Street, and other streetscape improvements, are also a great step in the right direction. These should continue.
- Public Art helps establish our culture and attracts visitors. Careful and strategic placement of more public art is essential.

Weaknesses:

- Cultural identity is considered one of the biggest weaknesses. There is not a strong sense of community in the area.
- Understanding that City Center *is* downtown is also weakness. Many people, even residents, cannot identify Post Falls' downtown. We need to do better about advertising the location of our City Center.
- Pedestrian connectivity, primarily east of Spokane Street, is lacking. Focus on sidewalks and paths as streetscapes develop.
- Mixed use is critical, but it seems so much multifamily is being developed. The Landings is a good example. It is understood it will be mostly multifamily housing. The City should consider zoning changes and either change or removal of the Smart Code.
- Finally, significant empty land is present in City Center, which makes the area look blighted.

Changes since 2005:

- The primary change stakeholders see is the population.
- Secondarily, there seems to be a reduction in good jobs. Housing is growing, but good-paying jobs are not.

Same Vision?

- We are on the right track, but development needs to happen quicker.
- We need to establish an *identity*.
- Housing in City Center needs to attract diverse people. Older and wealthier as well as younger urban types.
- Smart Code needs to be looked at closely and possibly revised completely. It has been confusing to the development community. We should consider a design review overlay district as well.



Biggest Initial Needs:

- Conflicting views on what is most needed in City Center: Residential or Commercial. Some think "rooftops" are the biggest need and will support commercial. Others believe we need to focus on commercial.
- Clarify or change Smart Code.
- Continue with street improvements east of Spokane Street consistent with City Center Parking Plan.
- Encourage mixed use development.
- Lack of parking is a challenge that needs to be addressed immediately.

A new Urban Renewal District:

• A new City Center Urban Renewal District would likely be helpful, especially if it extended to the north and east. It would also be helpful for the URA to aggressively target development.

Downtown Business Association:

• Ultimately, a Downtown Business Association will be a good thing, but it is probably premature.

Original Action Items

Of the 25 Action Items listed in the original Plan and shown in Table 1, many were completed, others were partially completed, and others were not completed. Also, of those original 25 projects, *additional* projects were added over time as things changed and opportunities presented themselves in City Center. So, projects completed from the original 25, and those added since 2005 are listed in Table 3 below.

Completed Projects Since 2005		
City Hall Campus		
Chamber of Commerce Building		
Spokane Street, 1st to 5th Avenue		
4th Avenue, Spokane Street to William		
Frederick, 4 th to Railroad		
William, 4 th to Railroad		
Centennial Trail Parking Lot		
Improve Centennial Trail Crossing		
Mullan Ave & Spokane Street Intersection		
Improve 3rd Avenue Crossing		

		-	-
Tahla 3 - City Cantai	· Proiocte	Completed	Sinca 2005
Table 3 - City Center	110,000	Completed	01106 2000



Project	Partially Complete	Uncomplete	Still a Priority?
4 th Ave, William to Idaho Street	Х		Yes
Infill & Shared Parking	Х		Yes
Utility Improvements		Х	Yes
Acquire Property for Parking and Green Space	х		Yes
Development Overlay Zones		Х	No
Split Diamond Interchange		Х	Maybe
Unique City Center Signage and Fixtures	х		Yes
Commercial Development Demonstration Project		Х	Maybe
Rename Spokane Street and 4 th Avenue		Х	No
Create Joint Visitors Center/Museum		Х	No
Falls Dam & Accent Lighting		Х	Yes
Streetscape Improvements, Henry St. & Lincoln St.		Х	Yes
Streetscape Improvements, 3rd Ave		Х	Yes
Historical/Interpretive Walking Tour		Х	Yes
Streetscape Improvements, 1 st Ave		Х	Yes
Centennial Trail Spurs		Х	Yes
Residential Development Demonstration Project		Х	No
Plan for Gathering Center		Х	Yes
Multi-Modal Transit Center		Х	Yes

Those projects left *partially* completed or *uncompleted* are listed in Table 4 below.

Table 4 - Original plan projects not completed

Also, each of the projects listed above was carefully evaluated to determine whether it was still a priority for the City Center area. If determined to still be important to the success of City Center, they were "carried over" to the *Amended* Action Item list shown in Table 5 below. Names of project in the two lists may differ slightly, as multiple phases may be involved and/or the scope of work has changed.

