

Coeur d'Alene

CITY COUNCIL MEETING

December 18, 2018

MEMBERS OF THE CITY COUNCIL:

Steve Widmyer, Mayor

Council Members Edinger, English, Evans, Gookin, McEvers, Miller

WELCOME
To a Regular Meeting of the
Coeur d'Alene City Council
Held in the Library Community Room

AGENDA
VISION STATEMENT

Our vision of Coeur d'Alene is of a beautiful, safe city that promotes a high quality of life and sound economy through excellence in government.

The purpose of the Agenda is to assist the Council and interested citizens in the conduct of the public meeting. Careful review of the Agenda is encouraged. Testimony from the public will be solicited for any item or issue listed under the category of Public Hearings. Any individual who wishes to address the Council on any other subject should plan to speak when **Item E - Public Comments** is identified by the Mayor. The Mayor and Council will not normally allow audience participation at any other time.

6:00 P.M.

December 18, 2018

A. CALL TO ORDER/ROLL CALL

B. INVOCATION: Pastor Paul Peabody with Grace Bible Church

C. PLEDGE OF ALLEGIANCE

D. AMENDMENTS TO THE AGENDA: Any items added less than forty eight (48) hours prior to the meeting are added by Council motion at this time.

E. PUBLIC COMMENTS: (Each speaker will be allowed a maximum of 3 minutes to address the City Council on matters that relate to City government business. Please be advised that the City Council can only take official action this evening for those items listed on the agenda.)

F. ANNOUNCEMENTS

- 1. City Council**
- 2. Mayor**

*****ITEMS BELOW ARE CONSIDERED TO BE ACTION ITEMS**

G. CONSENT CALENDAR: Being considered routine by the City Council, these items will be enacted by one motion unless requested by a Councilmember that one or more items be removed for later discussion.

1. Approval of Council Minutes for the December 4, 2018 Council Meeting.
2. Approval of Bills as Submitted.

3. Approval of Financial Report.
4. Approval of Annual Road and Street Financial Report for year ending September 30, 2018.
5. Approval of Minutes for the December 10, 2018 Public Works Committee Meeting
6. Setting of Public Hearing for Public comments for the CDBG Annual Action Plan for PY2019 on February 5, 2019.
7. **Resolution No. 18-064 -**
 - a. Approval of the surplus of general office equipment from the Wastewater Utility
 - b. Approval of the surplus of obsolete equipment used in the first phase of the Tertiary Treatment Upgrade
 - c. Approval of Memorandum of Understanding (MOU) with the Coeur d'Alene Charter Academy for traffic control on a trial basis

As Recommended by the Public Works Committee

H. OTHER BUSINESS:

1. Presentation of the Health Corridor Eligibility Report

Presentation by: Wally Jacobson, PAC Executive Director and Tom Hudson PAC Consultant

- a. **Resolution No. 18- 065-** Determination of an area within the City to be deteriorated or deteriorating as defined by Idaho Code 50-2018(9) and 50-2903(8); directing the urban renewal agency of the City of Coeur d'Alene, Idaho, dba ignite cda, to commence and complete the preparation of an urban renewal plan, which may include revenue allocation provisions, for all or part of the area.

I. PUBLIC HEARINGS:

1. (Legislative) **A-4-18:** A proposed 4.992 acre annexation from County Suburban to City R-1, located at 7610 N. Ramsey Road Applicant: Lake City Baptist Church

Staff Report by: Hilary Anderson, Community Planning Director

J. ADJOURNMENT

ANNOUNCEMENTS

CONSENT CALENDAR

MINUTES OF A REGULAR MEETING OF THE CITY
COUNCIL OF THE CITY OF COEUR D'ALENE, IDAHO,
HELD AT THE LIBRARY COMMUNITY ROOM

DECEMBER 4, 2018

The Mayor and Council of the City of Coeur d'Alene met in a regular session of said Council at the Coeur d'Alene City Library Community Room, December 4, 2018 at 6:00 p.m., there being present upon roll call the following members:

Steve Widmyer, Mayor

Loren Ron Edinger) Members of Council Present
Amy Evans)
Dan Gookin)
Dan English)
Kiki Miller)
Woody McEvers) Member of Council Absent

CALL TO ORDER: Mayor Widmyer called the meeting to order.

INVOCATION: Pastor Kevin Schultz with the Vine Church provided the invocation.

PLEDGE OF ALLEGIANCE: Councilmember Miller led the Pledge of Allegiance.

PUBLIC COMMENTS:

David Lyons, Coeur d'Alene, noted that he spoke at the last Council meeting regarding the urban renewal plans and the disposition of assets when a district ends. The current version of the plan has removed the third paragraph and revised the language in the first two paragraphs regarding disposition. He believes the clarity in the new language gives the urban renewal agency a loophole to allow it to hold assets after the district ends rather than giving them to the City. He believes the simple solution is to delete the second paragraph and change the first paragraph to be worded as it was before and close this loophole.

KOOTENAI METROPOLITAN PLANNING ORGANIZATION (KMPO) LONG-RANGE TRANSPORTATION AND TRAFFIC PLANNING - Executive Director of KMPO Glenn Miles explained the purpose of the KMPO organization and its goals and responsibilities throughout the county including long range planning and transportation improvement plans. Mr. Miles noted planning factors include support of economic vitality, safety, security, and accessibility to motorized and non-motorized users. He reviewed the history of population growth over the past 48 years and changes that have occurred since the 1970's. He noted that the gas tax showed increases until the 1980's then level off with a recent jump in 2013, as this is the funding source for transportation projects. He noted that when the gas tax was above 11% of the cost of gas, major projects could be completed. He then reviewed today's travel demand and explained why the transportation system needs new investments such as Pleasant view grade

separation in Post Falls, and the Ramsey Road widening, and I-90 widening to six lanes, and movement of the Huetter weight station, U.S. 95 corridor improvements, the Highway 41 improvements, and the Highway 53 interchange project in the near future. Mr. Miles noted that we currently have 900,000 vehicle trips within Kootenai County, 4.7 million vehicle miles, and 9,800 hours of travel; which represents \$200,000 worth of value/cost. He reviewed several projects that will help the community sustain economic competitiveness including project up to 15 years out, such as Ramsey Road widening from Prairie to Wyoming, I-90 widening and Huetter corridor construction.

Mayor Widmyer asked about the congestion where city streets meet I-90, and who is in the leadership role that will address the congestion issues for the state. Mr. Miles stated it would take a multi-faceted approach, with KMPO. He felt the larger questions are how to execute a solution, and who gets the financing. , and he clarified that not all solution would be ITD improvements. He feels that it needs state legislature, local government support, and finding a path to funding. Mayor Widmyer noted that the last time the gas tax was raised it still left a sizeable shortfall, and it is very important to stay involved going forward. He thanked Mr. Miles for bringing the information forward and noted that there is a lot of work to do.

CITY OF COEUR D'ALENE SELF -FUNDED INSURANCE OPTION - Sr. Benefits
Consultant with the Murray Group, Greg Helbling, explained what an alternative funding arrangement would mean for the City of Coeur d'Alene health insurance program as it has come up during discussions the city over the past year. He explained that self-funding could provide cost efficiencies in the cities insurance plan. Additionally, it could provide flexibility to incorporate best in class resources for pharmacy, stop loss, and disease coverages rather than using the grouping offered by an insurance provider. Under the current set up, the city pays the premiums and the insurance carrier accepts losses and gains. Under a self-funded arrangement the city purchases protection for catastrophic claims, the city pays for administration of claims weekly, and the city accepts losses and gains, which is estimated to be a 4-8% savings. Mr. Helbling noted that that the stop loss insurance protects the city when eligible claims exceed a liability limit (often \$125,000 to \$175,000). The aggregate stop loss insurance protects the city when eligible claims exceed the annual aggregate liability (120%-125% of expected claims). He also clarified that self-funded public entities must conduct an annual actuarial study pursuant to Idaho Code and that it could look similar to the cities current plan. He outlined the requirements the city would need to go through in order to move forward with a self-funded plan, including a timeline of events in order to accomplish it by the end of next year.

Mayor Widmyer asked how seamless this would be for employees. Mr. Helbling confirmed that it would not be a change for the employee. Mayor Widmyer noted that in changing plans to become self-insurance it would be a risk to the taxpayers, so the stop loss protection mitigates risk. Mr. Helbling noted that any self-funded plan would be required to have a stop loss policy by the state of Idaho. The Mayor asked what other Idaho cities have this plan. Mr. Helbling noted that he was able to find the following information; Lewiston has had a self-insured plan for 17 years, the City of Boise, Boise Fire and Police trust, Nampa, Coldwell, Chubbuck, and Moscow is in the process of converting. Additionally, Kootenai County, Bonner County Jefferson County, the statewide school trust, University of Idaho, and Kootenai Medical Center all have self-insured plans. City Administrator Troy Tymesen noted that the next step would be

to have the city's insurance committee continue to explore the actuarial study, then come back to the City Council for the step thereafter. Councilmember English noted that he was at the County when they went through the process of moving to be self-funded. He felt it was a decent savings and prevented large increases for multiple years. Councilmember Miller asked how the Board of Trustees would work, and who governs the Trustees. Mr. Helbling noted that the Board would not be the top administrative professionals, rather would consist of staff members and representatives from insurance committee.

CONSENT CALENDAR: Motion by Evans, seconded by English, to approve the Consent Calendar.

1. Approval of Council Minutes for the November 20, 2018 Council Meeting.
2. Approval of Minutes for the November 26, 2018 General Services Committee Meeting
3. Approval of Bills as Submitted.
4. Setting of General Services and Public Works Committees meetings for Tuesday, December 10, 2018 at 12:00 noon and 4:00 p.m. respectively.
5. **Resolution No. 18-061-** A RESOLUTION OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, AUTHORIZING THE BELOW MENTIONED AGREEMENTS OF THE CITY OF COEUR D'ALENE INCLUDING: APPROVAL OF AN AGREEMENT WITH AMERICAN LEGION BASEBALL FOR USE OF THORCO FIELD AT RAMSEY PARK; APPROVAL OF A 3-YEAR AGREEMENT WITH ROW ADVENTURES FOR ACCESS TO INDEPENDENCE POINT BEACH FOR KAYAK GUIDED TOURS; AND APPROVAL OF AMENDMENT NO. 1 TO THE AGREEMENT FOR PROFESSIONAL SERVICES WITH J-U-B ENGINEERS FOR CONSTRUCTION ADMINISTRATIVE SERVICES FOR THE COMPOST FACILITY IMPROVEMENTS.

ROLL CALL: Gookin Aye; English Aye; Edinger Aye; Evans Aye; Miller Aye. **Motion Carried.**

RESOLUTION NO. 18-062

A RESOLUTION OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, AUTHORIZING A PARKING GARAGE TRANSFER AGREEMENT FOR THE TRANSFER OF THE PARKING GARAGE & PROPERTY LOCATED IN IGNITE CDA'S LAKE DISTRICT AND ACCEPTING A QUITCLAIM DEED FOR THE PROPERTY.

STAFF REPORT: City Attorney Mike Gridley noted Ignite cda (hereinafter referred to as "ignite") owns or controls property in the City of Coeur d'Alene and situated within ignite's Lake District Project Area pursuant to ignite's Lake District Redevelopment Plan (the "Plan"). The subject real property is contiguous to certain property owned by the City and a parking garage has been constructed with ignite funds on the properties. At its November 21, 2018 meeting, ignite voted to transfer the Property and Parking Garage to the City via Quit Claim Deed for use as public parking in accordance with the Plan, as authorized by Idaho Code Section 50-2015(f). The transfer will also involve the execution of a Parking Garage Transfer Agreement with ignite.

DISCUSSION: Councilmember Gookin asked for clarification regarding the section of the contract that notes it is the city's obligations to meet the requirements of the tax exempt note. Ignite's legal counsel, Danielle Quade, explained that the garage was financed with a tax exempt bond so it cannot be used for private use, the small, 10% or less, planned lease spaces are allowable under the code.

MOTION: Motion by Miller, seconded by Edinger to approve **Resolution No. 18-062**, the parking Garage Transfer Agreement and Quit Claim Deed for the Coeur d'Alene Avenue Parking Garage from ignite cda.

ROLL CALL: English Aye; Edinger Aye; Evans Aye; Miller Aye; Gookin Aye. **Motion carried.**

A-3-18: ANNEXATION OF 7.18 ACRES FROM COUNTY AGRICULTURAL TO CITY R-8, LOCATED AT: 2008, 1950 & 1914 PRAIRIE AVENUE APPLICANT: COEUR D'ALENE SCHOOL DISTRICT 271 PURSUANT TO COUNCIL ACTION NOVEMBER 6, 2018.

RESOLUTION NO. 18-063

A RESOLUTION OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO AUTHORIZING AN ANNEXATION AGREEMENT WITH THE COEUR D'ALENE SCHOOL DISTRICT FOR PROPERTY LOCATED AT, AND COMMONLY KNOWN AS, 1914, 1959, AND 2008 W. PRAIRIE AVENUE.

MOTION: Motion by Gookin, seconded by Evans to approve the **Resolution No. 18-063**, approving an Annexation Agreement with School District 271 for the Annexation of 7.18 acres from County Agricultural to City R-8, located at: 2008, 1950 & 1914 Prairie Avenue.

ROLL CALL: English Aye; Edinger Aye; Evans Aye; Miller Aye; Gookin Aye. **Motion carried.**

COUNCIL BILL NO. 18-1030

AN ORDINANCE ANNEXING TO AND DECLARING TO BE A PART OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, SPECIFICALLY DESCRIBED PORTIONS OF SECTION 27, TOWNSHIP 51, NORTH, RANGE 4 WEST, BOISE MERIDIAN; ZONING SUCH SPECIFICALLY DESCRIBED PROPERTY HEREBY ANNEXED; REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HERewith; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR THE PUBLICATION OF A SUMMARY OF THIS ORDINANCE AND AN EFFECTIVE DATE HEREOF.

MOTION: Motion by Gookin, seconded by Evans, to dispense with the rule and read **Council Bill No. 18-1030** once by title only.

ROLL CALL: Evans Aye; Miller Aye; Gookin Aye; English Aye; Edinger Aye. **Motion carried.**

MOTION: Motion by Gookin, seconded by English, to adopt **Council Bill 18-1030.**

ROLL CALL: Evans Aye; Miller Aye; Gookin Aye; English Aye; Edinger Aye. **Motion carried.**

CONSIDER THE SECOND AMENDMENT TO THE RIVER DISTRICT REDEVELOPMENT PLAN OF THE COEUR D'ALENE URBAN RENEWAL AGENCY, DOING BUSINESS AS IGNITE CDA; CONSIDER THE SECOND AMENDMENT TO AND RESTATED MIDTOWN-NORTHWEST BOULEVARD DOWNTOWN URBAN RENEWAL PLAN NOW REFERRED TO AS THE LAKE DISTRICT URBAN RENEWAL PROJECT PLAN COEUR D'ALENE URBAN RENEWAL AGENCY, DOING BUSINESS AS IGNITE CDA; AND CONSIDER THE URBAN RENEWAL PLAN FOR THE ATLAS DISTRICT URBAN RENEWAL PROJECT OF THE COEUR D' ALENE URBAN RENEWAL AGENCY, DOING BUSINESS AS IGNITE CDA.

COUNCIL BILL NO. 18-1027

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COEUR D'ALENE, IDAHO, APPROVING THE SECOND AMENDMENT TO THE RIVER DISTRICT REDEVELOPMENT PLAN URBAN RENEWAL PROJECT, WHICH SECOND AMENDMENT SEEKS TO DEANNEX CERTAIN PARCELS FROM, AND ADD PARCELS TO, THE EXISTING RIVER DISTRICT PROJECT AREA; WHICH SECOND AMENDMENT INCLUDES REVENUE ALLOCATION FINANCING PROVISIONS; AUTHORIZING THE CITY CLERK TO TRANSMIT A COPY OF THIS ORDINANCE AND OTHER REQUIRED INFORMATION TO COUNTY AND STATE OFFICIALS AND OTHER TAXING ENTITIES; PROVIDING FOR THE REPEAL OF CONFLICTING ORDINANCES; PROVIDING SEVERABILITY; APPROVING THE SUMMARY OF THE ORDINANCE; AND PROVIDING AN EFFECTIVE DATE.

MOTION: Motion by Evans, seconded by English, to dispense with the rule and read **Council Bill No. 18-1027** title twice only.

ROLL CALL: Evans Aye; Miller Aye; Gookin Aye; English Aye; Edinger Aye. **Motion carried.**

DISCUSSION: Councilmember Gookin expressed concern with the plans as they do not have a matrix of accomplishments, nor do they have a measurement of the plans success. He does support the boundaries; however, he does not believe that the plan puts the public in the driver's seat. He is also concerned about the termination of the district language.

MOTION TO AMEND THE PLAN: Motion by Gookin, seconded by Edinger to amend the plan to modify the termination language to state that upon termination of the District any assets owned by the agency shall automatically granted, conveyed, or dedicated to the City.

DISCUSSION: Councilmember Gookin explained that the purpose of tax increment financing is to revitalize an area. There is nothing in the plan that says what the assets would be and what they would want to maintain them, he would not want to grant them authority for something that is not specifically held out in the plan. Mayor Widmyer noted that the parking garage asset was just transferred to the city. Under the existing language, the asset to be kept by the district would have to produce revenue, and does not foresee projects that will produce revenue that would fall into this category. He asked Ms. Quade for explanation of language. Ms. Quade confirmed that a district could only keep an asset if it has revenue and there may be circumstances wherein the city would not want to manage leases, or if there were something that made sense to give to another public entity. She also clarified that it is not the intent to keep vacant property, or property like park space. Councilmember Gookin agreed that explanation makes sense, however it is not clear in the plan and he thinks the plan is too vague. Ms. Quade noted an example is the urban renewal agency for Boise continuing to own and operating the parking garages; additionally, the City of Moscow's agency retained ownership and management of leased facilities. She noted that it is not the intent of ignite's board, but it does provide the ability should something arise. Mayor Widmyer noted that the property within the Lake District two of them would produce revenue, bare land would not qualify. Ms. Quade reaffirmed that removing that language would take away flexibility and she would be concerned that changes in the plan would need to go back to ignite and it is getting toward the end of the year. Councilmember English said that he thinks that the language allows for an appropriate level of flexibility and one cannot anticipate everything that will happen in the future. Councilmember Miller noted that if the Council were to vote to amend the language according to the motion, and then ignite would not be able to determine what they want to do, it would be mandated to turn all assets to the city. Mayor Widmyer expressed concern with the timing and asked if the Council could change the language down the road to allow this to move forward now so the boundary adjustment is not delayed. Councilmember Miller agreed that the Council could amend the language later to include specific facilities and what assets could be given to other entities.