Amended Action Item List

City staff developed an updated list of known infrastructure needs within the new City Center boundary. That list utilized the original Action Item List and was developed using predetermined criteria with input & debate amongst multiple staff members and departments. Once the overall list was populated, it was prioritized into a *tiered* system. Those tiers represented which project *groups* were most important. For example, the projects listed in Tier 1 were determined to be a higher priority than Tier 2 projects. However, if circumstances change, or if funding becomes available, projects in a lower tier can move up in priority.

This *Preliminary* Amended Action Item List was then compared to the input received through the public involvement and stakeholder interview process. Modifications to



the project lists and tiers were done accordingly based on the feedback. The *Final* Amended Action Item List with associated costs is listed in Table 5 below.

TIER 1 INFRASTRUCTURE PROJECTS	ESTIMATED COST, 2020 \$
City Center Parking Lots	\$1,600,000
City Center Parking Plan - Street Completion Plan	\$12,000,000
Roundabout at 4th & Seltice Way	\$700,000
Frontage Improvements Spokane Street West Side	\$250,000
4th Ave Frontage Improvements - Idaho Veneer	\$550,000
Idaho Street - 4th to 3rd	\$1,000,000
Idaho Veneer Site North	\$1,140,000
Idaho Veneer Site South	\$1,000,000
Esplanade Improvements	\$730,000
3rd Ave Extension, west of McReynolds	\$850,000
McReynolds Connection	\$400,000
TIER 2 INFRASTRUCTURE PROJECTS	ESTIMATED COST, 2020 \$
Signal at 3rd & Spokane	\$563,000
Railroad Property along RR and Switch Yard	\$1,185,000
Centennial Trail Spur - RR R/W Acquisition & Trail Const	\$2,752,000
Entry Monuments	\$300,000
Wayfinding Signage	\$100,000
Public Art	\$500,000
Water Tower Improvements/Highlights	\$180,000
Fire Station - Fence and Sewer Connection	\$25,000
4th Ave Frontage Improvements (excluding Idaho Veneer)	\$1,100,000
Waterline Extension, Marina Condos to Falls Park	\$200,000
TIER 3 INFRASTRUCTURE PROJECTS	ESTIMATED COST, 2020 \$
Seltice/Mullan Couplet Project - Street Completion Plan	\$10,000,000
Gathering Center	\$1,200,000
Railroad Avenue to Idaho Street	\$750,000
TIER 4 INFRASTRUCTURE PROJECTS	ESTIMATED COST, 2020 \$
Warren Park Improvements	\$412,000
Apply Improvements - Parking Plan North of Freeway	\$5,000,000
Ped & Bike Connections Across Freeway (Henry or Lincoln)	\$3,500,000
Site Remediation (General)	\$3,000,000
Land Acquisition General	\$15,000,000

Table E		1 A atian	14	1:04
Table 5 -	Amendea	ACLION	nem	LIST

Revisit Vision Statement and Goals

As mentioned previously, the general direction, vision, and spirit of the original City Center Plan remains the same. Therefore, there is no need to revise the official Vision Statement and associated goals developed in 2005. They apply today as strongly as they did 16 years ago.



Other Recent Studies in the City Center Area

Since 2005, other studies have been completed in the City Center area. It is the intent of this Addendum to be in general conformity and consistency with those plans.



Figure 4 - Post Falls recently completed their Comp Plan Update

Comprehensive Plan: In mid-2020, Post Falls completed its Comprehensive Plan update. That update covers the entire City, but it is overall Vision is consistent with the City Center Vision. Specifically, both plans seek to preserve the community and culture, respect & utilize our natural resources, provide livable housing, and healthy opportunity for economic

development.

City Center Parking Plan: In the Fall of 2018, the City completed a

comprehensive parking study of the City Center area. The goal of the plan is to provide future guidance on major onstreet/off-street parking needs, street scape improvements, locations for potential city-owned parking lots, bicycle connections, and potential avenues for funding.



Figure 5 - The City Center Parking Plan is a guide for parking and infrastructure development in City Center.

The City Center Parking Plan is consistent with the Vision and goals of this Master Plan Addendum as it seeks to maximize the commercial, residential, and recreational uses of the City Center area.



Figure 6 – The newly published Park & Rec Plan

Parks and Recreation Master Plan: This planning effort, completed in 2020 identifies Key Opportunities. One of those opportunities is "Creating a downtown, community gathering place" in the City Center area. The City Center is also identified as an alternative location for large community events and additional public open spaces.

Downtown Public Space Feasibility Study: Like other planning documents, the Public Space Plan is consistent with the original City Center Plan, and this Addendum document. One of the primary plan recommendations is to "Create a phases action plan that dove-tails, as much as possible, with the various other plans and strategic initiatives in place (ex. Streetscape and parking



improvements with Festival Street Improvements, etc.), in order to maximize the city project funds and new construction efforts.