ROLL CALL: Evans No; Miller No; Gookin Aye; English No; Edinger No. **Motion failed.**

MOTION: Motion by Evans, seconded by English, to adopt **Council Bill 18-1027.**

ROLL CALL: Evans Aye; Miller Aye; Gookin No; English Aye; Edinger Aye. **Motion carried.**

COUNCIL BILL NO. 18-1028

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COEUR D'ALENE, IDAHO, APPROVING THE SECOND AMENDMENT TO THE SECOND AMENDED AND RESTATED MIDTOWN-NORTHWEST BOULEVARD DOWNTOWN URBAN RENEWAL PLAN NOW REFERRED TO AS THE LAKE DISTRICT URBAN RENEWAL PROJECT

PLAN, WHICH SECOND AMENDMENT SEEKS TO ADD PARCELS TO THE EXISTING LAKE DISTRICT PROJECT AREA; WHICH SECOND AMENDMENT INCLUDES REVENUE ALLOCATION FINANCING PROVISIONS; AUTHORIZING THE CITY CLERK TO TRANSMIT A COPY OF THIS ORDINANCE AND OTHER REQUIRED INFORMATION TO COUNTY AND STATE OFFICIALS AND OTHER TAXING ENTITIES; PROVIDING FOR THE REPEAL OF CONFLICTING ORDINANCES; PROVIDING SEVERABILITY; APPROVING THE SUMMARY OF THE ORDINANCE; AND PROVIDING AN EFFECTIVE DATE

MOTION: Motion by English, seconded by Evans, to dispense with the rule and read **Council Bill No. 18-1028** title twice only.

ROLL CALL: Miller Aye; Gookin Aye; English Aye; Edinger Aye; Evans Aye. **Motion carried.**

MOTION: Motion by English, seconded by Evans, to adopt **Council Bill 18-1028**.

ROLL CALL: Miller Aye; Gookin Aye; English Aye; Edinger Aye; Evans Aye. **Motion carried.**

COUNCIL BILL NO. 18-1029

AN ORDINANCE OF THE CITY OF COEUR D'ALENE, IDAHO, APPROVING THE URBAN RENEWAL PLAN FOR THE ATLAS URBAN RENEWAL PROJECT, INCLUDING REVENUE ALLOCATION FINANCING PROVISIONS; AND AUTHORIZING THE CITY CLERK TO TRANSMIT A COPY OF THIS ORDINANCE AND OTHER REQUIRED INFORMATION TO COUNTY AND STATE OFFICIALS; PROVIDING SEVERABILITY; PROVIDING FOR THE REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR THE PUBLICATION OF A SUMMARY OF THE ORDINANCE; AND PROVIDING AN EFFECTIVE DATE.

MOTION: Motion by Evans, seconded by Miller, to dispense with the rule and read **Council Bill No. 18-1029** title twice only.

ROLL CALL: Gookin Aye; English Aye; Edinger Aye; Evans Aye; Miller Aye. **Motion carried.**

MOTION: Motion by Evans, seconded by Miller, to adopt **Council Bill 18-1029**.

ROLL CALL: Miller Aye; Gookin No; English Aye; Edinger Aye; Evans Aye. **Motion carried.**

ADJOURNMENT: Motion by Miller, seconded by Evans that there being no other business this meeting be adjourned. **Motion carried.**

The meeting adjourned at 7:25 p.m.

ATTEST:

Steve Widmyer, Mayor

Renata McLeod, CMC, City Clerk

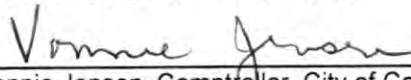
DEC 07 2018

CITY OF COEUR D'ALENE
Treasurer's Report of Cash and Investment Transactions

CITY CLERK

FUND	BALANCE 10/31/2018	RECEIPTS	DISBURSE- MENTS	BALANCE 11/30/2018
<u>General-Designated</u>	\$1,663,120	\$3,020	\$16,876	\$1,649,264
<u>General-Undesignated</u>	9,500,266	4,580,112	7,179,766	6,900,612
<u>Special Revenue:</u>				
Library	103,691	30,026	178,472	(44,755)
CDBG	13,120	5,722	6,650	12,192
Cemetery	51,693	24,610	18,488	57,815
Parks Capital Improvements	664,281	41,367	15,779	689,869
Impact Fees	3,167,273	28,176		3,195,449
Annexation Fees	19,224	31		19,255
Cemetery P/C	1,502,621	23,255	34,547	1,491,329
Jewett House	37,085	60	847	36,298
Reforestation	29,271	48	4,099	25,220
Street Trees	192,074	3,915	6,688	189,301
Community Canopy	3,298	5	353	2,950
Public Art Fund	54,412	89	2,275	52,226
Public Art Fund - ignite	626,302	1,027	851	626,478
Public Art Fund - Maintenance	99,099	163	18	99,244
<u>Debt Service:</u>				
2015 G.O. Bonds	69,202	10,245	4,618	74,829
<u>Capital Projects:</u>				
Street Projects	409,581	8,391	134	417,838
Riverstone Mill Site Project	336	331,528	426,749	(94,885)
<u>Enterprise:</u>				
Street Lights	103,797	44,303	92,422	55,678
Water	3,449,654	649,675	350,518	3,748,811
Water Capitalization Fees	6,633,081	57,921	2,819	6,688,183
Wastewater	8,319,167	882,674	1,179,528	8,022,313
Wastewater-Reserved	1,231,181	27,500		1,258,681
WWTP Capitalization Fees	1,743,151	57,463		1,800,614
WW Property Mgmt	60,668			60,668
Sanitation	1,318,892	342,235	325,449	1,335,678
Public Parking	415,441	210,979	13,835	612,585
Drainage	1,218,675	110,246	17,043	1,311,878
Wastewater Debt Service	1,042,448	1,710		1,044,158
<u>Fiduciary Funds:</u>				
Kootenai County Solid Waste Billing	245,271	210,236	245,476	210,031
LID Advance Payments	-			-
Police Retirement	1,067,845	14,177	29,288	1,052,734
Sales Tax	2,503	1,810	2,503	1,810
BID	213,999	6,796		220,795
Homeless Trust Fund	420	408	420	408
GRAND TOTAL	\$45,272,141	\$7,709,923	\$10,156,511	\$42,825,553

I HEREBY SWEAR UNDER OATH THAT THE AMOUNTS REPORTED ABOVE, ON THE CASH BASIS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.


 Vonnie Jensen, Comptroller, City of Coeur d'Alene, Idaho

CITY OF COEUR D'ALENE
BUDGET STATUS REPORT
TWO MONTH ENDED
November 30, 2018

RECEIVED

DEC 07 2018

CITY CLERK

FUND OR DEPARTMENT	TYPE OF EXPENDITURE	TOTAL BUDGETED	SPENT THRU 11/30/2018	PERCENT EXPENDED
Mayor/Council	Personnel Services	\$253,438	\$36,471	14%
	Services/Supplies	11,400	452	4%
Administration	Personnel Services	299,969	33,090	11%
	Services/Supplies	20,200	61	0%
Finance	Personnel Services	683,971	110,323	16%
	Services/Supplies	498,800	215,248	43%
Municipal Services	Personnel Services	1,236,651	212,454	17%
	Services/Supplies	644,479	92,091	14%
	Capital Outlay			
Human Resources	Personnel Services	312,985	43,719	14%
	Services/Supplies	74,125	17,381	23%
Legal	Personnel Services	1,178,684	199,106	17%
	Services/Supplies	53,253	3,813	7%
Planning	Personnel Services	594,382	98,327	17%
	Services/Supplies	133,600	15,776	12%
	Capital Outlay			
Building Maintenance	Personnel Services	378,357	58,290	15%
	Services/Supplies	157,475	20,815	13%
	Capital Outlay	17,000		
Police	Personnel Services	13,247,773	2,462,202	19%
	Services/Supplies	1,309,691	156,268	12%
	Capital Outlay			
Fire	Personnel Services	9,439,387	1,873,790	20%
	Services/Supplies	607,909	34,012	6%
	Capital Outlay			
General Government	Services/Supplies	86,850	85,718	99%
	Capital Outlay			
Police Grants	Personnel Services	115,292	9,246	8%
	Services/Supplies			
CdA Drug Task Force	Services/Supplies	40,000		
	Capital Outlay	60,000		
Streets	Personnel Services	2,990,394	516,291	17%
	Services/Supplies	1,694,650	66,390	4%
	Capital Outlay	241,500	44,320	18%
Parks	Personnel Services	1,553,223	243,344	16%
	Services/Supplies	583,350	54,006	9%
	Capital Outlay	165,000		

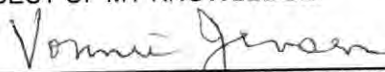
CITY OF COEUR D'ALENE
BUDGET STATUS REPORT
TWO MONTH ENDED
November 30, 2018

FUND OR DEPARTMENT	TYPE OF EXPENDITURE	TOTAL BUDGETED	SPENT THRU 11/30/2018	PERCENT EXPENDED
Recreation	Personnel Services	550,643	86,645	16%
	Services/Supplies	191,780	8,173	4%
	Capital Outlay	20,000		
Building Inspection	Personnel Services	886,775	140,393	16%
	Services/Supplies	39,410	2,786	7%
	Capital Outlay	33,935		
Total General Fund		<u>40,406,331</u>	<u>6,941,001</u>	<u>17%</u>
Library	Personnel Services	1,322,388	218,595	17%
	Services/Supplies	222,000	36,327	16%
	Capital Outlay	180,000	13,910	8%
CDBG	Services/Supplies	408,854	6,585	2%
Cemetery	Personnel Services	202,455	23,259	11%
	Services/Supplies	102,500	8,298	8%
	Capital Outlay	85,000		
Impact Fees	Services/Supplies	521,500		
Annexation Fees	Services/Supplies	286,000	286,000	100%
Parks Capital Improvements	Capital Outlay	131,500	58,059	44%
Cemetery Perpetual Care	Services/Supplies	207,000	12,992	6%
Jewett House	Services/Supplies	30,955	847	3%
Reforestation	Services/Supplies	8,000	4,099	51%
Street Trees	Services/Supplies	100,000	12,488	12%
Community Canopy	Services/Supplies	2,000	353	18%
Public Art Fund	Services/Supplies	348,500	41,131	12%
		<u>4,158,652</u>	<u>722,943</u>	<u>17%</u>
Debt Service Fund		<u>876,931</u>		

CITY OF COEUR D'ALENE
BUDGET STATUS REPORT
TWO MONTH ENDED
November 30, 2018

FUND OR DEPARTMENT	TYPE OF EXPENDITURE	TOTAL BUDGETED	SPENT THRU 11/30/2018	PERCENT EXPENDED
Seltice Way	Capital Outlay			
Seltice Way Sidewalks	Capital Outlay	72,000		
Traffic Calming	Capital Outlay	40,000	135	0%
Govt Way - Hanley to Prairie	Capital Outlay			
Fastlane Project	Capital Outlay			
Kathleen Avenue Widening	Capital Outlay	360,000		
Margaret Avenue	Capital Outlay			
4th and Dalton	Capital Outlay	50,000		
US 95 Upgrade	Capital Outlay	30,000		
15th Street	Capital Outlay	25,000		
Ironwood	Capital Outlay			
Downtown Signal Imprvmnts	Capital Outlay	154,000		
Riverstone Mill Site	Capital Outlay			
		<u>731,000</u>	<u>135</u>	<u>0%</u>
Street Lights	Services/Supplies	650,050	53,593	8%
Water	Personnel Services	2,073,534	335,430	16%
	Services/Supplies	4,580,300	139,444	3%
	Capital Outlay	5,543,500	78,771	1%
Water Capitalization Fees	Services/Supplies	1,700,000		
Wastewater	Personnel Services	2,793,403	444,571	16%
	Services/Supplies	6,562,993	224,507	3%
	Capital Outlay	8,224,700	771,328	9%
	Debt Service	2,178,563		
WW Capitalization	Services/Supplies	1,000,000		
Sanitation	Services/Supplies	4,154,083	631,940	15%
Public Parking	Services/Supplies	289,880	23,411	8%
	Capital Outlay			
Drainage	Personnel Services	115,166	20,028	17%
	Services/Supplies	764,458	(15,028)	-2%
	Capital Outlay	920,000		
Total Enterprise Funds		<u>41,550,630</u>	<u>2,707,995</u>	<u>7%</u>
Kootenai County Solid Waste		2,600,000	245,271	9%
Police Retirement		180,760	29,560	16%
Business Improvement District		176,000		
Homeless Trust Fund		5,200	420	8%
Total Fiduciary Funds		<u>2,961,960</u>	<u>275,251</u>	<u>9%</u>
TOTALS:		<u>\$90,685,504</u>	<u>\$10,647,325</u>	<u>12%</u>

I HEREBY SWEAR UNDER OATH THAT THE AMOUNTS REPORTED ABOVE, ON THE CASH BASIS, ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.



Vonnie Jensen, Comptroller, City of Coeur d'Alene, Idaho

RECEIVED

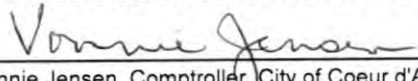
DEC 07 2018

CITY CLERK

City of Coeur d Alene
Cash and Investments
11/30/2018

Description	City's Balance
U.S. Bank	
Checking Account	2,149,996
Checking Account	30,833
Investment Account - Police Retirement	1,036,400
Investment Account - Cemetery Perpetual Care Fund	1,490,428
Wells Fargo Bank	
Federal Home Loan Bank Bond	1,000,000
Community 1st Bank	
Certificate of Deposit	1,012,408
Certificate of Deposit	207,637
Idaho Central Credit Union	
Certificate of Deposit	256,123
Idaho State Investment Pool	
State Investment Pool Account	35,383,592
Spokane Teacher's Credit Union	
Certificate of Deposit	256,011
Cash on Hand	
Finance Department Petty Cash	500
Treasurer's Change Fund	1,350
Police Change Fund	75
Library Change fund	180
Cemetery Change Fund	20
Total	42,825,553

I HEREBY SWEAR UNDER OATH THAT THE AMOUNTS REPORTED ABOVE
ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.



Vonnie Jensen, Comptroller, City of Coeur d'Alene, Idaho



CITY OF COEUR D'ALENE

FINANCE DEPARTMENT

CITY HALL, 710 E. MULLAN
COEUR D'ALENE, IDAHO 83816-3964
208/769-2225 – FAX 208/769-2284

Finance Department Staff Report

Date: December 18, 2018

From: Vonnie Jensen, Comptroller

Subject: Annual Road and Street Financial Report

DECISION POINT:

The Council is being asked to review and to approve the Annual Road and Street Financial Report for the fiscal year ending September 30, 2018.

HISTORY:

Idaho Code, Section 40-708, requires the certification of road fund receipts and disbursements be completed and sent to the Idaho State Controller by the 31st of December for the preceding fiscal budget year for cities, counties, and highway districts.

FINANCIAL ANALYSIS:

The certification and timeliness of this report is critical to the City receiving funding from the State's Highway User tax disbursement. The revenue received during fiscal year 2017-18 was \$2,348,686.

PERFORMANCE ANALYSIS:

The Annual Road and Street Financial Report is an accounting of the dollars used in maintaining, creating and improving the road network overseen by the City. This report is a collaborative effort with the Street Maintenance Department and the Finance Department.

DECISION POINT:

The Council is being asked to review and to approve the Annual Road and Street Financial Report for the fiscal year ending September 30, 2018.

Annual Road and Street Financial Report

Reporting Entity Name, Mailing Address and Contact Phone Number:		Please return, not later than December 31 , to:	
Entity	City of Coeur d'Alene	BRANDON D. WOOLF IDAHO STATE CONTROLLER ATTN: HIGHWAY USERS STATEHOUSE MAIL BOISE, ID 83720	
Address	710 Mullan Avenue		
City State Zip	Coeur d Alene ID 83814		
Contact/Phone Number:	(208) 769-2225	Contact/Email: vonniej@cdaid.org	

This certified report of dedicated funds is hereby submitted to the State Controller as required by 40-708, <i>Idaho code</i> .			
Dated this ___18th___ day of _____ December _____, ___2018___. ATTEST: <div style="text-align: right;">Clerk/Treasurer Signature</div>		Commissioner Signature	
		Commissioner Signature	
		Mayor or Commissioner Signature	
City Clerk/County Clerk/District Secretary (type or print name & sign)		AND Commissioners or Mayor (type or print name & sign)	

FOR THE FISCAL YEAR ENDING SEPTEMBER 30, ___2018___

Line 1 BEGINNING BALANCE AS OF OCTOBER 1 PREVIOUS YEAR	-
--	---

RECEIPTS

	LOCAL FUNDING SOURCES	
Line 2	Property tax levy (for roads, streets and bridges)	
Line 3	Sale of assets	
Line 4	Interest income	18,919
Line 5	Fund transfers from non-highway accounts.	578,862
Line 6	Proceeds from sale of bonds (include LIDs)	
Line 7	Proceeds from issue of notes (include loans)	
Line 8	Local impact fees	320,631
Line 9	Local option registration fee	
Line 10	All other LOCAL receipts or transfers in.	2,700,466
Line 11	Total Local Funding (sum lines 2 through 10).	3,618,878
	STATE FUNDING SOURCES	
Line 12	Highway user revenue	2,348,686
Line 13	Sales tax/Inventory replacement tax	
Line 14	Sales tax/Revenue sharing	
Line 15	State Exchanged funds.	
Line 16	All other STATE receipts or transfers.	
Line 17	Total State Funding (sum lines 12 through 16).	2,348,686
	FEDERAL FUNDING SOURCES	
Line 18	Secure Rural Schools	
Line 19	Federal-aid Bridge.	
Line 20	Federal-aid Rural.	
Line 21	Federal-aid Urban.	147,700
Line 22	Federal Lands Access Funds and All other FEDERAL receipts or transfers	
Line 23	Total Federal Funding (sum lines 18 through 22)	147,700
Line 24	TOTAL RECEIPTS (sum lines 11, 17, 23)	6,115,264

DISBURSEMENTS		Page 2 of 3
	NEW CONSTRUCTION (include salary and benefits on each line)	
Line 25	Roads	118,806
Line 26	Bridges, culverts and storm drainage	
Line 27	RR Crossing	
Line 28	Other (signs, signals or traffic control).	247,171
Line 29	Total New Construction (sum lines 25 through 28).	365,977
	RECONSTRUCTION/REPLACEMENT/REHABILITATION (include salary and benefits on each line)	
Line 30	Roads (rebuilt, realign, or overlay upgrade).	713,050
Line 31	Bridges, culverts and storm drainage	773,285
Line 32	RR Crossing.	
Line 33	Other (signs, signals or traffic control).	205,870
Line 34	Total Reconstruction/Replacement (sum lines 30 through 33).	1,692,205
	ROUTINE MAINTENANCE (include salary and benefits on each line)	
Line 35	Chip sealing or seal coating.	
Line 36	Patching	407,946
Line 37	Winter Maintenance	331,737
Line 38	Grading/blading	141,040
Line 39	Bridge.	1,158,243
Line 40	Other (signs, signals or traffic control).	
Line 41	Total Routine Maintenance (sum lines 35 through 40)	2,038,966
	EQUIPMENT	
Line 42	Equipment purchase - automotive, heavy, other.	278,017
Line 43	Equipment lease/purchase	52,796
Line 44	Equipment maintenance.	474,156
Line 45	Other (specify).	
Line 46	Total Equipment (sum lines 42 through 45)	804,969
	ADMINISTRATION	
Line 47	Administrative salaries and expenses.	1,007,731
	OTHER EXPENDITURES	
Line 48	Right-of-way and property purchases	
Line 49	Property leases	
Line 50	Street lighting	662,419
Line 51	Professional services - audit, clerical, and legal.	
Line 52	Professional services - engineering.	134,481
Line 53	Interest - bond (include LIDs).	
Line 54	Interest - notes (include loans).	
Line 55	Redemption - bond (include LIDs)	
Line 56	Redemption - notes (include loans)	
Line 57	Payments to other local government.	
Line 58	Fund transfers to non-highway accounts.	
Line 59	All other local expenditures	
Line 60	Total Other (sum lines 48 through 59)	796,900
Line 61	TOTAL DISBURSEMENTS (sum lines 29, 34, 41, 46, 47, 60).	6,706,748
Line 62	RECEIPTS OVER DISBURSEMENTS (line 24 - line 61).	(591,484)
Line 63	OTHER ADJUSTMENTS (Audit adjustment and etc.).	
Line 64	CLOSING BALANCE (sum lines 1, 62, 63)	(591,484)
Line 65	Funds on Line 64 obligated for specific future projects & reserves.	
Line 66	Funds on Line 64 retained for general funds and operations.	
Line 67	ENDING BALANCE (line 64 minus the sum of lines 65, 66)	(591,484)

REPORTING MEASURES

Page 3 of 3

NEW CONSTRUCTION

Line 68

Total lane miles constructed

Line 69

Total square feet of bridge deck constructed

RECONSTRUCTION/REPLACEMENT/REHABILITATION

Line 70

Total lane miles rebuilt, realigned, or overlay

1

Line 71

Total square feet of bridge deck reconstructed or rehabilitated.

ROUTINE MAINTENANCE

Line 72

Total lane miles with surface treatments, chip sealed, seal coated etc. on line 35

22

Line 73

Total lane miles graded or bladed on line 38

4

PROJECTS**FUTURE PROJECTS & RESERVE DESCRIPTIONS**

Line 74

Available Funds (From line 65).

-

Project List

Start Year

Projected Cost

Line 75

Estimated Cost of future projects.

-

Line 76

Available for Other Projects (line 74 minus line 75)

-

MANDATORY Section must be completed on HB312 revenue

Reporting is required on the highway user revenue from HB312. Make sure you list how much you received in additional revenue on line 77. Starting on line 78, check the maintenance that was completed with the additional funds, provide how much was spent on each item, and a general description including quantity of length.

Example: ☐ Chip Sealing/Seal Coating \$35,000 Chip sealed .25 miles of main street

Line 77

Total amount of Highway User Revenue from HB312

558,950

Maintenance performedAmount spentDescription of work

Line 78

☐ Rehabilitation of road

Line 79

☐ Rehabilitation and maintenance

\$

-

Line 80

☐ Chip Sealing/Seal Coating

\$

558,950.00

22.57 lane miles chip seal

Line 81

☐ Grading/Blading

Line 82

☐ Striping

Line 83

☐ Traffic Control

Line 84

☐ All other maintenance

Total amount spent on maintenance or replacement

\$

558,950.00

Line 85

Deferred maintenance costs over the last 5 years (in dollars).

**PUBLIC WORKS COMMITTEE
MINUTES
December 10, 2018
4:00 p.m., Library Community Room**

COMMITTEE MEMBERS PRESENT

Councilmember Woody McEvers
Councilmember Dan English
Councilmember Kiki Miller

STAFF PRESENT

Amy Ferguson, Executive Assistant
Chris Bosley, City Engineer
Randy Adams, Deputy City Atty
Mike Anderson, Wastewater Director

**Item 1 Approval of Surplus General Office Equipment from the Wastewater Utility
Consent Calendar**

Mike Anderson, Wastewater Superintendent, presented a request for council declaration of surplus property and authorization to donate the following property to Habitat for Humanity:

- Six (6) hanging plan racks
- One (1) radio base station
- One (1) HP Deskjet D4160 printer

Mr. Anderson explained in his staff report that the Wastewater Utility had utilized the listed items for general office use for a period of time prior to modification of office processes that have rendered them unnecessary. The department has switched to an electronic filing system of sewer plans so it no longer has use for the hanging plan racks. In addition, the Deskjet printer is no longer used with the acquisition of the large printer/scanner/copy machine. The radios utilized in the department were replaced years ago with cell phones, making the base station obsolete. All of the items listed exceed a ten-year age range and are of no value to the department at this time. When purchased new, the plan racks cost \$145/each and the printer cost \$160. The radio base station is of no value as it is now obsolete. The items have exceeded their useful life and are in poor condition. They were offered to all other departments at the end of July, 2018 with no response.

**MOTION: Motion by Miller, seconded by English, that Council designate the listed property as surplus and authorize the Wastewater Utility to donate the property to Habitat for Humanity.
Motion carried.**

**Item 2 Approval of Surplus of Obsolete Equipment Used in the First Phase of the Tertiary
Treatment Upgrade
Consent Calendar**

Mike Anderson, Wastewater Superintendent, presented a request for council declaration of the following property as surplus and authorization for the Wastewater Utility to dispose of the items in a commercially reasonable manner:

- Two (2) Kaeser Compak 40 hp blowers
- Three (3) Sulzer 2.8 MGD submersible pumps
- Four (4) Flowserve 10hp centrifugal pumps

- One (1) UV disinfection system

Mr. Anderson explained in his staff report that the Wastewater Utility utilized the listed equipment for phase 1 of the upgrade to tertiary treatment. During that phase of the upgrade, the equipment was sized to treat 1 MGD of flow with tertiary treatment. Phase 2 of the upgrade increases the capacity of the tertiary treatment to 5 MGD, or all of the daily flow. This second phase required re-configuration of much of the equipment. The Wastewater Department is not able to utilize the items elsewhere in the department. The current value varies based on the specialized nature of the equipment.

Mr. Anderson noted that the VFD controller for the submersible pumps was purchased with the capacity to control the larger pumps, and that they are reusing as much equipment as possible. The UV disinfection unit can only treat 50,000 gallons. The new unit handles one million gallons. In addition, the blowers are not capable of handling the load that is needed at the present time.

Councilmember English asked Mr. Anderson if he had a rough guesstimate regarding the value of the equipment. Mr. Anderson said that he is unsure, but they are hoping to put the equipment up for bid, possibly on an online auction site either regionally or nationally. He noted that there is value in the property for the right person. The auction site would have their associated fees, but he is thinking they would be able to get a return on their investment. Mr. Anderson confirmed that the proceeds from the sale will need to stay within the Wastewater Fund.

Councilmember Miller asked if there were any more pieces from the pilot project that may need to be surplus. Mr. Anderson said there are not, and noted that the quicker they can get rid of the equipment, the better it is for the equipment itself.

Councilmember McEvers asked about the appropriateness of giving the equipment to the Water Department, or if the pumps could be placed in the lake to water parks or lawns. Mr. Anderson said that would not be appropriate as irrigation water has to remain separate. The other possible application would be in a lift station, but the pumps are sized wrong and they don't work with any of their applications. He noted that if they could get the equipment to a small city or small town, there is a lot of service life left.

MOTION: Motion by English, seconded by Miller, that council designate the listed property as surplus and authorize the Wastewater Utility to dispose of the equipment in a commercially reasonable manner. Motion carried.

Item 3 Approval of Memorandum of Understanding (MOU) with the Coeur d'Alene Charter Academy for Traffic Control on a Trial Basis

Consent Calendar

Chris Bosley, City Engineer, presented a request for Council approval of a Memorandum of Understanding (MOU) with the Coeur d'Alene Charter Academy to allow the school to perform traffic control near its campus on a trial basis.

Mr. Bosley explained in his staff report that the CDA Charter Academy has experienced a high level of traffic congestion during student pick-up and drop-off times. Part of the problem arises from drivers turning left from Duncan Drive onto southbound Building Center Drive toward Kathleen Avenue, due to traffic volumes on Building Center Drive. Because of this difficulty, many parents choose to ignore the designated drop-off location on Duncan Drive and drop off their kids along Building Center Drive and subsequently perform a U-turn to return in the direction from which they came. CDA Charter Academy wishes to employ traffic control personnel to control traffic at the intersection during pick-up and drop-off

times to facilitate a more organized and safe system where parents can pick up and drop off students at the designated area and exit Duncan Drive onto Building Center Driver. City staff feels that it is reasonable to allow CDA Charter Academy a trial period to control the intersection. The MOU outlines CDA Charter Academy's responsibility and the ability of the City to terminate the MOU if the results are not satisfactory or if unsafe behavior is observed. The MOU may be extended if the trial is successful.

Mr. Bosley stated that they are proposing to give it a month to try it out to see if it works or if they see any potential dangers, at which time they can cancel the MOU and think about some other way to manage traffic.

Councilmember Miller commented that with traffic being a hot topic lately, she wonders if they would be setting a precedent and opening it up to other schools who may want to control traffic on public streets. She also asked about legal liability. Mr. Bosley responded that he has met with the Deputy City Attorney about those two questions to get his input. As far as precedent setting goes, it really is context based as far as whether it would apply to any other schools. If any other schools did want to control traffic, they would have to take a hard look at it. Mr. Bosley noted that most schools probably won't choose to hire a traffic control agency to control traffic for them. As far as liability goes, the City isn't any more liable than if it was a construction company having their own traffic control operations out there. The City isn't assuming liability, they are just watching to see if any red flags come up and, if they do, they can call an end to the pilot project.

Councilmember Miller asked if it would not be a crossing guard. Mr. Bosley confirmed that the school is going to implement official traffic control. They will need someone who is trained to stop traffic and to let traffic in and out.

Councilmember English said that he appreciates the creative solution and if it does set a precedent, it might be a good thing. He asked if one of the ultimate outcomes is that they might decide that it warrants putting a light there. Mr. Bosley said that it has never been discussed with him. They have discussed putting a stop-controlled intersection there, but they are not ready to go there because of its proximity to Kathleen Avenue. They have also talked about the possibility of vacating Duncan Drive, but at this point it is a City street and they are trying to work within those parameters.

MOTION: Motion by Miller, seconded by English, that Council approve the Memorandum of Understanding with the Coeur d'Alene Charter Academy to allow the school to perform traffic control on a trial basis. Motion carried.

The meeting adjourned at 4:19 p.m.

Respectfully submitted,

Amy C. Ferguson
Public Works Committee Liaison

**CITY COUNCIL
M E M O R A N D U M**

DATE: DECEMBER 13, 2018

FROM: RENATA MCLEOD, MUNICIPAL SERVICES DIRECTOR

RE: REQUEST FOR PUBLIC HEARING

I am requesting the City Council set a public hearing for the Council meeting scheduled February 5, 2019, to hear public testimony regarding the Community Development Block Grant (CDBG) Annual Action plan for Plan Year 2019.

RESOLUTION NO. 18-064

A RESOLUTION OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, AUTHORIZING THE BELOW MENTIONED ACTIONS AND APPROVING A MEMORANDUM OF UNDERSTANDING OF THE CITY OF COEUR D'ALENE INCLUDING: DECLARING AS SURPLUS CERTAIN GENERAL EQUIPMENT OF THE WASTEWATER DEPARTMENT AND AUTHORIZATING DONATION; DECLARAING AS SURPLUS CERTAIN OBSOLETE EQUIPMENT USED IN THE FIRST PHASE OF THE TERTIARY TREATMENT UPGRADE FOR THE WASTEWATER DEPARTMENT AND AUTHORIZING DISPOSITION; AND APPROVING OF A MEMORANDUM OF UNDERSTANDING (MOU) WITH THE COEUR D'ALENE CHARTER ACADEMY FOR TRAFFIC CONTROL ON A TRIAL BASIS.

WHEREAS, it has been recommended that the City of Coeur d'Alene take the actions and enter into a Memorandum of Understanding as listed below, pursuant to the terms and conditions set forth in the action documents and Memorandum attached hereto as Exhibits "A" through "C" and by reference made a part hereof as summarized as follows:

- A) Declaring as surplus various general equipment of the Wastewater Department and authorizing donation to Habitat for Humanity;
- B) Declaring as surplus obsolete equipment used in the first phase of the Tertiary Treatment upgrade for the Wastewater Department and authorizing disposition in a commercially reasonable manner; and
- C) Approving a Memorandum of Understanding (MOU) with the Coeur d'Alene Charter Academy for traffic control on a trial basis; and

WHEREAS, it is deemed to be in the best interests of the City of Coeur d'Alene and the citizens thereof to enter into such agreements or other actions;

NOW, THEREFORE,

BE IT RESOLVED by the Mayor and City Council of the City of Coeur d'Alene that the City take the actions and enter into a Memorandum of Understanding for the subject matter, as set forth in substantially the form attached hereto as Exhibits "A" through "C" and incorporated herein by reference, with the provision that the Mayor, City Administrator, and City Attorney are hereby authorized to modify said actions and Memorandum, so long as the substantive provisions of the actions and Memorandum remain intact.

BE IT FURTHER RESOLVED that the Mayor and City Clerk be and they are hereby authorized to execute such documents as may be required on behalf of the City.

DATED this 18th day of December, 2018.

Steve Widmyer, Mayor

ATTEST

Renata McLeod, City Clerk

Motion by _____, Seconded by _____, to adopt the foregoing resolution.

ROLL CALL:

COUNCIL MEMBER ENGLISH Voted _____

COUNCIL MEMBER EVANS Voted _____

COUNCIL MEMBER MILLER Voted _____

COUNCIL MEMBER MCEVERS Voted _____

COUNCIL MEMBER GOOKIN Voted _____

COUNCIL MEMBER EDINGER Voted _____

_____ was absent. Motion _____.

STAFF REPORT

DATE: December 10, 2018

FROM: Mike Anderson, Wastewater Superintendent

SUBJECT: Surplus general office equipment

DECISION POINT: Should the Council declare the following to be surplus property and authorize its donation to Habitat for Humanity?

- six (6) hanging plan racks
- one (1) radio base station
- one (1) HP Deskjet D4160 printer

HISTORY: The Wastewater Utility had utilized the above listed items for general office use for a period of time prior to modification of office processes that have rendered them unnecessary. The department has switched to an electronic filing system of sewer plans so no longer has use for the hanging plan racks. In addition, the Deskjet (individual printer) is no longer used with the acquisition of the large printer/scanner/copy machine. The radios utilized in the department were replaced years ago with cell phones, making the base station obsolete.

FINANCIAL ANALYSIS: All of the items listed above exceed a ten-year age range and are of no value to the department at this time. When purchased new, the plan racks cost \$145/each and the printer \$160. The radio base station is of no value as it is now obsolete (it has not been used since the department began using cell phones and, therefore, was never upgraded). The resale price we could potentially get is very minimal, if anything at all.

PERFORMANCE ANALYSIS: These items have exceeded their useful life and are in poor condition. They were offered to all other departments at the end of July 2018 with no response even after reaching out directly to departments that might have had similar items.

DECISION POINT/RECOMMENDATION: Council should declare the listed items to be surplus authorize donation to Habitat for Humanity.

STAFF REPORT

DATE: December 10, 2018

FROM: Mike Anderson, Wastewater Superintendent

SUBJECT: Surplus of obsolete equipment used in the first phase of the tertiary treatment upgrade.

DECISION POINT: Should the Council declare the following property to be surplus and authorize the Wastewater Utility to dispose of these items?

- 2 (two) Kaeser Compak 40hp blowers
- 3 (three) Sulzer 2.8 MGD submersible pumps
- 4 (four) Flowserve 10hp centrifugal pumps
- 1 (one) UV disinfection system.

HISTORY: The Wastewater Utility utilized the referenced equipment for phase 1 of the upgrade to tertiary treatment. During this phase of the upgrade, equipment was sized to treat 1 MGD of flow with tertiary treatment. Phase 2 of the upgrade increases the capacity of the tertiary treatment membranes to 5 MGD, or all of the daily flow. This second phase required re-configuration of much of the equipment. The Wastewater Department is not able to utilize the above items elsewhere in the department.

FINANCIAL ANALYSIS: All of the above equipment was replaced with larger equipment as part of Phase 5C-2, which increased the tertiary treatment capacity from 1 MGD to 5 MGD. The current value varies based on the specialized nature of the equipment.

PERFORMANCE ANALYSIS: These items have fulfilled their expected capacity as temporary equipment for the full scale tertiary treatment pilot project.

DECISION POINT/RECOMMENDATION: Council should declare the listed items to be surplus and authorize the Wastewater Utility to dispose of the items in a commercially reasonable manner.

STAFF REPORT

DATE: December 18, 2018

FROM: Chris Bosley – City Engineer

SUBJECT: CDA Charter Academy Traffic Control MOU

DECISION POINT: Should the Council approve an MOU with CDA Charter Academy to allow the school to perform traffic control near its campus on a trial basis?

HISTORY: The CDA Charter Academy has experienced a high level of traffic congestion during student pick-up and drop-off times. Part of the problem is arises from drivers turning left from Duncan Drive onto southbound Building Center Drive toward Kathleen Avenue, due to traffic volumes on Building Center Drive. Because of this difficulty, many parents choose to ignore the designated drop-off location on Duncan Drive and drop off their kids along Building Center Drive and subsequently perform a U-turn to return in the direction from which they came. CDA Charter Academy wishes to employ traffic control personnel to control traffic at the intersection during pick-up and drop-off times to facilitate a more organized and safe system where parents can pick up and drop off students at the designated area and exit Duncan Drive onto Building Center Drive. City staff feels that it is reasonable to allow CDA Charter Academy a trial period to control the intersection. The MOU outlines CDA Charter Academy's responsibility and the ability of the City to terminate the MOU if the results are not satisfactory or if unsafe behavior is observed.