Land Use and Zoning Changes:

The City of Post Falls currently utilizes SmartCode which is a form-based code to support this mixed use activity center for development. A link to the complete booklet for the SmartCode can be located with the following link: <u>https://www.postfallsidaho.org/PZDept/SmartCode/SmartCode.pdf</u>. As the City Center area continues to develop, the City will continue to look in ways to improve the SmartCode regulation or seek other alternatives to assist creating a thriving City Center and facilitate the vision of this document.



Appendix L – City Center Parking Plan

RESOLUTION NO. 18-18

RESOLUTION ADOPTING CITY CENTER PARKING PLAN

WHEREAS, The City of Post Falls has an adopted City Center Plan and recently completed work on a City Center Parking Plan; and

WHEREAS, The City desires to adopt the City Center Parking Plan as an addendum to the City Center Plan; and

WHEREAS, The Mayor and City Council find it advisable to adopt the City Center Parking Plan as an addendum to the City Center Plan, directing staff to implement the results of the document.

NOW THEREFORE, Be it resolved by the City Council of the City of Post Falls that the City Center Parking Plan of November 2018 be adopted as an amendment to the City Center Plan and utilized as a part of that planning document to assist and guide development within that area of the community.

APPROVED by the City Council on this ______ day of December, 2018.

CITY OF POST FALLS



Ronald Jacobson, Mayor

ATTEST:

Shannon Howard, City Clerk



POST FALLS

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Figure 1: Artist's Rendering of 5th Avenue Improvements

Post Falls City Center Parking Plan
How did this planning process begin?

Background

The City of Post Falls has recognized the need for a parking plan in City Center for several years. The potential for growth in the City Center is evident. The need for additional parking was reinforced when the Post Falls Brewery opened their doors to the community and experienced tremendous success. With that success came an on-street parking shortage.

So, in the Fall of 2017, the City embarked on a study to analyze the future parking needs in City Center. The project boundaries include 1st Avenue to the south, 5th Avenue to the north, Idaho Street to the east (including the Idaho Veneer property), and The Landings & Falls Park to the west. See Figure 3 for detailed project boundaries and existing right-of way widths.

Purpose

The purpose of this parking plan is to create a consistent parking strategy and general right of way development strategy as an addendum to the City Center Master Plan that was conducted in the mid-2000's. Specifically, this includes:

- Developing an understanding of the existing on and offstreet parking in the study area.
- Determining areas which may be lacking adequate parking currently or in the future.
- Creating a plan to increase total parking and remedy specific inadequate parking areas.

Ultimate Project Outcomes

There are three primary outcomes the City desires of this plan. Achieving each of these is critical to ensuring Post Falls is poised for the growth and development most believe will occur over the next two or three decades.

<u>Outcome 1</u>: Provide the City internal direction on needed streetscape and parking improvements. This plan will serve as a "road map" to what parking, streetscape, stormwater, bike lane, and illumination improvements are needed.

<u>Outcome 2:</u> In most cities, state and federal funding is essential to making infrastructure improvements. This plan will be used to attract funding through normal application processes and funding opportunities. This plan will show a potential funding agency that

Post Falls City Center Parking Plan

Post Falls has carefully and thoughtfully planned their downtown area. Therefore, awarding the City funding would be a good investment.

<u>Outcome 3</u>: Like attracting funding agencies, this plan will also demonstrate to the development community that Post Falls is organized and would be a safe place to invest. When a developer expresses interest in the downtown, city staff can show all the upfront planning and design work that's been done. We want developers to know the expectations of the City, and to look at the downtown area with more certainty about what the future holds.

Who was involved in the planning process?

Steering Committee Members

- i. Bill Melvin, P.E., City Engineer City of Post Falls
- ii. Robert Palus, P.E., Assistant City Engineer City of Post Falls
- iii. Jon Manley, Planning Manager City of Post Falls
- iv. Lindsey King, Planner 1 City of Post Falls
- v. Shelly Enderud. City Administrator City of Post Falls
- vi. John Beacham, Utilities Manager City of Post Falls
- vii. Paul Kinney, Public Works Maintenance Manager City of Post Falls
- viii. Warren Wilson, Legal Services Director City of Post Falls
- Matt Gillis, P.E., Project Manager Welch Comer Engineers
- x. Jack Griffing, E.I.T., Design Engineer Welch Comer Engineers

Technical Advisory Committee (TAC) Members

- i. Bill Melvin, P.E., City Engineer City of Post Falls
- Robert Palus, P.E., Assistant City Engineer City of Post Falls
- iii. Jon Manley, Planning Manager City of Post Falls
- iv. Lindsey King, Planner 1 City of Post Falls
- v. Dan Stokes, Owner Post Falls Brewing Company
- vi. Mark Latham, Owner ML Architect & Associates
- vii. John Malloy, President of Sales & Marketing Idaho
- Veneer Company

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Public Involvement

Public outreach is important for a planning effort such as this, so the end user is *personally invested* in the project. The first public meeting for this project served as an introduction, gathering input from the public about where they think parking is needed most.