FINANCIAL ANALYSIS: The MOU will not cost the City.

PERFORMANCE ANALYSIS: Acceptance of MOU allows CDA Charter Academy to demonstrate its ability to control the pick-up and drop-off operations, relieving traffic congestion during those times. The MOU may be extended if the trial is successful.

DECISION POINT/RECOMMENDATION: Council should approve an MOU with CDA Charter Academy to allow the school to perform traffic control on a trial basis.

MEMORANDUM OF UNDERSTANDING RE: TRAFFIC CONTROL

Between

COEUR D'ALENE CHARTER ACADEMY and THE CITY OF COEUR D'ALENE

This MEMORANDUM OF UNDERSTANDING RE: TRAFFIC CONTROL (hereinafter "MOU") is hereby entered into by and between COEUR D'ALENE CHARTER ACADEMY (hereinafter "CDA CHARTER"), a public school of the State of Idaho, and the CITY OF COEUR D ALENE (hereinafter "City"), a political subdivision of the State of Idaho.

I. PURPOSE - The purpose of this MOU is to allow CDA Charter to perform certain traffic control and traffic direction activities (hereinafter referred to as "traffic control") at specified locations in the public right-of-way for the benefit of the administration, staff, students, and parents of students of CDA Charter, and to set forth the parties' responsibilities involved in the traffic control operations at CDA CHARTER.

II. RESPONSIBILITIES –

a. CDA CHARTER shall:

- i. Conduct traffic control operations in a safe manner consistent with the applicable standard of care at all times, and only at the intersection of Duncan Drive and Building Center Drive unless other locations are approved by the City in writing.
- ii. Direct traffic only when necessary for student pick-up and drop-off.
- iii. Use only certified traffic control technicians.
- iv. Ensure that the traffic being controlled or directed does not interfere with traffic on Kathleen Avenue.
- v. Comply with any requirements of the City with respect to changes to traffic control operations; PROVIDED, nothing herein shall be interpreted to require the City to monitor or observe traffic control operations, to ensure that CDA Charter is conducting such operations in a safe or reasonable manner, or determine if traffic controllers are certified and conducting traffic control operations in a manner consistent with the applicable standard of care.

III. TERM AND TERMINATION –

- a. This MOU will become effective on the date of the last signature below and shall remain in effect for one (1) month, unless terminated earlier by either party in accordance with the provisions of this MOU.
- b. The City may evaluate the traffic control operations for the sole purpose of determining if this MOU should be extended. In the City's sole discretion, the MOU may be extended after the initial one (1) month term on a month-to-month basis.
- c. Either party may terminate this MOU, or any extensions thereof, by providing written notice to the other party.

IV. GENERAL PROVISIONS – The parties agree that:

- a. Amendments to this MOU may be made only in writing, signed and dated by both parties.
- b. Each party is liable for any and all claims, damages, or suits arising from the acts, omissions, or negligence of its own officers, agents, and employees.
- c. CDA Charter does hereby hold harmless and agree to indemnify and defend the City, and its employees, agents, elective or appointive officers, and all persons acting for, by through or in any way on behalf of the City, for and from any and all claims, demands, causes of action or suits at law and equity of whatsoever kind and nature arising or which may arise out of the provision of the traffic control performed by CDA Charter.

IN WITNESS WHEREOF, the parties hereto have executed this Memorandum of Understanding as of the last date written below.

DATED this _____ day of December, 2018.

CDA CHARTER

By _____
_____(Printed name and title)

DATED this 18th day of December, 2018.

CITY OF COEUR D'ALENE

ATTEST:

Steve Widmyer, Mayor

Renata McLeod, City Clerk



OTHER BUSINESS

Coeur d'Alene Health Corridor Eligibility Report Findings

Complete Report in Council Packet

PRESENTED TO COEUR D'ALENE CITY COUNCIL
BY CDA 2030 CONSULTANT: PANHANDLE AREA COUNCIL
12/18/2018

Context: Challenge of Change

- ▶ CDA Health Corridor: Strategic Community Asset
- ▶ Corridor Vitality Impacted by Changing/Weakening Conditions
- ▶ Key Challenge: Keeping Health Corridor Local
- ▶ Continued Vitality Requires Capital Spending

Context: Challenge of Change

- ▶ Sources of Funding are Limited
- ▶ Key Potential Source: Urban Renewal
- ▶ Use of Urban Renewal Tool (TIF) Requires Eligibility Determination
- ▶ CDA 2030 Prepared Eligibility Report to City for This Purpose
- ▶ Eligibility for Urban Renewal is the Focus of This Report: Not a Plan

Research Methods

- ▶ Physical Site Surveys
- ▶ Review of Available Research
- ▶ Interviews with Subject Matter Specialists

Coeur d'Alene Health District



Eligibility Findings

1. Inadequate Street Layout: Economic Underdevelopment; Impairs Sound Growth
2. Unsafe Conditions (Circulation): Impairs Sound Growth
3. Obsolete Buildings: Detrimental to Public Health, Safety, Welfare: Stifle Service Growth
4. Lot Layout: Odd Lot Lines: Economic Underdevelopment
5. Diversity of Property Ownership: 170 Property Owners of 287 Parcels - Hard to Consolidate

Eligibility Findings

6. Competitively Disadvantaged Due to Proximity of Adjacent State
7. Sanitary Sewer Capacity Impairs Growth
8. Combination of Above Factors Impairs Sound Growth

Conclusions

- ▶ Current Conditions are Result of Fulfillment of 1970's/1980's Intentions for Small Community Hospital and Low Density Ancillary Services
- ▶ Kootenai Health & Many Other Stakeholders Are Succeeding in Adapting to Massive Marketplace Changes That Could Not Have Been Anticipated
- ▶ CHC is Competing Well as a Regional Med Center for Now But is Reaching Its Growth Limit

Conclusions

- ▶ If Identified Challenges Aren't Addressed, Growth (Including CHC Jobs) May Leave the City
- ▶ Eight of These Challenges Can Be Addressed With Urban Renewal
- ▶ The CDA Health Corridor is Eligible for Urban Renewal

Coeur d'Alene Health Corridor Urban Renewal Eligibility Report

Prepared for CDA 2030

By Panhandle Area Council,
Tom Hudson, Lead Consultant

December 10, 2018

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Purpose of An Eligibility Report

Maintaining the vitality, safety, and efficiency of urban areas is a complex, expensive challenge. For millennia, local governments around the world have recognized that the public sector has a vested interest in ensuring this process is sustained effectively.

One of the greatest needs in this ongoing effort is adequate funding. In the United States, a specialized tool was created in 1952 to address this problem: Tax Increment Financing (TIF). By 2004 all fifty states had authorized the use of TIF and this tool remains in common use around the country. This tool increases local borrowing capacity for urban renewal capital projects in a target area by committing, for a specific limited time, a substantial portion of future increases (increments) in property taxes in the target area to repaying borrowed funding. At the end of this limited time, the subject area's property taxes, typically increased by the added value of the project, is returned to normal distribution among all taxing entities.

Local authority to use TIF in Idaho is set through two State statutes in Title 50, Municipal Corporations: Chapter 29, Economic Development Act; Chapter 20, Urban Renewal Law. Combined, these Chapters define what local conditions must exist in order for TIF to be used. Fundamentally, in order for an urban renewal challenge to be addressed with this tool, an Urban Renewal Plan must be created. The Plan must provide a range of specific content about a targeted Urban Renewal area and project. In order for an Urban Renewal Project to qualify as such, it too must meet certain specified criteria. (See Sidebar on Page 5.)

These definitions for a qualifying Urban Renewal Project are the foundation for TIF use. If conditions in a potential Project area are consistent with any of the criteria, the project is deemed eligible for creation of an Urban Renewal Plan. Both the Association of Idaho Cities and the legislature's Idaho Urban Renewal Interim Committee emphasize this approach by specifying that the first key step in the urban renewal process is preparation of an eligibility report to determine if use of this tool in the target area is appropriate. At any rate, it is simply logical to demonstrate to decision-makers and the public that a potential project area is – or is not – eligible before undertaking time-consuming and costly planning.

Preface

The purpose of this report is to determine whether the Coeur d’Alene Health Corridor area (“Health Corridor”; Figure 1) qualifies as a deteriorated or deteriorating area pursuant to Idaho Code Section 50-2018(9) and as a deteriorated or deteriorating area pursuant to Section 50-2903(7)(8) under virtually identical definitions. (These definitions are included in Appendix 1.)

Such a determination is required by State law to meet certain requirements for creating an Urban Renewal Project. If the determination is affirmative, local government may pursue a course of action to address specified deteriorated and/or deteriorating conditions via targeted use of Health Corridor property tax revenue. Such a use, known as Tax Increment Financing (TIF), is carefully defined and limited by State law.

TIF is one of very few resources available to address urban renewal challenges across the State. It has been used successfully in the past in Coeur d’Alene. The City and its community development organization partners are considering whether the TIF tool would be appropriate in the Health Corridor – one of the most critically important socio-economic service areas in northern Idaho.

In the following pages, conditions in the Health Corridor and the effects of these conditions are specified and analyzed. This report is not a plan of action. It is carefully limited to answering the question, “Is the Health Corridor eligible for pursuit of an Urban Renewal Project as defined by State law?” If the Health Corridor is indeed eligible, it will be up to local government and its partners to determine whether and how to proceed with a potential Urban Renewal Plan.

For reference, Idaho law defines and focuses an Urban Renewal Project as follows: “(It)... may include undertakings and activities of a municipality in an urban renewal area for the *elimination of deteriorated or deteriorating areas* and for the prevention of the development or spread of slums and blight, and 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” (emphasis added; cf., Title 50, Municipal Corporations, Chapter 20, Urban Renewal Law, 50-2018, Section 10).

To obtain the information presented in this report, Panhandle Area Council staff and its consultant used a three-point research approach:

1. Collect and review available research;
2. Conduct physical onsite surveys of existing conditions; and
3. Interview City specialists and subject matter experts to obtain first-hand information and observations.

While all of these methods were helpful, interviews with the following entities were particularly insightful: City of Coeur d’Alene (multiple staff), Kootenai Metropolitan Planning Organization (KMPO), Kootenai Health, CDA2030, ignite cda, Coeur d’Alene Area Economic Development Corporation, and Parkwood Business Properties.

Executive Summary

The community of Coeur d'Alene is in the midst of an era change. Changes in population, industry, technology, lifestyle, commerce, education and health care are occurring at a rapid pace. Community leaders are faced with the challenge of addressing all these moving parts in ways that sustain Coeur d'Alene's vitality and quality of life.

One of this city's strategic assets is the Coeur d'Alene Health Corridor. This area hosts a dynamic set of healthcare-oriented land uses centered around Kootenai Health, one of the few independent community hospitals of its size left in the nation. In the context of a major national period of reinventing health care delivery, Kootenai Health is strategically transitioning from a community hospital to a regional medical center. Its success in this effort to date has been a boon to Coeur d'Alene. Kootenai Health is the county's largest employer – with above average wages (over \$58,000 per year for non-physicians) and a range of services that substantially contribute to the city's capacity to thrive and grow.

Kootenai Health and the Health Corridor are at a crossroads. Kootenai Health growth and the various dynamics of change noted above are constraining its capacity to achieve the organization's vision: focusing development in its current location. Without addressing these emerging challenges, Kootenai Health will be forced to pursue an alternate course, one that would place much of its future growth outside of Coeur d'Alene. This would seriously affect the Health Corridor's other health providers, ancillary services there and surrounding businesses that contribute to collective synergy. It could also weaken the Health Corridor's position as a community strategic asset.

Most of these challenges require capital spending to overcome them. One of the few sources of funding available to Idaho cities is urban renewal, specifically Tax Increment Financing (TIF). Nearly every state in the U.S. allows cities to use this mechanism to fund critical changes, especially related to infrastructure. As specified by the Association of Idaho Cities and the legislature's Idaho Urban Renewal Interim Committee, the first key step in the urban renewal process is determination of eligibility for use of this tool in the target area. The Eligibility Report before you was prepared for this purpose.

Two complementary Idaho statutes identify over thirty causes and twenty effects which can in numerous combinations establish eligibility. These statutes have been carefully reviewed and used to evaluate relevant Coeur d'Alene Health Corridor conditions. Through onsite physical surveys, review of available research and interviews with local subject matter specialists, it has been determined that the Health Corridor meets eight eligibility conditions. Only one is necessary to proceed with an urban renewal plan to establish an appropriate project. This report presents insights and findings that justify these conclusions, together with the text of relevant statutes.

Section 1

Eligibility Report Background and Regulatory Requirements

“The trends facing community hospitals are grim. They tend to face declining inpatient volumes; large, well-integrated competitors; a challenging reimbursement environment; and spotty access to capital... But for every story about a community hospital closing or scaling back, another hospital is finding unexpected success... So community hospitals can thrive, but achieving success requires a clear-eyed understanding of their challenges—and their unique opportunities to leverage their close relationships with their communities.” From Advisory Board¹, a national specialist in health care and community hospitals

Background

The city of Coeur d’Alene is experiencing exceptional growth. To keep pace with this growth, community leaders have advocated and invested in a range of strategic services, infrastructure and regulatory refinements – all of which are intended to sustain a healthy balance of public and private goods and services for residents and visitors alike.

“Coeur d’Alene is the fastest-growing metropolitan area in the fastest-growing state in the nation, U.S. Census Bureau data show. That metro area, the 11th fastest-growing area in the country, includes Coeur d’Alene, but also the rest of Kootenai County —Post Falls, Hayden, Rathdrum, Athol.” Wilson Criscione, Inlander²

One of the most remarkable success stories in the pursuit of this balance is Kootenai Health. Since 1956 when the Kootenai Hospital District was created, medical care facilities and services in what is now the Coeur d’Alene Health Corridor (see Figures 1 and 2) have been major contributors to the social and economic well being of the community. In the early decades of growth, it was impossible to predict three things that now bring the district to what appears to be a major crossroad in its future development.

1. The community’s substantial growth in recent years.
2. The dramatic changes in healthcare technology, facility requirements and service methods.
3. The physical and land use constraints of past Health Corridor development that now threaten its continued success.

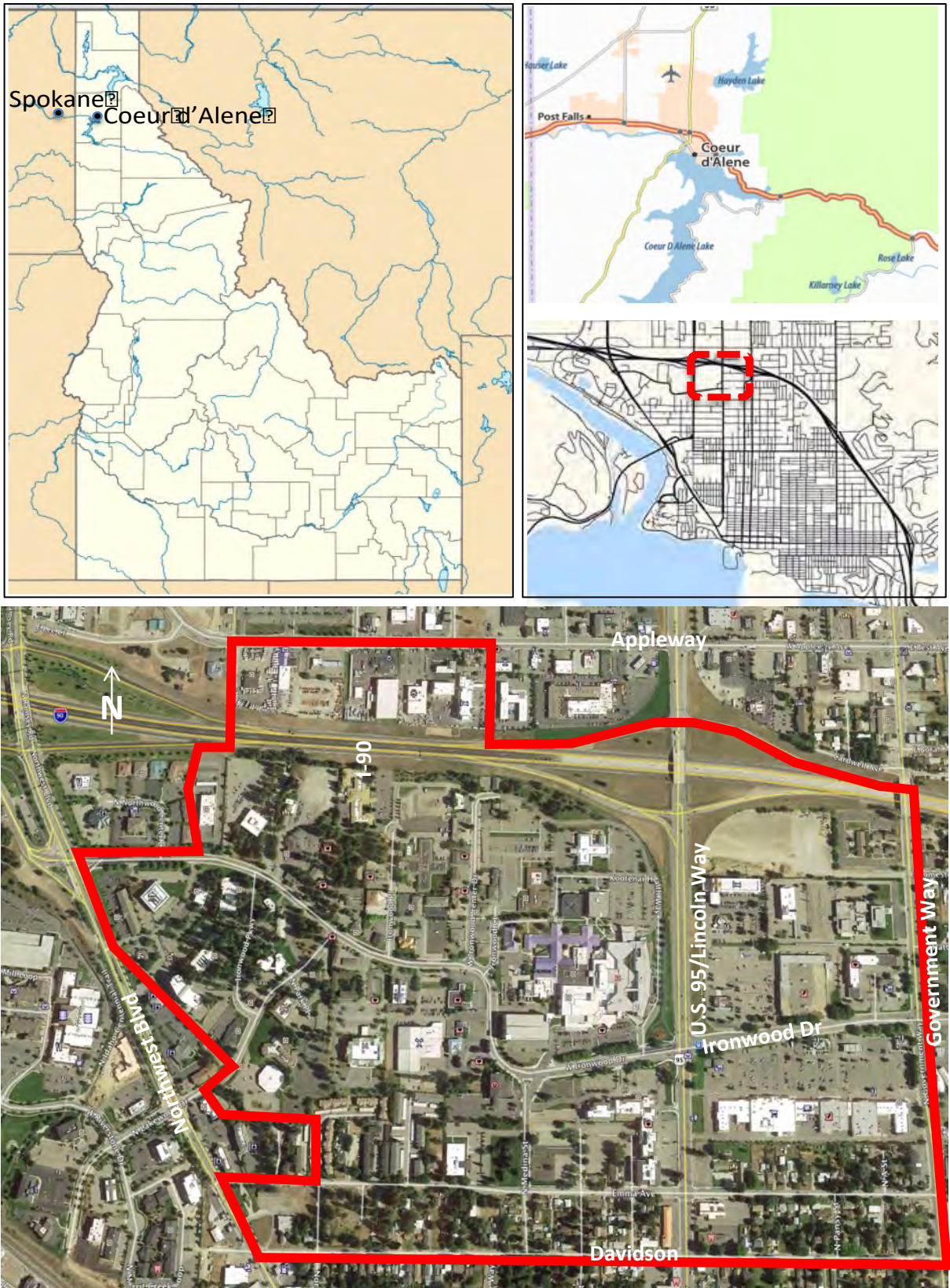
There are many dozens of health-oriented businesses and service organizations in the Health Corridor. By good experience, both locally and nationally, it is the collective and synergistic strength of such health districts that has proven to be critical in their past success. However, this synergy must be strategic. That is, it must continue to identify, anticipate and respond to

¹ <https://www.advisory.com/daily-briefing/2016/08/17/community-hospital-success>, August 17, 2016

² <https://www.inlander.com/spokane/in-north-idaho-leaders-brace-for-rapid-population-growth/Content?oid=7619376>, January 11, 2018

the three challenges above and to other ongoing changes. The degree of this growth is clear in the highlighted quote above. It provides context for even more remarkable – and challenging – growth in the Health Corridor. While Coeur d’Alene population grew 25% between 2000 and 2010, Kootenai Health’s staff grew 44%. While local population rose a further 15% between 2010 and 2017, Kootenai Health’s employment grew 71%.

Figure 1: Coeur d'Alene Health Corridor Vicinity
(Boundaries In Red)



Eligibility: Cause and Effect

This Eligibility Report compares characteristics of the Health Corridor to criteria in Idaho State statutes (in Appendix 1) that determine eligibility of urban areas for urban renewal planning and projects. The two statutes are very similar. However, 50-2903 provides somewhat more detail.

Eligibility Reports are consistently prepared at the initiation of the process to consider urban renewal project³ options. Both the Association of Idaho Cities (see text box below, Items 2 and 3) and the Idaho Legislature’s Urban Renewal Interim Committee⁴ specifically list preparation of an eligibility report as part of this formal process.

How Urban Renewal Districts are Formed

(From “Urban Renewal 101: A Guide,” Association of Idaho Cities, 2007, Page 8)

1. Interest expressed by City Council, any existing urban renewal agency, property owners, developers, or combination.
2. Agency or consultant evaluates if area is eligible for urban renewal and submits report to City Council.
3. City Council determines if area is eligible and if it wants an urban renewal agency to prepare urban renewal plan.
4. Urban renewal agency prepares the urban renewal plan.
5. City Council receives urban renewal plan and refers it to Planning Commission.
6. Planning Commission determines if urban renewal plan is consistent with Comprehensive Plan.
7. City Council holds public hearing; determines whether to adopt plan and form district.

Sometimes there is public controversy about urban renewal eligibility due to a common impression that “slum and blight” must exist in the target area for it to be eligible. This is not true. The statutes emphasize that, in addition to slum and blight, many other conditions can make an area eligible. These conditions are grouped into two primary types of development: Deteriorated; Deteriorating. These two terms are very specifically defined and, when broken down into their components, identify over thirty causes that could contribute to eligibility. It is also important to remember that except in the case of disaster-related causes (like flood or earthquake), specified causes must also be linked to demonstrable “effects”. That is, both eligible cause and eligible effect must be demonstrated. Over twenty effects are listed in the statutes. Examples of effects include: “economic underdevelopment”; “substantially impairs or arrests the sound growth of the municipality”.

³ See Sidebar on Page 5 for more about urban renewal projects.

⁴ https://legislature.idaho.gov/wp-content/uploads/sessioninfo/2015/interim/150810_urban_Renewal_in_Idaho.pdf, August 10, 2015, Page 16.

This report reflects consideration of all causes and effects listed in the statutes. Since they are voluminous, the report only describes those combinations of cause and effect – eight of them – that were found to demonstrate eligibility. Only one finding of eligibility is required. Where eligibility has been identified, the precise language of the statutes is quoted following relevant evidence.

Sidebar: DEFINITION OF URBAN RENEWAL PROJECT, IDAHO CODE § 50-2018(9)

“Urban renewal project” may include undertakings and activities of a municipality in an urban renewal area for the elimination of deteriorated or deteriorating areas and for the prevention of the development or spread of slums and blight, and 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. Such undertakings and activities may include:

- (1) acquisition of a deteriorated area or a deteriorating area or portion thereof;
- (2) demolition and removal of buildings and improvements;
- (3) installation, construction, or reconstruction of streets, utilities, parks, playgrounds, off-street parking facilities, public facilities or buildings and other improvements necessary for carrying out in the urban renewal area the urban renewal objectives of this act in accordance with the urban renewal plan;
- (4) disposition of any property acquired in the urban renewal area (including sale, initial leasing or retention by the agency itself) at its fair value for uses in accordance with the urban renewal plan except for disposition of property to another public body;
- (5) carrying out plans for a program of voluntary or compulsory repair and rehabilitation of building or other improvements in accordance with the urban renewal plan;
- (6) acquisition of real property in the urban renewal area which, under the urban renewal plan, is to be repaired or rehabilitated for dwelling use or related facilities, repair or rehabilitation of the structures for guidance purposes, and resale of the property;
- (7) acquisition of any other real property in the urban renewal area where necessary to eliminate unhealthful, insanitary or unsafe conditions, lessen density, eliminate obsolete or other uses detrimental to the public welfare, or otherwise to remove or to prevent the spread of blight or deterioration, or to provide land for needed public facilities;
- (8) lending or investing federal funds; and
- (9) construction of foundations, platforms and other like structural forms.

Section 2

Land Use Context: The Challenges of Change

Fundamentally, urban renewal is the process of improving the development framework of today to ensure that the desired development of the future is possible. The key challenge in sustaining vitality in any development project is *change*. Change comes in a variety of forms, all of which can be substantial obstacles for local communities. The most common forms of change include:

- Physical deterioration over time
- Capacity of infrastructure to absorb growth
- Technology
- Environment
- Market demand
- Economy
- Capacity to pay for development
- Law – especially land use regulations
- Local values
- Political direction and leadership

With so many dimensions of change, it is clearly difficult for local governments to adopt and adapt the right systems to foster ongoing vitality. With this in mind, many states have provided local governments with a key urban renewal tool: tax increment financing. To determine if any district is eligible for use of this tool, analysis needs to include, then, consideration of both present conditions and future needs. Idaho law defines over thirty causes and over twenty effects that may, in dozens of combinations, demonstrate eligibility.

Most of these criteria address future development intentions. By defining these intentions, or priorities, it becomes possible to clarify relevant challenges to attaining the desired future development. In this context, Coeur d'Alene city leaders in government, business, institutions, and nonprofit development agencies have been very clear that the vitality and future growth of the Coeur d'Alene Health Corridor (see Figure 2, Page 8) is a major community priority. As a foundation for eligibility analysis, this point and other strategic observations are noted below:

- Kootenai Health and the complementary complex of independent medical service providers in the Health Corridor are a strategic asset for the City of Coeur d'Alene for three key reasons:
 - Collectively, they provide an exceptional set of health services locally, thereby contributing substantially to the health, safety and welfare of the community.
 - Collectively, they represent a major local economic engine, highly beneficial to local socio-economic welfare, in three distinct dimensions:
 - Large volume of high-paying direct jobs combined with property and other tax revenues generated onsite;

- The economic multiplier effect of this incoming revenue on other businesses;
 - The value the Health Corridor provides to local commerce, industry and other employers in the form of exceptional health-related amenities.
- Collectively, the Health Corridor provides competition to the cross-border medical complex in Spokane, thereby retaining substantial business revenue that would otherwise leave the city, county and state – again, being highly beneficial to local socio-economic welfare.
- Local experts emphasize that the Health Corridor’s competitiveness is dependent on four key variables, all of which are subject to decline:
 - Efficient and convenient traffic access;
 - Physical capacity to continue onsite development and growth;
 - Infrastructure and land capacity to support anticipated growth;
 - Safe and healthy Health Corridor design.
- Local and regional health care providers are changing dramatically in terms of their services, technologies, facility requirements, synergies, and infrastructure needs.
- Past development in the Health Corridor since the mid 20th century reflects a model of health care that is now outdated, extremely inefficient, and inconsistent with 21st century health care needs.
- Many community hospital-medical service complexes around the U.S. have not kept up with changing trends. As their competitiveness declined, a high number closed or were taken over. In Idaho alone, there have been 15 hospital mergers, acquisitions and affiliation changes since 2008 (per Kootenai Health records).
- While the Health Corridor’s current density and vitality are a boon to the community, this level of growth (and potential future growth) could not have been anticipated in the mid-late 20th century when the first phases of health-oriented growth began. Specifically, historic regulatory, land use, business development and infrastructure systems have become anachronistic in the face of dramatic change.
- If the Health Corridor’s current growth constraints are not successfully addressed, Kootenai Health will certainly be forced to direct development outside the city limits.
 - Any dilution or reduction in the Health Corridor’s competitiveness, including capacity to grow more dense internally, is against the City’s best interests.

In summary:

- The Health Corridor is a strategic community asset.
- The Health Corridor has needs to remain successful.
- These needs are different than those of the last generation of health care.
- These evolving needs could not have been anticipated when the Health Corridor was in its earlier stages of evolution.
- If these changed needs are not addressed, the vitality and competitiveness of the Health Corridor will be seriously endangered.

**Figure 2: Coeur d'Alene Health Corridor
(Boundaries in Red)**



Section 3

The Coeur d'Alene Health Corridor: Current Conditions and Challenges

"A high priority action identified by over 3,000 citizens [of Coeur d'Alene] who participated in the visioning process was the establishment of a Coeur d'Alene medical corridor from US Highway 95 (US95) to Northwest Boulevard along Ironwood Drive to support needed expansion of medical services and associated medical businesses." Urban Land Institute Technical Assistance Panel, October, 2017

A. Introduction

This section is organized to accomplish two tasks. First, it provides an overview of the Health Corridor's conditions. Second, in the context of and embedded in the overview, findings of eligibility for urban renewal planning are declared. In this way, the reader is provided with the 'big picture' that provides the rationale(s) and facts for findings, rather than the alternative: a separate section that provides individual findings out of context of the 'big picture'. Therefore, the organized general overview below includes periodic highlighting wherever in the logical flow of information that eligibility findings are made. At the end of the overview, eligibility findings will be briefly summarized.

B. Current Conditions and Challenges

The Health Corridor covers about a half square mile, no part of which is outside the city's municipal boundaries, and is located around the intersection of the area's two major highways: I-90 and U.S. 95. Per Figures 1 and 2, its general boundaries are Appleway Avenue on the north, Northwest Boulevard on the west, Davidson Avenue on the South and Government Way on the east. The area is urban and does not include any agricultural operations or forest land, making it not subject to agricultural exemption noted in relevant Statutes. (Refer to Figure 2 for exact boundaries.)

Per Figure 3, there are primarily four complementary land uses within the Health Corridor:

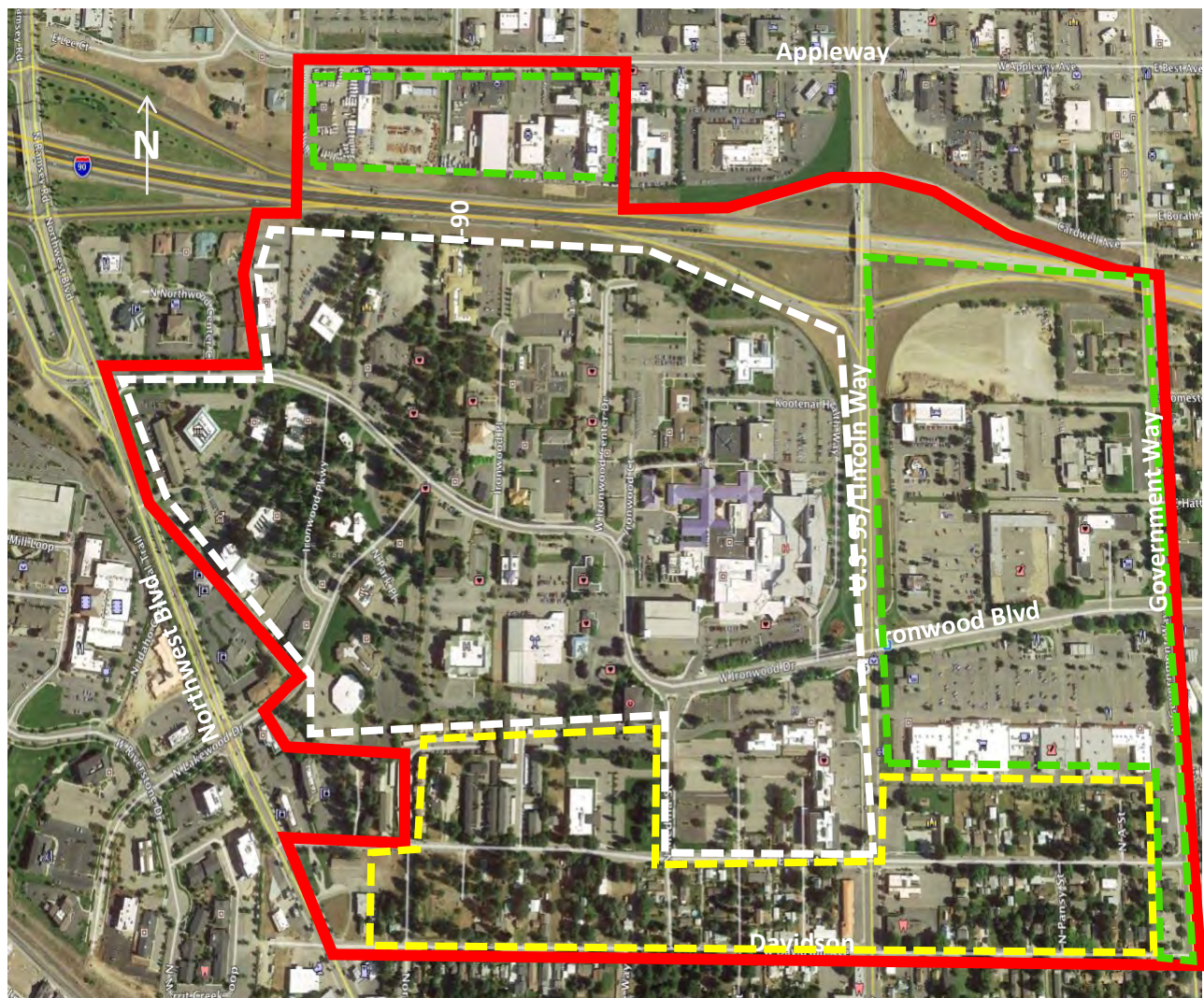
- Health Care
- Commercial Retail
- Single Family Residential
- Multi-family Residential

Health Care is located throughout the Corridor and is concentrated west of Lincoln Way and north of Emma. Commercial Retail is located along major arterials and focused east of Lincoln Way and north of Emma. Single Family Residential occurs along Davidson and Emma Avenues.

Multi-family is concentrated along the north side of Emma west of Medina Street, with a pocket along West Ironwood Drive south of Ironwood Place.

Roughly two-thirds of the area is devoted to healthcare and wellness. This land use is segmented into two distinctly different and complementary categories: Kootenai Health

Figure 3: Coeur d'Alene Health Corridor Land Use Subareas



KEY

Red Line: Corridor Boundary

White Dashed Line: Primarily Health Care

Yellow Dashed Line: Mix of Single Family and Multi-Family Housing

Green Dashed Lines: Retail Goods and Services

hospital/clinic complex and medical office buildings. Most of the latter are very small buildings occupied by single practitioners. This form of medical service is typical of the late twentieth century.

With 3,200 employees operating 24/7, 365 days per year, Kootenai Health, the county's largest employer, serves hundreds of thousands of people each year. The Kootenai Health-owned operations are very large. The hospital has 600,000 square feet of space and the adjacent Kootenai Clinic has 400,000 square feet. Currently, it has the busiest Emergency Room facility in Idaho, serving over 52,000 people per year. This component of the facility was designed in the 1980's to serve 32,000 patients per year. With 331 beds, the hospital also serves 14,000 patients annually while the demand is substantially higher.

Kootenai Health's growth expectations are substantial. Its hiring rate is high and it expects to double its current staff by 2026. Chart 1, below, demonstrates that employment growth has been substantial for years. Every new staff person requires an average of 66 square feet of additional space. While this growth is highly valuable to the community, it faces numerous obstacles. Without the capacity to densify via larger buildings adjacent to Kootenai Hospital and Clinic and to provide structured parking, Kootenai Health's expected growth must be curtailed within the next three years – or locate elsewhere.

Chart 1: Kootenai Health Employment Growth, 2011-2018

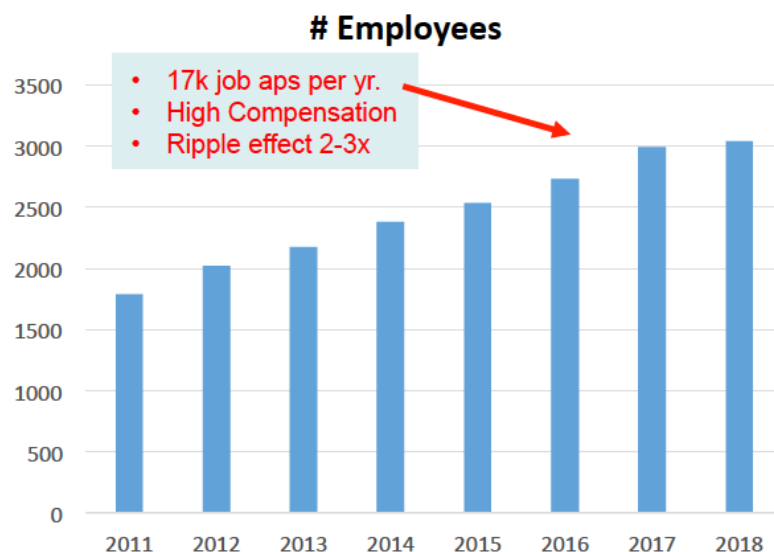


Chart from Kootenai Health, "Our Journey, Real Estate Market Forum", February 21, 2018

In addition to Kootenai Health campus growth, its leaders note the need for concentrated growth in ancillary services (e.g., medical devices, oxygen purveyors, optometry, food service) in the Health Corridor. Such providers need to be easy to find, accessible on foot, safe to reach, and synergistic with each other (e.g., via multi-tenant structures). Again, without such synergistic development, Kootenai Health will be forced to push growth to other geographic areas. This is counter to the City's interests.

Circulation and Traffic Safety

This growing volume of customers and staff is stressed by infrastructure limitations, especially with regard to circulation, parking and sewage capacity. During shift changes and periodically at other times, the three key intersections serving the Health Corridor often fail to keep up with traffic. The classic measure of this service (Level of Service or “LOS”) focuses on wait-times for vehicles and uses a Report Card approach of ‘A’ through ‘F’. Very few intersections in Idaho receive an LOS ‘F’ rating. According to City staff, the following three Health Corridor intersections (illustrated in Figure 4) do so regularly, though their average LOS ratings are higher: Northwest Boulevard at West Ironwood Drive and at Lakewood Drive; Lincoln Way (U.S. 95) at West Ironwood.

This LOS problem results in backups that, over time, have become increasingly frustrating and even dangerous. There were, for example, 261 traffic accidents in the Health Corridor between 2012 and 2015 (not including the Appleway Avenue subarea) per Figure 5. Keep in mind that traffic backing up to the north on both Lincoln Way and Northwest onto I-90 would create a major hazard. With average daily traffic of over 30,000 vehicles per day on the two major north-south arterials, these intersections with I-90 are already stressed.