The second public meeting allowed the public a view into the process of the planning effort. Attendees had time to consider the issues mentioned at a time where significant planning progress had been made, yet early enough that public comment could still affect the outcome of the plan.

The third and final public meeting served as an opportunity to illustrate the findings of the plan to the public, provide a final opportunity for comment, and enter the final leg of the project. A summary of written public comment from those meetings can be found in Appendix A.



Figure 2: Primary issues to balance with on-street parking



What are our priorities?

This plan is far more than a parking study. It addresses a host of competing issues that go into developing a functional, useable, and safe streetscape. The primary competing issues are: sidewalk widths, bike lanes, adjacent land uses, stormwater, and landscaping. In addition to *parking*, each of these issues is very important when planning the City Center. Each issue will carry a different weight, depending on *where* it's applied in the City Center, and the existing width of the public right-of-way.



Figure 4: The Centennial Trail as it passes through Post Falls

Pedestrians

Pedestrians in the downtown area are the lifeblood of commerce and culture. Pedestrians ultimately make a downtown function and grow. So, placing a heavy focus on pedestrians involves three primary elements:

- Safety: Pedestrians should feel safe when walking the streets of our downtown. They should feel safe from obstacles in their walking areas and have a degree of separation from vehicles on the streets.
- Experience: A pedestrian's experience should be a positive one when walking through the City Center area. The streetscape should be visually appealing, welcoming, and contribute to the downtown "vibe" Post Falls is trying to create.
- Connectivity: A pedestrian should be able to navigate anywhere in the City Center on their feet or in a wheelchair.

Post Falls City Center Parking Plan

They should be connected to parking areas, the Centennial Trail, areas of commerce, residential areas, City Hall, and parks. Gaps in connectivity should be minimized or eliminated completely.

Bicycles

This parking plan incorporates bike lanes on essential roads such as Henry Street, Idaho Street, 1st Avenue, and 3rd Avenue. These bike lanes will connect the study area with the Centennial Trail, as well as give bicyclists other options.

A critical element related to both pedestrians and bicycles is connectivity to the Centennial Trail. Many studies show the financial benefits formalized trail systems provide a community. The trail parallels the railroad, entering the study area in the northwest section at the north end of Nonini Way, turning to the east after crossing Spokane Street, and exiting the study area headed east between 3rd Avenue and Railroad Avenue. Providing ample connections to this regionally-significant facility is important within this plan.



Figure 5: Warren Play Field Street Trees

Urban Forest & Green Space

Post Falls has been one of the Arbor Day Foundation's "Tree City USA" recipients for the past 20 years. This goes to show that Post Falls values its *urban forest*. Concept designs for this plan include



elements to preserve the urban forest in critical locations: Henry St., Idaho St. by Warren Playfield, and 1st Ave east of Lincoln St.

The arboretum north of 5th Street provides a beautiful resource of urban forest, and this plan includes a wide sidewalk adjacent to the arboretum to utilize that resource. Grassy areas, including swales, can include landscaping, and the 10' wide and wider sidewalk segments can include street trees to promote the urban forest.



Figure 6: 5th Avenue Arboretum

Mail Delivery

In an interview, City of Post Falls postmaster Ralph Parsons indicated that mail delivery affects parking in downtown areas. Mailbox cluster locations require 15' no parking zones to each side for delivery access. Mailbox locations and nearby parking in this plan account for these requirements but are only suggested locations. Coordination with the postmaster is critical to successful location of mailboxes.

Stormwater Treatment

The stormwater will be collected, treated, and discharged in accordance with local standards. This plan will treat all stormwater through roadside swales. These swales can double as green space/landscaping areas (see Figure 8) as well as a barrier between pedestrians and the road to provide additional safety for pedestrian users. This stormwater treatment strategy protects our sensitive waterways.