In addition to congested intersections, internal circulation has become increasingly confusing and dangerous for vehicles, pedestrians and cyclists. Wayfinding is complicated by meandering roads and the presence of six different streets using the name “Ironwood.” Wayfinding signage is inadequate. Congestion happens regularly, particularly during three daily shift changes when no less than 700 employees go home and are replaced by a similar number. Pedestrian and cycling routes are weak and generally unconnected. Health Corridor pathways need to be enhanced and connected to regional pathways like North Idaho Centennial Trail. As a result, innumerable unnecessary vehicular trips each day within and to the Health Corridor add to major congestion and safety problems.

Parking is an ongoing and increasing challenge for Kootenai Health. A structured parking facility is needed to absorb 500-600 additional staff. Without this structure, Kootenai Health would have to cap its hiring for the main campus in less than three years. Similar timing is needed for internal circulation improvements, with a similar result if no action is taken.

The City and KMPO specialists confirm that accidents in all three of these categories are high in the Health Corridor along arterials, and exceed City averages for similar areas significantly. Key reasons for this situation include:

- Heavy traffic volumes in an awkward circulation system;
- A circuitous east-west major arterial (West Ironwood Drive), with two severe bends that make ingress, egress and traffic visibility difficult;
- Heavily limited sight-distance at the high-volume intersection of West Ironwood Drive and Medina Street;
- Increasingly higher volumes of pedestrian and cycling traffic that seeks to move within and through the Health Corridor.

**Figure 4: Heavily Congested Intersections,
with Periodic Level of Service Grades of “F” (Failing).**

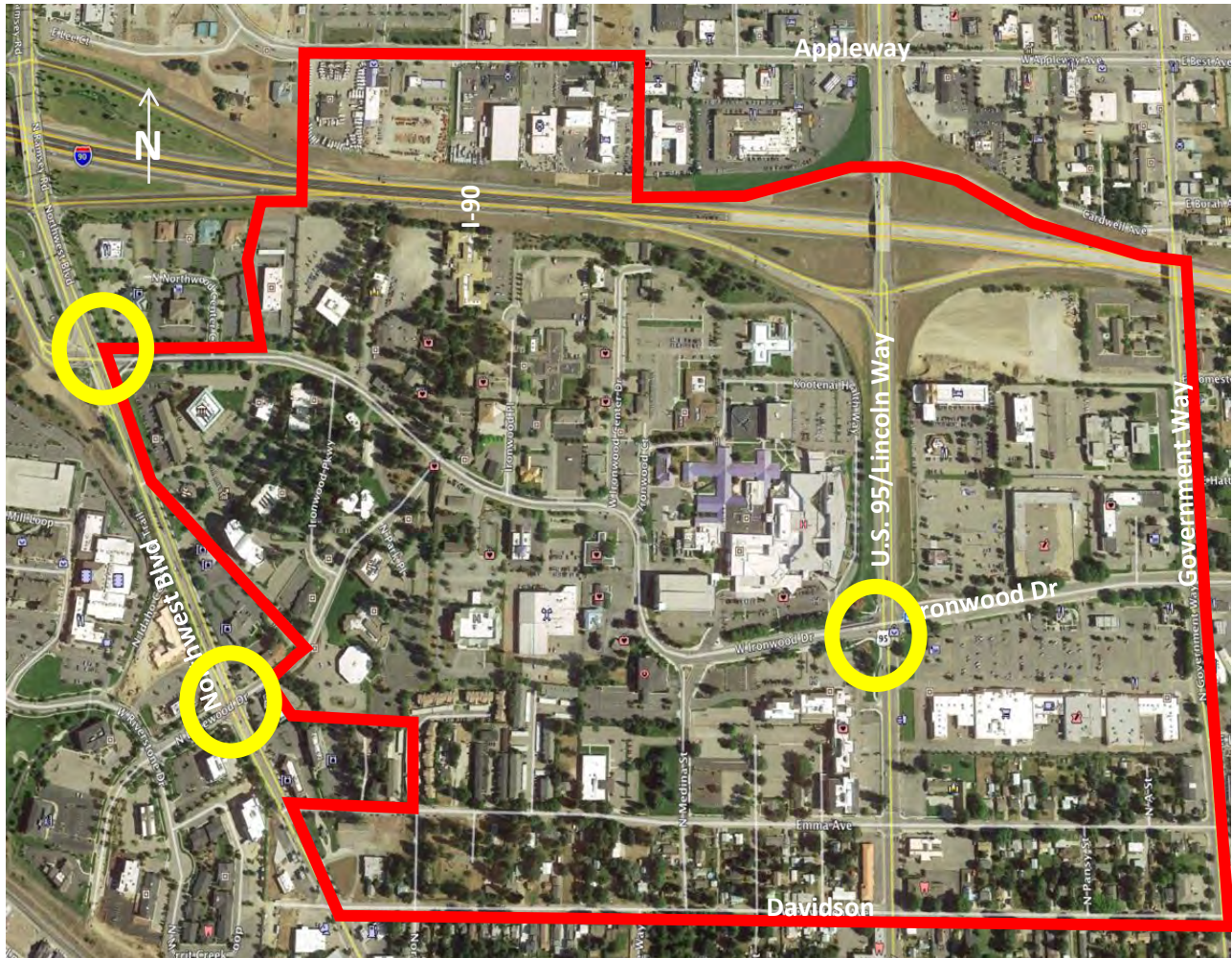
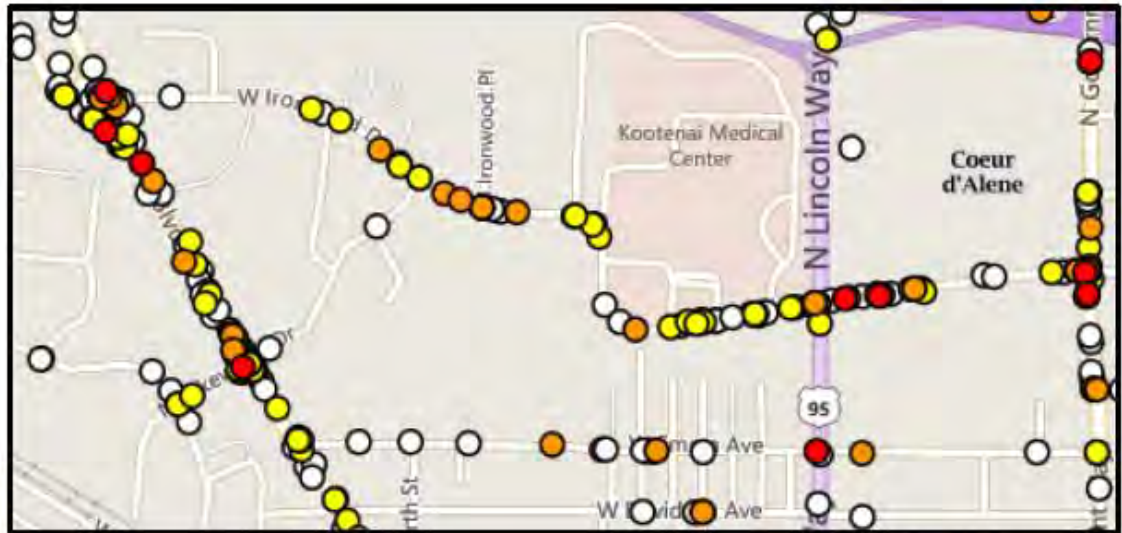


Figure 5: Traffic Accidents in the Health Corridor, 2012-2015
 (Not Including the Appleway Subarea)
 Each circle reflects a single accident. (Source: <http://gis.lhtac.org>)



Source: <http://gis.lhtac.org/safety>

- Crash Locations
- Property Damage (local)
 - C Injury (local)
 - B Injury (local)
 - A Injury (local)
 - Fatality (local)
 - Property Damage (state)
 - C Injury (state)
 - B Injury (state)
 - A Injury (state)
 - Fatality (state)

261 Traffic Accidents in the Health Corridor between 2012 and 2015 (not including the Appleway subarea)



Traffic Stacking on South Lincoln Blvd Waiting to Turn Onto West Ironwood Drive and Kootenai Health Area

In 2017, a technical assistance panel from the Urban Land Institute collaborated with CDA 2030 in an assessment of the Coeur d'Alene Health Corridor. One of its key findings was:

*"Kootenai Health has evolved to a point in their development where they recognize they cannot successfully move ahead on their own. The once optimum location for the original 90-bed facility at the intersection of I-90 and US 95 has become one of the busiest intersections in Northern Idaho. Traffic during several peak hours of the day clog the main access, Ironwood Drive, to the Kootenai Health Campus. Their property holdings are limited. Expansion is stymied by highways that are a barrier to expansion east and north, and the challenge of land assemblage to the west and south. While near term demands can be met, the future ability to serve at their current campus, particularly outpatient needs, is not clear. Solutions to guide their future will need the support, cooperation and partnership of others."*⁵

The regional and internal circulation systems that serve the Health Corridor have already become barriers to desirable development. Kootenai Health emphasizes that if circulation/access problems are not addressed soon, the organization will have to look for other locations regionally to host its future growth. Such an outcome would reduce the Health Corridor's collective strength and its capacity to continue to compete effectively with medical complexes in Post Falls and across state border in Spokane, Washington.

These traffic observations are supported both by City engineering staff and KMPO, the regional transportation entity that coordinates transportation planning in the County. Both circulation and traffic safety conditions qualify the Health Corridor for eligibility, as follows:

ELIGIBILITY FINDING 1: Area which by reason of the presence of a predominance of inadequate street layout results in economic underdevelopment of the area, substantially impairs or arrests the sound growth of the municipality, constitutes an economic liability and is a menace to the public health, safety and welfare.

ELIGIBILITY FINDING 2: Area which by reason of the presence of unsafe conditions results in economic underdevelopment of the area, substantially impairs or arrests the sound growth of the municipality, constitutes an economic liability and is a menace to the public health, safety and welfare. [Vehicle, pedestrian and bicycle health safety and welfare]

Challenges to Health Corridor growth and vitality go well beyond circulation, access and traffic safety. These challenges are most severe and apparent in six additional dimensions of development: building obsolescence; fire safety; lot layout; diversity of ownership (making

⁵ Vision for the Health Corridor, Coeur d'Alene, Idaho. Report of the Urban Land Institute Technical Assistance Panel, October 12-13, 2017, page 1.

consolidation of properties for larger building projects very difficult); cross-border competitiveness disadvantages; combinations of these challenges.

Building Obsolescence

Current medical services-oriented structures in the Health Corridor are primarily a reflection of the mid-late 20th century approach to health care. Single story, single practitioner and very small practices are predominant. Such development resulted in substantial land-use inefficiencies in parking, building design and internal circulation. In addition, many buildings were constructed according to building codes and technology requirements that are increasingly out of date.

Kootenai Health leaders emphasize that in order for medical office buildings today to serve 21st century needs, they need to be able to house multiple health care providers in synergistic settings (including shared parking). Ideally such buildings should be able to support eight or more practitioners with 1,000 square feet or more of space for each. That is, medical office buildings of at least 8,000 square feet are needed, with shared (preferably structured) parking. The cost of converting existing structures for this purpose is high, often prohibitively. So, while many existing buildings may adequately house individual practitioners, they are obsolete in terms of the competitive needs of the Health Corridor as a whole. Its northwest quadrant, the strategic core of the Health Corridor, is critically debilitated for this reason. Even non-medical structures, e.g., an old bank building on Ironwood Drive, are simply not convertible in a cost-effective way.

In addition to the practical efficiencies of more dense and interconnected medical services development, there are federal regulatory requirements that press for this. “Provider-based Billing” (PBB) is a Medicare designation that encourages hospitals to have clinics and other facilities located as close to the hospital as possible. This designation ensures maximum safety for patients and their families. These facilities must be within 250 yards of a hospital in order to treat the separated location as part of the hospital, and pay for services rendered. The rules are complex; what is important is that land within 250 yards of a hospital is particularly valuable for complementary development. Numerous buildings in this sphere around Kootenai Health are obsolete and very low density, resulting in substantial loss of opportunity to address the important PBB option.

As currently developed, the Kootenai Health campus is at 85-90% of physical build-out. There is simply not enough space to accommodate additional necessary growth without systematic change that accommodates larger, more dense buildings and structured parking.

ELIGIBILITY FINDING 3: Area in which there is a predominance of buildings which by reason of obsolescence is detrimental to the public health, safety and welfare.

Lot Layout & Diversity of Property Ownership

There are 287 unique parcels of land in the Health Corridor. Including improvements on the land (specifically structures), the total assessed value of these parcels is just over \$300 million. In effect, this is the gross value at risk of being negatively impacted by undesirable change in the future. The parcels have approximately 170 property owners in twelve states. These numbers provide some insight as to why it has been very difficult to acquire and merge properties with the goal of constructing larger buildings (e.g., 8,000 square foot or large medical office buildings). In addition, the diverse group of property owners has a range of investment interests, from long-term hold to exploitation of Kootenai Health's interest in consolidating small parcels. Parcel consolidation for larger projects can take -and has taken - a decade or more.

Kootenai Health and large-scale developers have both had great difficulty with price gougers and other property owners with inflated profit expectations. The prospect of creating a higher density, more efficient, and PBB-oriented campus is being obstructed. It appears that a significant number of property owners can hold out for higher prices longer than Kootenai Health can afford to wait for asking prices to come down to levels that make development viable.

In addition to the diversity of ownership problem, there are many lot layout challenges in the Health Corridor. The western quarter of the area has a steep slope with meandering streets. Internal circulation routes over the years were inserted to respond to topography, a mature tree canopy, and odd lot lines. With no internal circulation master plan, the result is a mishmash of alleys and minor streets cutting through and along odd-length, curvaceous, and often hard-to-access parcels. Addresses are often hard to find, can be difficult to access, and create a variety of parking problems, e.g., knowing where to park to see a particular business. See Figure 6 for an example of this challenge.

Along the southern edge of the Health Corridor, small-lot single family residential is facing transition pressures from small scale professional service firms and developers interested in pursuing lot consolidation for larger projects. In the absence of a specific plan for this area (especially along Emma and Davidson Avenues), conflicting development is occurring. Some homes are being substantially renovated or removed and redeveloped into higher income homes and townhouses. In other places, multi-family and commercial developments have occurred and in a few, larger office buildings and structured parking are on the horizon. In short, change is occurring without a unified sense of direction.

(Wider gray lines are street centers; Narrow gray lines are lot lines.)



*Examples of Variability in Single Family Residential Trends
on the Same Street and Block: New Construction vs. Renovation*



ELIGIBILITY FINDING 4: Area which by reason of the presence of faulty lot layout in relation to size, adequacy, accessibility or usefulness results in economic underdevelopment of the area, substantially impairs or arrests the sound growth of the municipality, constitutes an economic liability and is a menace to the public health, safety and welfare.

ELIGIBILITY FINDING 5: Area which by reason of the presence of a diversity of ownership results in economic underdevelopment of the area, substantially impairs or arrests the sound growth of the municipality, constitutes an economic liability and is a menace to the public health, safety and welfare.

Cross-Border Competitiveness Disadvantages

For many decades, Spokane was the undisputed regional medical center for the Inland Northwest. During most of the 20th century, this status didn't endanger community hospitals. However, the new era of health care delivery has forced dramatic change in hospital management and operations. As noted earlier, there have been 15 mergers, acquisitions or affiliation changes around Idaho since 2008.

Recognizing this threat, Kootenai Health established a vision about a decade ago to move from a "community hospital" status to a regional medical center. This metamorphosis has been an immense challenge. So far, the organization has met the challenge and has won numerous awards that demonstrate its success. This progress is an exception in an era of massive change. Recently, Kootenai Health reported that it is now one of just 88 independent community

hospitals (in its bed range -251-350 beds) remaining in the U.S.⁶. Its senior leaders emphasize that there remains much to be done for Kootenai Health to complete the transition to regional medical center successfully.

One of the keys to this success is expanding Kootenai Health's competitiveness with the cross-border community of Spokane. Salaries and wages are substantially higher in the Spokane area. Cost of housing is substantially lower. Washington has no state income tax. In fact, the cost of living in Coeur d'Alene is nearly 15% higher than in Spokane⁷ – a major difference among nearly adjacent communities. The medical industry is bigger and more diverse there, offering employees and potential workers more and a broader range of local jobs. Social challenges like Idaho's longstanding weakness in education ratings⁸ in the K-12 segment also influence where potential staff will choose to work. Washington consistently outperforms Idaho in this influential criterion in the job search process. In combination, these factors make Coeur d'Alene disadvantaged in cross-border competitiveness within the arena of regional medical center programs.

ELIGIBILITY FINDING 6: 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 which would promote the purposes of relevant State law.

Sanitary Sewer

According to Kootenai Health, sanitary sewer is a major problem for its future. The cap fee is very high and the City has no identified funding for expansion of the Medina Street line serving its facilities when it grows further. Feed lines west of the Medina sewer line are also said to have limited additional capacity. Other than the data provided in the 2013 Sewer Master Plan (SMP), city staff does not have a current 'percent of capacity' study available for the lines (and more broadly, the two sewer sheds, "A" Basin and "LIN" Basin that connect the Health Corridor to the sewage treatment plant on Northwest Boulevard).

The sewer line in Ironwood has a current capacity of 1 million gallons. Under build-out conditions projected at the time the 2013 SMP was completed, it was anticipated that most of the sewer interceptor lines in the general area will be running at three-quarters of capacity or less. It should be noted that the 2013 SMP used 11.8 Equivalent Residential Units (ERUs) whereas 17 ERUs are allowed by right in the area around Kootenai Health along Ironwood with the current zoning of C-17L and C-17.

Additionally, the 2013 SMP did not include more recent expansion plans for Kootenai Health or the Health Corridor. City staff also note a challenge for future development built over the public

⁶ Referenced in *Kootenai Health: Our Journey*, Real Estate Market Forum, February 21, 2018

⁷ From Best Places.com, <https://www.bestplaces.net/cost-of-living/spokane-wa/coeur-d%27alene-id/60000>

⁸ For example, U.S. News and World Report currently ranks Washington 6th and Idaho 30th in the quality of education. <https://www.usnews.com/news/best-states/rankings/education>

sewer that was once within the alley paralleling Medina to its west. Whatever entity constructs on this property would be responsible for the relocation of the existing public sewer line. Collectively, these constraints could affect Kootenai Health substantially. Kootenai Health is currently planning to add, at minimum, a sixty-foot building for inpatient care to its core hospital facility along Ironwood Drive. This proposed development would include a structured parking garage adjacent to Medina.