Land Use

Currently, the study area contains mostly residential lots with driveway accesses onto the street. Existing commercial lots are concentrated along Spokane Street and 4th Avenue with few exceptions. A premise of this plan is that land use will change over the next 20-30 years. Future land use in the downtown is uncertain, but multiple options provide potential vision for the study area.



Figure 7: Street trees & landscaping on Spokane Street

Who do we want to be?

In the broadest sense, there are two distinct approaches that our city can take in terms of development. The first is the downtown feel, with zero-lot-line build-out, mostly commercial or multi-use lots, on-street parking supplemented by public or private parking lots and garages, a high density of people, and fewer surface parking lots for individual businesses (see Figure 9). The second is a suburban feel, with commercial buildings separated by large, offstreet surface parking lots (see Figure 10).

To properly plan for future parking in City Center, it's very important to first answer the question: "Who do we want to be?" The TAC unanimously indicated that our Post Falls' City Center would be the former, a busy downtown dense with people and structures. A downtown that depends greatly on on-street parking, as in Figure 9.



Figure 8: Curb bulb with swale & landscaping at 4th Ave & Frederick St. Existing Approaches

One of the trade-offs when adding on-street parking is changing access to parcels. In most lots in the study area, there's an existing driveway approach from the street. Long term, this style of land use will be phased out and replaced with alley accesses onto parcels. Short term, however, the City will work with property owners to determine when and how that transition can happen in a safe, practical manner. The goal of this plan is *not* to remove every driveway in downtown immediately. Instead, as funding becomes available and as land use changes on a particular block, those property owners will have the opportunity to work with the City on amendments to their accesses.



Figure 9: Downtown Coeur d'Alene - one bustling downtown option



How much parking will we need?

Parking needs in a downtown are unique to each city. The Post Falls City Planning Department has studied how the City Center will change and grow over time. Based on their research, data, and forecasting, City Planners provided estimates for future parking demand over each block in City Center according to the maximum build-out scenario. The estimate also considered increased commercial land use on lots near the larger thoroughfares in the city: Spokane Street, 3rd Avenue, and 4th Avenue. Future parking needs in spaces per block can be viewed in Appendix B.



Figure 10: Post Falls DMV - a large off-street parking lot

Welch Comer developed concept designs for each block in the study area to determine how much on-street parking could be provided. Comparing existing parking spaces and the proposed spaces in this plan to the future number of spaces required according to the City Planners' estimates, the result was converted to a "heat map" illustrating the deficiency or surplus of parking 20-30 years in the future, shown in Figure 11. The warmer heat map colors (orange & yellow) indicate deficient parking, while the cooler colors (green & blue) illustrate that the parking demand and availability closely match or even that a surplus is present.

The heat map clearly indicates two areas would benefit from surface level lots or multi-story parking structures: west of Spokane Street and near 4th & Idaho Street. This plan recommends the City investigate purchasing land for public parking in those areas.

Post Falls City Center Parking Plan





Americans with Disabilities Act

Post Falls is sensitive to providing all users access to the City Center area, including those that may be disabled. All improvements, whether constructed by the City or by private development, will be done in accordance with the latest requirements of the Americans with Disabilities Act (ADA).

Walking Distance

Creating enough parking in the downtown area only helps if that parking is located near the places people want to go. The planning team performed two different walking distance analyses for this project to address parking availability near key destinations. First, each block's estimated future parking demand was compared with the available parking on that block as well as on adjacent blocks. Areas where there was much more demand than available parking ended up in the yellow, orange, and red tones in Figure 11.

Connection	Route	Distance
Falls Park to Spokane St	4 th Ave	0.2 mi
Falls Park to Spokane St	Future Waterfront Trail/Promenade	0.4 mi
Falls Park to Veneer Site	4 th Ave	0.7 mi
1 st Ave to 4 th Ave	Spokane St	0.3 mi
Spokane St to Veneer Site	4 th Ave	0.4 mi
Spokane St to Veneer Site	Centennial Trail	0.5 mi

Table 1: Walking distances between pedestrian destinations downtown

Second, after determining where surface parking lots or multi-story parking structures will likely be needed, distances between key locations in the City were determined (see Table 1). This analysis provided assurance that a single surface-level parking lot or parking structure in the center of the study area would leave significant walking distances to some of the key downtown attractions. With those distances determined, it was concluded that the two proposed parking lot or parking structure locations would both accommodate the existing attractions and reduce the need for citizens to walk the 0.4 to 0.7 miles across the study area to get to the future developments at the Idaho Veneer Site. Access from those parking lot/structure locations to the major attractions is less than a 0.3 mile walk one-way.