Without reliable and affordable sewer service, these investments will not be possible. Under master plan or build-out scenarios for Kootenai Health and the Health Corridor, any additional development above 11.8 Equivalent Residential Units per acre will likely exceed portions of the sewer interceptor line capacity. Under these scenarios, capacity problems may also develop downstream bottleneck problems within the system's interceptor pipe lines.

ELIGIBILITY FINDING 7: Area which by reasons of the presence of a deterioration of site or other improvements (sanitary sewer) results in economic underdevelopment of the area (and) substantially impairs or arrests the sound growth of a municipality.

Combinations of Qualifying Factors

State statutes recognize that combinations of specified eligibility criteria should be considered. In the case of the Coeur d'Alene Health Corridor, many of its qualifying criteria can be exacerbated by the compounding influence of others. For example, weaknesses in the circulation system clearly degrade traffic safety for vehicles, pedestrian, and bicyclists. Obsolete structures, when combined with faulty lot layouts and diverse property ownership, make it harder and more costly to strategically consolidate properties for 21st century development. All of the potential added costs of these factors make cross-border competitiveness even more difficult.

ELIGIBILITY FINDING 8: Area which by reason of the existence of a combination of the above factors results in economic underdevelopment of the area, substantially impairs or arrests the sound growth of the municipality, constitutes an economic liability and is a menace to the public health, safety and welfare.

C. Summary of Findings of Eligibility

In preparation of this report, researchers identified eight conditions that demonstrate the Coeur d'Alene Health Corridor is a deteriorating area per criteria established by Idaho State law. These conditions and details to support the findings are as follows:

1. Area which by reason of the presence of a predominance of **inadequate street layout** results in economic underdevelopment of the area, substantially impairs or arrests the sound growth of the municipality, constitutes an economic liability and is a menace to the public health, safety and welfare.
2. Area which by reason of the presence of **unsafe conditions** results in economic underdevelopment of the area, substantially impairs or arrests the sound growth of the municipality, constitutes an economic liability and is a menace to the public health, safety and welfare. [Pedestrian and bicycle health safety and welfare]
3. Area in which there is a **predominance of buildings which by reason of obsolescence** is detrimental to the public health, safety and welfare.
4. Area which by reason of the presence of **faulty lot layout** in relation to size, adequacy, accessibility or usefulness results in economic underdevelopment of the area, substantially impairs or arrests the sound growth of the municipality, constitutes an economic liability and is a menace to the public health, safety and welfare.
5. Area which by reason of the presence of a **diversity of ownership** results in economic underdevelopment of the area, substantially impairs or arrests the sound growth of the municipality, constitutes an economic liability and is a menace to the public health, safety and welfare.
6. 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 which would promote the purposes of relevant State law.
7. Area which by reasons of the presence of a **deterioration of** site or **other improvements (sanitary sewer)** results in economic underdevelopment of the area (and) substantially impairs or arrests the sound growth of a municipality.
8. Area which by reason of the existence of a **combination of the above factors** results in economic underdevelopment of the area, substantially impairs or arrests the sound growth of the municipality, constitutes an economic liability and is a menace to the public health, safety and welfare.

Appendices

1. Relevant Idaho State Law
 - A. TITLE 50, MUNICIPAL CORPORATIONS, CHAPTER 20, URBAN RENEWAL LAW, 50-2018
 - B. TITLE 50, MUNICIPAL CORPORATIONS, CHAPTER 29, LOCAL ECONOMIC DEVELOPMENT ACT, 50-2903

Appendix 1.A

TITLE 50

MUNICIPAL CORPORATIONS

CHAPTER 20: URBAN RENEWAL LAW

50-2018. DEFINITIONS. The following terms wherever used or referred to in this chapter, shall have the following meanings, unless a different meaning is clearly indicated by the context:

(1) "Agency" or "urban renewal agency" shall mean a public agency created by section [50-2006](#), Idaho Code.

(2) "Municipality" shall mean any incorporated city or town, or county in the state.

(3) "Public body" shall mean the state or any municipality, township, board, commission, authority, district, or any other subdivision or public body of the state.

(4) "Local governing body" shall mean the council or other legislative body charged with governing the municipality.

(5) "Mayor" shall mean the mayor of a municipality or other officer or body having the duties customarily imposed upon the executive head of a municipality.

(6) "Clerk" shall mean the clerk or other official of the municipality who is the custodian of the official records of such municipality.

(7) "Federal government" shall include the United States of America or any agency or instrumentality, corporate or otherwise, of the United States of America.

(8) "Deteriorated area" shall mean an 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 conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime, and is detrimental to the public health, safety, morals or welfare. Provided however, this definition shall not apply to any agricultural operation, as defined in section [22-4502](#)(2), Idaho Code, absent the consent of the owner of the agricultural operation or to any forest land as defined in section [63-1701](#)(4), Idaho Code, absent the consent of the forest landowner, as defined in section [63-1701](#)(5), Idaho Code, except for an agricultural operation or forest land that has not been used for three (3) consecutive years.

(9) "Deteriorating area" shall mean an 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, 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; provided, that if such deteriorating area consists of open land the conditions contained in the proviso in section [50-2008](#)(d), Idaho Code, shall apply; and provided further, that any disaster area referred to in section [50-2008](#)(g), Idaho Code, shall constitute a deteriorating area. Provided however, this definition shall not apply to any agricultural operation, as defined in section [22-4502](#)(2), Idaho Code, absent the consent of the owner of the agricultural operation or to any forest land as defined in section [63-1701](#)(4), Idaho Code, absent the consent of the forest landowner, as defined in section [63-1701](#)(5), Idaho Code, except for an agricultural operation or forest land that has not been used for three (3) consecutive years.

(10) "Urban renewal project" may include undertakings and activities of a municipality in an urban renewal area for the elimination of deteriorated or deteriorating areas and for the prevention of the development or spread of slums and blight, and 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. Such undertakings and activities may include:

- (a) Acquisition of a deteriorated area or a deteriorating area or portion thereof;
- (b) Demolition and removal of buildings and improvements;
- (c) Installation, construction, or reconstruction of streets, utilities, parks, playgrounds, off-street parking facilities, public facilities or buildings and other improvements necessary for carrying out in the urban renewal area the urban renewal objectives of this chapter in accordance with the urban renewal plan;
- (d) Disposition of any property acquired in the urban renewal area, including sale, initial leasing or retention by the agency itself, at its fair value for uses in accordance with the urban renewal plan except for disposition of property to another public body;
- (e) Carrying out plans for a program of voluntary or compulsory repair and rehabilitation of buildings or other improvements in accordance with the urban renewal plan;
- (f) Acquisition of real property in the urban renewal area which, under the urban renewal plan, is to be repaired or rehabilitated for dwelling use or related facilities, repair or rehabilitation of the structures for guidance purposes, and resale of the property;
- (g) Acquisition of any other real property in the urban renewal area where necessary to eliminate unhealthful, insanitary or unsafe conditions, lessen density, eliminate obsolete or other uses detrimental to the public welfare, or otherwise to remove or to prevent the spread of blight or deterioration, or to provide land for needed public facilities;
- (h) Lending or investing federal funds; and
- (i) Construction of foundations, platforms and other like structural forms.

(11) "Urban renewal area" means a deteriorated area or a deteriorating area or a combination thereof which the local governing body designates as appropriate for an urban renewal project.

(12) "Urban renewal plan" means a plan, as it exists from time to time, for an urban renewal project, which plan:

(a) Shall conform to the general plan for the municipality as a whole except as provided in section [50-2008](#)(g), Idaho Code; and

(b) Shall be 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.

(13) "Related activities" shall mean:

(a) Planning work for the preparation or completion of a community-wide plan or program pursuant to section [50-2009](#), Idaho Code; and

(b) The functions related to the acquisition and disposal of real property pursuant to section [50-2007](#)(d), Idaho Code.

(14) "Real property" shall include all lands, including improvements and fixtures thereon, and property of any nature appurtenant thereto, or used in connection therewith, and every estate, interest, right and use, legal or equitable, therein, including terms for years and liens by way of judgment, mortgage or otherwise.

(15) "Bonds" shall mean any bonds, including refunding bonds, notes, interim certificates, certificates of indebtedness, debentures or other obligations.

(16) "Obligee" shall include any bondholder, agents or trustees for any bondholders, or lessor demising to the municipality property used in connection with urban renewal, or any assignee or assignees of such lessor's interest or any part thereof, and the federal government when it is a party to any contract with the municipality.

(17) "Person" shall mean any individual, firm, partnership, corporation, company, association, joint stock association, or body politic; and shall include any trustee, receiver, assignee, or other person acting in a similar representative capacity.

(18) "Area of operation" shall mean the area within the corporate limits of the municipality and the area within five (5) miles of such limits, except that it shall not include any area which lies within the territorial boundaries of another incorporated city or town or within the unincorporated area of the county unless a resolution shall have been adopted by the governing body of such other city, town or county declaring a need therefor.

(19) "Board" or "commission" shall mean a board, commission, department, division, office, body or other unit of the municipality.

(20) "Public officer" shall mean any officer who is in charge of any department or branch of the government of the municipality relating to health, fire, building regulations, or to other activities concerning dwellings in the municipality.

History:

[50-2018, added 1965, ch. 246, sec. 18, p. 600; am. 1970, ch. 103, sec. 1, p. 256; am. 1987, ch. 258, sec. 1, p. 525; am. 1987, ch. 259, sec. 4, p. 542; am. 1990, ch. 430, sec. 2, p. 1186; am. 2003, ch. 146, sec. 1, p. 420; am. 2006, ch. 310, sec. 1, p. 953; am. 2011, ch. 229, sec. 6, p. 625; am. 2011, ch. 317, sec. 4, p. 916.]

Appendix 1.B

TITLE 50

MUNICIPAL CORPORATIONS

CHAPTER 29: LOCAL ECONOMIC DEVELOPMENT ACT

50-2903. DEFINITIONS. The following terms used in this chapter shall have the following meanings, unless the context otherwise requires:

(1) "Act" or "this act" means this revenue allocation act.

(2) "Agency" or "urban renewal agency" means a public body created pursuant to section [50-2006](#), Idaho Code.

(3) "Authorized municipality" or "municipality" means any county or incorporated city which has established an urban renewal agency, or by ordinance has identified and created a competitively disadvantaged border community.

(4) Except as provided in section [50-2903A](#), Idaho Code, "base assessment roll" means the equalized assessment rolls, for all classes of taxable property, on January 1 of the year in which the local governing body of an authorized municipality passes an ordinance adopting or modifying an urban renewal plan containing a revenue allocation financing provision, except that the base assessment roll shall be adjusted as follows: the equalized assessment valuation of the taxable property in a revenue allocation area as shown upon the base assessment roll shall be reduced by the amount by which the equalized assessed valuation as shown on the base assessment roll exceeds the current equalized assessed valuation of any taxable property located in the revenue allocation area, and by the equalized assessed valuation of taxable property in such revenue allocation area that becomes exempt from taxation subsequent to the date of the base assessment roll. The equalized assessed valuation of the taxable property in a revenue allocation area as shown on the base assessment roll shall be increased by the equalized assessed valuation, as of the date of the base assessment roll, of taxable property in such revenue allocation area that becomes taxable after the date of the base assessment roll, provided any increase in valuation caused by the removal of the agricultural tax exemption from undeveloped agricultural land in a revenue allocation area shall be added to the base assessment roll. An urban renewal plan containing a revenue allocation financing provision adopted or modified prior to July 1, 2016, is not subject to section [50-2903A](#), Idaho Code. For plans adopted or modified prior to July 1, 2016, and for subsequent modifications of those urban renewal plans, the value of the base assessment roll of property within the revenue allocation area shall be determined as if the modification had not occurred.

(5) "Budget" means an annual estimate of revenues and expenses for the following fiscal year of the agency. An agency shall, by September 1 of each calendar year, adopt and publish, as described in section [50-1002](#), Idaho Code, a budget for the next fiscal year. An agency may amend its adopted budget using the same procedures as used for adoption of the budget. For the fiscal year that immediately predates the termination date for an urban renewal plan involving a revenue allocation area or will include the termination date, the agency shall adopt and publish a budget specifically for the projected revenues and expenses of the plan and make a determination as to whether the revenue allocation area can be terminated before the January 1 of the termination year pursuant to the

terms of section [50-2909](#)(4), Idaho Code. In the event that the agency determines that current tax year revenues are sufficient to cover all estimated expenses for the current year and all future years, by September 1 the agency shall adopt a resolution advising and notifying the local governing body, the county auditor, and the state tax commission and recommending the adoption of an ordinance for termination of the revenue allocation area by December 31 of the current year and declaring a surplus to be distributed as described in section [50-2909](#), Idaho Code, should a surplus be determined to exist. The agency shall cause the ordinance to be filed with the office of the county recorder and the Idaho state tax commission as provided in section [63-215](#), Idaho Code. Upon notification of revenues sufficient to cover expenses as provided herein, the increment value of that revenue allocation area shall be included in the net taxable value of the appropriate taxing districts when calculating the subsequent property tax levies pursuant to section [63-803](#), Idaho Code. The increment value shall also be included in subsequent notification of taxable value for each taxing district pursuant to section [63-1312](#), Idaho Code, and subsequent certification of actual and adjusted market values for each school district pursuant to section [63-315](#), Idaho Code.

(6) "Clerk" means the clerk of the municipality.

(7) "Competitively disadvantaged border community area" means a parcel of land consisting of at least forty (40) acres which is situated within the jurisdiction of a county or an incorporated city and within twenty-five (25) miles of a state or international border, which the governing body of such county or 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.

(8) "Deteriorated area" means:

(a) 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 conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime, and is detrimental to the public health, safety, morals or welfare.

(b) 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.

(c) 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. The provisions of section [50-2008](#)(d), Idaho Code, shall apply to open areas.

(d) 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.

(e) 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 which would promote the purposes of this chapter.

(f) "Deteriorated area" does not mean not developed beyond agricultural, or any agricultural operation as defined in section [22-4502](#)(1), Idaho Code, or any forest land as defined in section [63-1701](#)(4), Idaho Code, unless the owner of the agricultural operation or the forest landowner of the forest land gives written consent to be included in the deteriorated area, except for an agricultural operation or forest land that has not been used for three (3) consecutive years.

(9) "Facilities" means land, rights in land, buildings, structures, machinery, landscaping, extension of utility services, approaches, roadways and parking, handling and storage areas, and similar auxiliary and related facilities.

(10) "Increment value" means the total value calculated by summing the differences between the current equalized value of each taxable property in the revenue allocation area and that property's current base value on the base assessment roll, provided such difference is a positive value.

(11) "Local governing body" means the city council or board of county commissioners of a municipality.

(12) "Plan" or "urban renewal plan" means a plan, as it exists or may from time to time be amended, prepared and approved pursuant to sections [50-2008](#) and [50-2905](#), Idaho Code, and any method or methods of financing such plan, which methods may include revenue allocation financing provisions.

(13) "Project" or "urban renewal project" or "competitively disadvantaged border areas" may include undertakings and activities of a municipality in an urban renewal area for the elimination of deteriorated or deteriorating areas and for the prevention of the development or spread of slums and blight and 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. Such undertakings and activities may include:

(a) Acquisition of a deteriorated area or a deteriorating area or portion thereof;

(b) Demolition and removal of buildings and improvement;

- (c) Installation, construction, or reconstruction of streets, utilities, parks, playgrounds, open space, off-street parking facilities, public facilities, public recreation and entertainment facilities or buildings and other improvements necessary for carrying out, in the urban renewal area or competitively disadvantaged border community area, the urban renewal objectives of this act in accordance with the urban renewal plan or the competitively disadvantaged border community area ordinance.
- (d) Disposition of any property acquired in the urban renewal area or the competitively disadvantaged border community area (including sale, initial leasing or retention by the agency itself) or the municipality creating the competitively disadvantaged border community area at its fair value for uses in accordance with the urban renewal plan except for disposition of property to another public body;
- (e) Carrying out plans for a program of voluntary or compulsory repair and rehabilitation of buildings or other improvements in accordance with the urban renewal plan;
- (f) Acquisition of real property in the urban renewal area or the competitively disadvantaged border community area which, under the urban renewal plan, is to be repaired or rehabilitated for dwelling use or related facilities, repair or rehabilitation of the structures for guidance purposes, and resale of the property;
- (g) Acquisition of any other real property in the urban renewal area or competitively disadvantaged border community area where necessary to eliminate unhealthful, insanitary or unsafe conditions, lessen density, eliminate obsolete or other uses detrimental to the public welfare, or otherwise to remove or to prevent the spread of blight or deterioration, or to provide land for needed public facilities or where necessary to accomplish the purposes for which a competitively disadvantaged border community area was created by ordinance;
- (h) Lending or investing federal funds; and
- (i) Construction of foundations, platforms and other like structural forms.

(14) "Project costs" includes, but is not limited to:

- (a) Capital costs, including the actual costs of the construction of public works or improvements, facilities, buildings, structures, and permanent fixtures; the demolition, alteration, remodeling, repair or reconstruction of existing buildings, structures, and permanent fixtures; the acquisition of equipment; and the clearing and grading of land;
- (b) Financing costs, including interest during construction and capitalized debt service or repair and replacement or other appropriate reserves;
- (c) Real property assembly costs, meaning any deficit incurred from the sale or lease by a municipality of real or personal property within a revenue allocation district;
- (d) Professional service costs, including those costs incurred for architectural, planning, engineering, and legal advice and services;
- (e) Direct administrative costs, including reasonable charges for the time spent by city or county employees in connection with the implementation of a project plan;
- (f) Relocation costs;
- (g) Other costs incidental to any of the foregoing costs.

(15) "Revenue allocation area" means that portion of an urban renewal area or competitively disadvantaged border community area where the equalized assessed valuation (as shown by the taxable property assessment rolls) of which the local governing body has determined, on and as a part of an urban renewal plan, is likely to increase as a result of the initiation of an urban renewal project or competitively disadvantaged border community area. The base assessment roll or rolls of revenue allocation area or areas shall not exceed at any time ten percent (10%) of the current assessed valuation of all taxable property within the municipality.

(16) "State" means the state of Idaho.

(17) "Tax" or "taxes" means all property tax levies upon taxable property.

(18) "Taxable property" means taxable real property, personal property, operating property, or any other tangible or intangible property included on the equalized assessment rolls.

(19) "Taxing district" means a taxing district as defined in section [63-201](#), Idaho Code, as that section now exists or may hereafter be amended.