What new ideas were considered?

Back-in Angle Parking

The concept designs in this report include consideration for back-in angle parking. Back-in angle parking has numerous distinct advantages for an evolving downtown area like this part of Post Falls. First, back-in angle parking provides better visibility when leaving a parking space (see Figures 12 and 13). Drivers can utilize their windshield and driver's side window to see oncoming traffic and bicycles instead of relying on their mirrors and back window. Increased visibility in turn leads to increased bicyclist and motorist safety.





Figure 13: Back-in angle parking visibility when leaving a parking space



Second, back-in angle parking directs passengers & children toward the sidewalk when car doors open instead of into oncoming traffic. Finally, back-in parking allows access to the trunk or rear liftgate away from oncoming traffic and from the safety of the sidewalk (see Figures 14 and 15).



Figure 14: Front-In Angle Parking Passenger & Trunk Access



Post Falls City Center Parking Plan

These practices may increase the safety of vehicle users and other citizens in the area. Visual representation of all these advantages can be found in Appendix C.

Opponents of back-in angle parking often state that it is more difficult than front-in angle parking, as it requires reversing. In both styles of angle parking, the driver must reverse a similar amount. Back-in angle parking allows the driver to scout their parking space for surrounding obstacles, bicyclists, and other motorists before beginning to back into their space. Contrarily, front-in angle parking provides the driver little-to-no information about surrounding vehicles & bicyclists before the driver begins reversing into oncoming traffic. Also, back-in angle parking is similar to parallel parking.



Figure 16: Explanatory signage with back-in angle parking directions

Due to the potential safety benefits this parking configuration could provide, the City approved a back-in angle parking pilot project on Frederick St between Railroad Ave and 4th Ave. At first, parking users often pulled front-in across opposing traffic – a dangerous maneuver. After a week or two, the City added explanatory signs and sandwich boards with back-in angle parking instructions (see Figures 16 and 17). With that adjustment, users began to comply with the parking rules more and more frequently.

Commentary during and after this pilot project will contribute to the City's decision to either adopt back-in angle parking throughout the study area or amend that aspect of this plan. Back-in angle parking is not an "all or nothing" factor in the plan. Rather, this plan recommends back-in angle be considered for each individual street.



Figure 17: Back-in angle parking sandwich board with parked vehicles It seems entirely appropriate for City Center to have a combination of parking configurations, depending on what works best in each instance. That said, back-in angle parking should be considered if (a) bike lanes are planned for that block, (b) the sidewalks are 8' wide or wider, and/or (c) there is a grass strip between the curb and the sidewalk. To assist in the decision-making process, a flow chart to determine if back-in angle parking fits a particular block can be found in Table 2. These criteria emphasize the ped/bike advantages of back-in angle parking while maintaining the ADA requirements for sidewalk width.

It is important to note that traditional front-in angle and back-in angle parking require the same physical footprint. A set of parking stalls can be restriped from one to the other for relatively low cost of roadway signs and pavement markings.

Wayfinding

Whether the center area of Post Falls develops in a downtown pattern, a suburban pattern or a mixture of both, one thing is certain: The City will continue to grow. Evolution of new businesses and destinations brings more residents and visitors to the downtown area. Ultimately, for the flow of vehicles and pedestrians to move efficiently through the City, wayfinding will be important. It'll be critical to help people navigate City Center efficiently. Whether it is to City Hall, a local park, or a brewery, people need to know where they are going.



Future design of wayfinding should consider a tiered or hierarchical approach to signage. Major intersections off freeways or at arterial collectors are key locations for prominent signal mast and monument style signs. As visitors move into downtown from major collectors, smaller, directional pole signs may be more appropriate. At parking areas & public plazas, public informational kiosks for pedestrians will replace larger driver-oriented signage. Lastly, wayfinding to trails such as the Centennial Trail will be critical in the downtown core. Appendix D contains a concept for wayfinding types and locations.



Figure 18: Spokane St wayfinding monument with surrounding landscaping Future wayfinding design should also have a clear, cohesive graphic standard with corresponding color keys so that visitors can quickly decipher the destinations they are looking for. Signs should be located to take advantage of sightlines and minimize impact on downtown aesthetics. Existing light posts and other street furnishings should be considered as bases or supports for new signs to minimize construction time and environmental impact. These aspects of wayfinding for the City must consider existing wayfinding along the Centennial Trail due to the regional use of the trail.

Post Falls City Center Parking Plan





A variety of design and material options could be explored for the wayfinding elements. However, one key component should unify the elements, rooted in the identifying features of Post Falls. Signage should be considered a tool to affect community economics, tourism, and a gateway to brand identity. This plan does not serve as a complete wayfinding design; only as a starting point for future wayfinding placement. Complete wayfinding design will require a concerted citywide branding effort outside the scope for this plan.



Figure 19: Example wayfinding option already in use at Falls Park

Alley Utilization

In order to provide as much street parking as possible, driveway accesses onto the street may eventually be phased out and replaced with paved alley accesses. Since the alleys are only 20' wide, they can be either one-way or two-way travel, but there is no room for parking. This concept can be implemented in both commercial and residential areas. In residential areas, alley paving could be narrower (12-15 feet wide), whereas in high-use commercial areas the alley paving would utilize the whole Right-of-Way area or possibly expanded to 25' with Right-of-Way acquisition. Downtown areas often have alley garbage pickup, which could fit well with the one-way setup for the alleys. Consideration for paving alleys could also result in alley-based mail pickup utilizing cluster mailboxes.

Post Falls City Center Parking Plan



Figure 20: Example wayfinding option already in use at Falls Park



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Figure 21: A centennial trail wayfinding bollard





Figure 22: Existing wayfinding for the Centennial Trail at Spokane St.

What might downtown look like 20-30 years in the future?

Typical Sections

The right of way widths in the City Center vary greatly. Some streets have a right of way of only 60 feet, while others have nearly 100 feet. This variability gives the city many options on how to develop streetscapes in the future. One of the challenges of the planning team, Steering Committee, and Technical Advisory Committee was to balance the competing issues mentioned previously: parking, green space, sidewalk and bike lanes. Evidence of this is shown in Appendix E, where many options for each right of way width are shown.

Each street segment in the study area was analyzed separately for which typical section would be most appropriate in that location – though bike lanes may be advantageous on Henry Street as a connection between the northern and southern halves of the downtown area, they're not necessary on Railroad Avenue because it parallels the Centennial Trail one block south.





					50'	
AY		1			RIGHT-OF-WAY	
22' 10' 8'	6'	12'	12'	, 6' ,	22'	10'
IACK-IN SIDEWALK SIDEWA	BIKE LANE	TRAVEL LANE	TRAVEL LANE	BIKE LANE	BACK-IN DIAGONAL PARKING	SIDEWALK
	俞					R

	50'						50'	
	RIGHT-OF-W	AY				RJ	GHT-OF-WAY	
8'	19.5'	6'	11'	11'	11'	6'	19.5'	. 8'
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R						\$		

Figure 24: Typical Section options for 100' right-of-way streets



Figure 25: Artist's rendering of future 1st Avenue from Spokane St. to Frederick St

Figure 26: Artist's rendering of future 3rd Avenue from Frederick St. to William St.

Post Falls City Center Parking Plan

How much will these improvements cost?

Estimates

Concept-level cost estimates were conducted for each street segment in the downtown area Figure 27 provides a visual representation of how much improvements on each block will cost per foot of frontage. Streets in red are estimated to cost the most, while streets in yellow, green, and blue are each less respectively. Idaho Street south of 4th Avenue is purple, as that is currently public right-of-way, but has no existing public infrastructure. The roadway would need to be developed with future redevelopment of the current mill site.



Figure 27: Cost estimates per foot of frontage for concept designs

Post Falls City Center Parking Plan



Grant Funding Options

There are federal and state level grant programs available for improvements such as the ones in this project. Funding programs frequently change, but five potential options for funding are listed below, along with the required match (if any), amounts that can be awarded, and remarks on what makes a project competitive for each grant.

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Strategic Initiatives

- Up to \$1,000,000 for construction
- Most competitive for projects needing maintenance, helping the local economy, and improving safety
- Shovel-ready plans are required
- No match required, but encouraged

Transportation Alternatives Program (TAP)

- Targets pedestrian & bicycle facilities
- 7.34% match required
- Up to \$3.5 million has been awarded for a single project

Safety

- 7.34% match required
- Projects ranked on highest benefit/cost ratio

LHSIP

- Addresses a fatal or serious injury accident location
- 7.34% match required

Idaho Community Development Block Grants

- Up to \$500,000 for downtown revitalization
- Must identify a 2-3 block redevelopment area with multiple substandard infrastructure features
- Points partially based on amount of match provided

Other Funding Options

The City does not have to rely solely on grants and taxpayers to fund these frontage improvements. One advantage to having a parking plan is that when parcels change ownership and begin to redevelop in the future, the City can have requirements in their code to require the developer to make the improvements themselves or pay the City for the improvements that the City will do later.



When will these improvements happen?

Phasing Plan

Although it is difficult to predict where and in what time frame development in the downtown area will happen, Post Falls predicts that improvements will start near Spokane St. on the east-west corridors and gradually move east from there. 3rd Ave and 4th Ave will likely reach the furthest east the fastest. This is partly because 4th Ave has already been improved from Spokane St. to William St. and because Spokane St. has been improved throughout the study area.

If the city were to get grant funding for this project, the area indicated in Figure 28 would be the primary development area. Though the city will apply for grant funding, it is not anticipated that grant funding or other public money will be the driving factor behind the majority of the improvements in the downtown area. Redevelopment and re-zoning are expected to be the largest contributors, not availability of grant funding.

What does this plan mean for the future of City Center?

The future of City Center revolves around many more factors than the amount of parking needed. Where development happens, and even more importantly *when*, will impact the rate and location for the streetscape improvements in this plan. Improvements in this plan should lead to drivers having available street parking throughout the downtown area, but that is not the only improvement. Other improvements include accommodations for pedestrians and bicyclists. Adding and widening sidewalk increases pedestrian safety and connectivity, while bike lanes and shared-use paths do the same for cyclists.

Disclaimer: Specific pavement markings will be determined with individual projects and may differ from indications in this plan. Similarly, roadway illumination shown in this plan will be determined with individual projects based on the City of Post Falls roadway illumination standards, considering the roadway classification and adjoining land uses.



Figure 28: Priority area for improvements if grant funding is available





Figure 29: Artist's rendering of Idaho Street improvements between 1st Ave and 2nd Ave.

Post Falls City Center Parking Plan





Figure 30: Artist's rendering of 4th Avenue improvements east of Idaho Street.

Post Falls City Center Parking Plan

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Plan Sheet Pages

The following 68 sheets make up the body of the plan. These designs are conceptual in nature and aren't intended to be used for construction. However, they do represent what the City intends to develop when the time, funding, or development opportunities are right.

The concept design sheets are numbered in sequence based on the street and segment, from west to east and south to north. For example, sheet 3-4 is the fourth block of 3^{rd} Avenue counting west to east, while sheet F-1 is the first block of Frederick Street counting south to north.

Design Sheets				
Street	Plan Sheets			
1 st Ave	1-1 to 1-6			
2 nd Ave	2-1 to 2-6			
3rd Ave	3-1 to 3-6			
4 th Ave	4-1 to 4-10			
5 th Ave	5-1 to 5-4			
Frederick St	F-1 to F-4			
Henry St	H-1 to H-6			
Idaho St	I-1 to I-5			
Lincoln St	L-1 to L-6			
Post St	P-1 to P-5			
Railroad Ave	R-1 to R-5			
William St	W-1 to W-5			



Figure 31: Artist's rendering of 5th Avenue improvements between Post St. and Idaho St.





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APPENDICES

APPENDIX A Public Involvement

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POST FALLS CITY CENTER PARKING PLAN PUBLIC MEETING

Post Falls, Idaho

Thursday, December 7, 2017; 6:00 PM

PUBLIC AGENCIES MONITOR ATTENDANCE TO ENSURE EQUAL OPPORTUNITY. WE APPRECIATE YOUR PROVIDING INFORMATION ON GENDER, RACE AND/OR DISABILITY. THIS INFORMATION IS OPTIONAL, AND WILL ONLY BE USED TO MONITOR ATTENDANCE AT PUBLIC MEETINGS AND FOR AFFIRMATIVE ACTION PURPOSES, AS SPECIFIED BY LAW (CFR 42.21.9).

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POST FALLS CITY CENTER PARKING PLAN PUBLIC MEETING

Post Falls, Idaho

Thursday, December 7, 2017; 6:00 PM

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POST FALLS CITY CENTER PARKING PLAN PUBLIC MEETING

Post Falls, Idaho

Thursday, December 7, 2017; 6:00 PM

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December 7, 2017 Comments/Observations 1. good Spot for back in parking would be 424 & Spokane on front of City Hall/French Cleaners It's currently hazardows pailing oud fron French's

If you have a question and would like to be contacted, please let us know how to contact you:

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POSTFALLS WELCH-COMER

POST FALLS CITY CENTER PARKING PLAN PUBLIC MEETING

Post Falls, Idaho

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Post Falls City Center Parking Plan

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APPENDIX B

Future Parking Needs



APPENDIX C

Back-In Angle Parking Advantages



APPENDIX D Wayfinding



APPENDIX E

Example Typical Sections









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