(20) "Termination date" means a specific date no later than twenty (20) years from the effective date of an urban renewal plan or as described in section [50-2904](#), Idaho Code, on which date the plan shall terminate. Every urban renewal plan shall have a termination date that can be modified or extended subject to the twenty (20) year maximum limitation. Provided however, the duration of a revenue allocation financing provision may be extended as provided in section [50-2904](#), Idaho Code.

History:

[50-2903, added 1988, ch. 210, sec. 3, p. 393; am. 1990, ch. 430, sec. 4, p. 1190; am. 1994, ch. 381, sec. 2, p. 1223; am. 1996, ch. 322, sec. 54, p. 1081; am. 2000, ch. 275, sec. 1, p. 893; am. 2002, ch. 143, sec. 2, p. 396; am. 2011, ch. 317, sec. 6, p. 918; am. 2016, ch. 349, sec. 3, p. 1017.]

RESOLUTION NO. 18-065

A RESOLUTION OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, DETERMINING A CERTAIN AREA WITHIN THE CITY OR WITHIN THE CITY'S AREA OF IMPACT TO BE A DETERIORATED AND DETERIORATING AREA AS DEFINED BY IDAHO CODE SECTIONS 50-2018(9) AND 50-2903(8); DIRECTING THE URBAN RENEWAL AGENCY OF THE CITY OF COEUR D'ALENE, IDAHO, DBA IGNITE CDA, TO COMMENCE AND COMPLETE THE PREPARATION OF AN URBAN RENEWAL PLAN, WHICH MAY INCLUDE REVENUE ALLOCATION PROVISIONS, FOR ALL OR PART OF THE AREA; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on August 5, 1997, the Council and Mayor of Coeur d'Alene, Idaho (the "City"), respectively, adopted and approved a resolution creating the Urban Renewal Agency of the City of Coeur d'Alene, Idaho (the "Agency"), authorizing it to transact business and exercise the powers granted by the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended (hereinafter the "Law"), and the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended, upon making the findings of necessity required for creating said Agency;

WHEREAS, after required notices and publications, the City Council of the City of Coeur d'Alene, Idaho (the "City Council") approved the Agency's Coeur d'Alene Urban Renewal Plan for Midtown, Northwest Boulevard, and Downtown Urban Renewal Project on December 16, 1997 (the "Original Lake District Plan"), and subsequently approved the Lake District Amended and Restated Urban Renewal Plan on November 18, 2003, the Lake District Second Amended and Restated Lake District Urban Renewal Plan on August 19, 2008, the First Amendment to the Lake District Second Amended and Restated Urban Renewal Plan on July 13, 2016, and the Second Amendment to the Lake District Second Amended and Restated Urban Renewal Plan on December 4, 2018 (the Original Lake District Plan, together with all amendments and restatements, the "Lake District Plan");

WHEREAS, the City Council approved the River District Redevelopment Plan on November 18, 2003, on July 13, 2016, approved the First Amendment to the River District Redevelopment Plan, and on December 4, 2018, approved the Second Amendment to the River District Redevelopment Plan (collectively, the River District Plan");

WHEREAS, the City Council approved the Atlas District Redevelopment Plan on December 4, 2018, for the project area known as the Atlas Mill Site (the "Atlas District Plan");

WHEREAS, the above-referenced Lake District Plan, River District Plan, and the Atlas District Plan and their project areas are collectively referred to as the "Project Areas";

WHEREAS, it has become apparent that certain property in close proximity or adjacent to the Project Areas may be deteriorating or deteriorated and should be examined as to whether such an area is eligible for urban renewal planning purposes;

WHEREAS, the Agency has commenced certain discussions concerning examination of the subject area as appropriate for an urban renewal project;

WHEREAS, on September 18, 2018, CDA 2030, Inc., an Idaho non-profit corporation, as the sponsor for the establishment of the proposed project area, contracted with Panhandle Area Council, Inc. (“PAC”), for PAC to commence an eligibility study and prepare an eligibility report of the subject area (the “Health Corridor Site”);

WHEREAS, the Agency has obtained the Coeur d’Alene Health Corridor Urban Renewal Eligibility Report dated December 10, 2018 (the “2018 Report”), which examined the Health Corridor Site for the purpose of determining whether the area is a deteriorating area and/or a deteriorated area as defined by Idaho Code Sections 50-2018(9) and 50-2903(8);

WHEREAS, the 2018 Report does not include an analysis of whether the base assessment roll value for the proposed Health Corridor Site along with the adjusted base assessment rolls for the Project Areas exceeds 10% of the overall property value of the City;

WHEREAS, additional analysis is needed to determine whether or not the base assessment roll value of the Health Corridor Site along with the adjusted base assessment rolls for the Project Areas exceeds 10% of the overall property value of the City;

WHEREAS, under Sections 50-2903(8)(f) and 50-2018(8) and 50-2018(9), of the Law, the definition of a deteriorating area shall not apply to any agricultural operation as defined in section 22-4502(2), Idaho Code, or any forest land as defined in section 63-1701(4), Idaho Code, absent the consent of the owner of the agricultural operation or the forest landowner of the forest land, except for an agricultural operation or forest land that has not been used for three (3) consecutive years;

WHEREAS, the Health Corridor Site does not include any parcels subject to consents from owners of agricultural operations or owners of forest lands;

WHEREAS, no portion of the Health Corridor Site lies outside the current municipal boundaries of the City;

WHEREAS, the Lake District includes a small parcel of land proposed to be deannexed from its revenue allocation area and annexed to the revenue allocation area of the proposed Health Corridor Site;

WHEREAS, the Health Corridor Site includes land owned by many owners, as described on page 18 of the 2018 Report;

WHEREAS, pursuant to Idaho Code Sections 50-2018(9) and 50-2903(8), which lists the definition of deteriorating and a deteriorated area, many of the conditions necessary to be present in such an area are found in the Health Corridor Site, *i.e.*:

- a. predominance of defective or inadequate street layout;
- b. unsafe conditions;
- c. predominance of obsolete buildings;
- d. faulty lot layout in relation to size, adequacy, accessibility or usefulness;
- e. diversity of ownership;
- f. proximity to the border of an adjacent state;
- g. deterioration of site and other improvements (sanitary sewer); and
- h. any combination of such factors;

WHEREAS, the effects of the listed conditions cited in the 2018 Report result in economic underdevelopment of the area, substantially impair or arrest the sound growth of a municipality, constitute economic liability, and are a menace to the public health, safety, morals or welfare in its present condition or use;

WHEREAS, pursuant to Idaho Code Section 50-2008, an urban renewal project may not be planned or initiated unless the local governing body has, by resolution, determined such area to be a deteriorated area or deteriorating area, or combination thereof, and designated such area as appropriate for an urban renewal project;

WHEREAS, Idaho Code Section 50-2906 also requires that in order to adopt an urban renewal plan containing a revenue allocation financing provision, the local governing body must make a finding or determination that the area included in such plan is a deteriorated area or deteriorating area;

WHEREAS, it is desirable and in the best public interest that the Agency prepare an urban renewal plan for the area identified in the 2018 Report located in the City.

NOW, THEREFORE,

BE IT RESOLVED BY THE MEMBERS OF THE CITY COUNCIL OF THE CITY OF COEUR D'ALENE, IDAHO, AS FOLLOWS:

Section 1: That the Coeur d'Alene City Council finds and declares:

- a. That the Health Corridor Site described in the 2018 Report is a deteriorated or deteriorating area existing in the City, as defined by Chapters 20 and 29, Title 50, Idaho Code, as amended;
- b. That there is a need for the Agency to function in accordance with the provisions of said Chapters 20 and 29, Title 50, Idaho Code, as amended, within a designated area for the purpose of establishing an urban renewal plan;
- c. That the area identified as the Health Corridor Site in the 2018 Report, as a deteriorated or deteriorating area, or a combination thereof, is designated as appropriate for an urban renewal project.

Section 2: That the City Council hereby directs the Agency to commence preparation of an urban renewal plan for consideration by the Agency Board and, if acceptable, final consideration by the City Council in compliance with Chapters 20 and 29, Title 50, Idaho Code, as amended. In considering the content of any urban renewal plan, the Agency shall address the following:

- a. Determination to assure that the adjusted base value of the existing Project Areas plus the proposed project area does not exceed 10% of the City's current assessed value.

Section 3: That this Resolution shall be in full force and effect immediately upon its adoption and approval.

PASSED by the Mayor and City Council of Coeur d'Alene, Idaho, this 18th day of December, 2018.

Steve Widmyer, Mayor

ATTEST:

Renata McLeod, City Clerk

Motion by _____, Seconded by _____, to adopt the foregoing resolution.

ROLL CALL:

COUNCIL MEMBER GOOKIN Voted _____

COUNCIL MEMBER MCEVERS Voted _____

COUNCIL MEMBER MILLER Voted _____

COUNCIL MEMBER EDINGER Voted _____

COUNCIL MEMBER EVANS Voted _____

COUNCIL MEMBER ENGLISH Voted _____

_____ was absent. Motion _____.

PUBLIC HEARINGS

CITY COUNCIL STAFF REPORT

FROM: HILARY ANDERSON, COMMUNITY PLANNING DIRECTOR
AND TAMI STROUD, ASSOCIATE PLANNER

DATE: DECEMBER 18, 2018

SUBJECT: A-4-18 – ZONING IN CONJUNCTION WITH ANNEXATION OF A
+/- 4.99 ACRE PARCEL FROM AG-SUBURBAN TO R-1
(RESIDENTIAL AT 1 UNIT/ACRE)

LOCATION: +/- 4.99 ACRE PARCEL LOCATED ON THE EAST SIDE OF
RAMSEY ROAD AND SOUTH OF PRAIRIE AVENUE.

APPLICANT:
Gordon Dobler, Dobler Engineering
1875 N. Lakewood Drive
Coeur d'Alene, ID 83814

OWNER:
Lake City Baptist Church
7610 N Ramsey Road
Coeur d'Alene, ID 83815

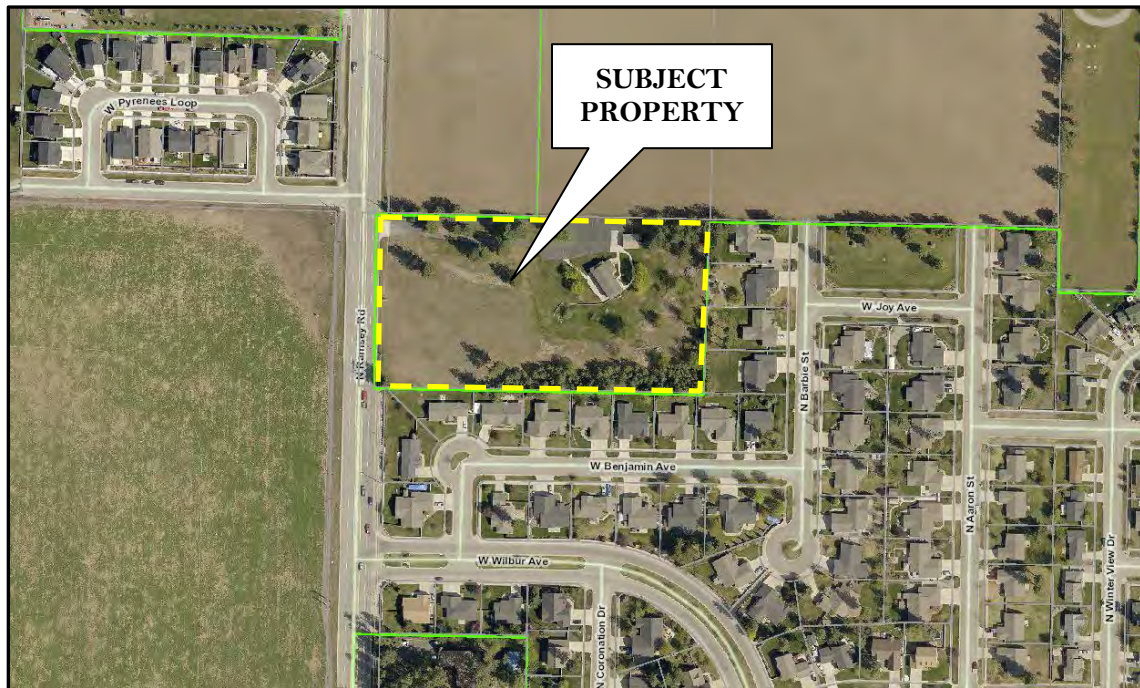
DECISION POINT:

Dobler Engineering, on behalf of Lake City Baptist Church, is requesting approval of a proposed +/- 4.99 acre annexation from AG Suburban to city R-1 zoning district (Residential at 1 units/acre).

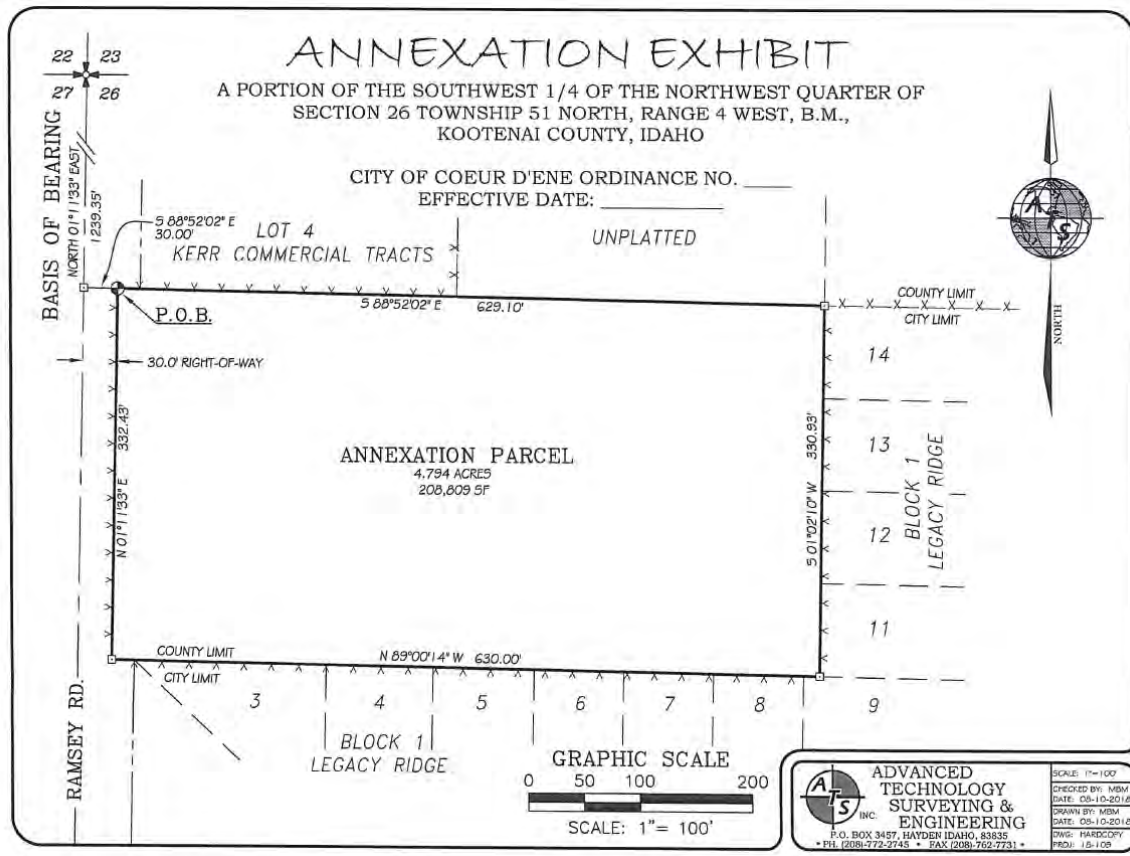
AREA MAP:



PROJECT SITE:



ANNEXATION MAP:



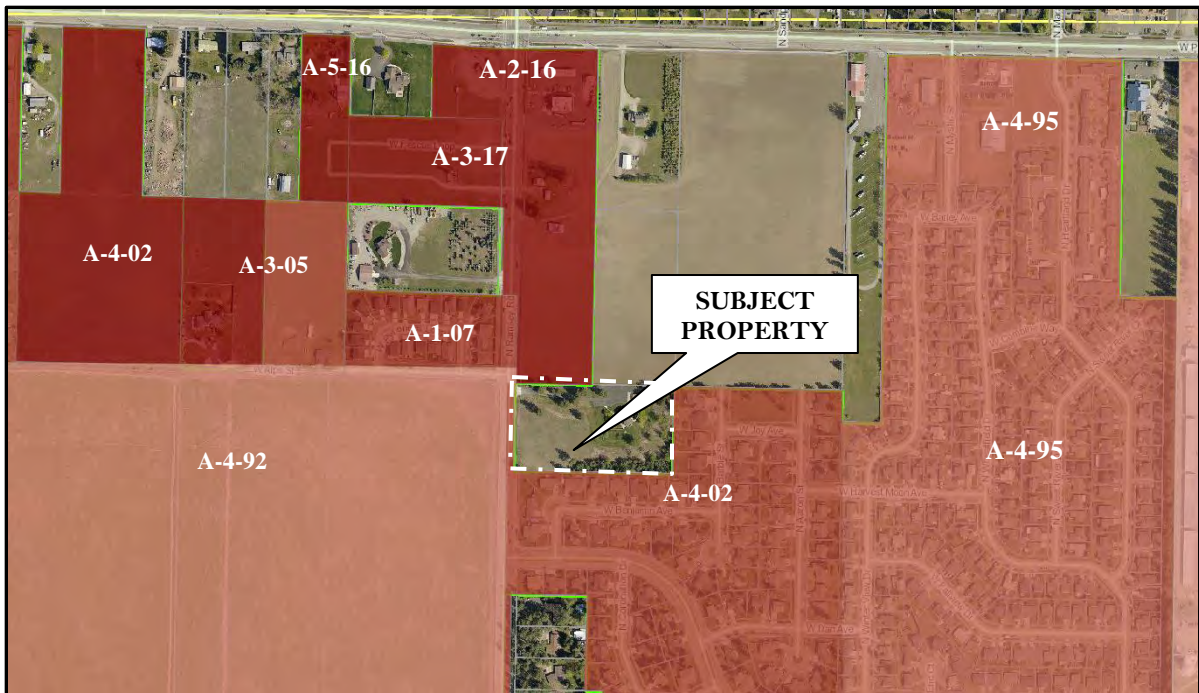
GENERAL INFORMATION:

On November 13, 2018, Planning Commission held a public hearing to review the applicant's request to annex into city limits with an R-1 zoning designation, as well as "religious assembly" and "community education" special use permits, both with a unanimous vote of 6-0 for approval, with the following condition (tied to the special use permits):

WATER:

A minimum of a double check valve assembly will be required on the main domestic supply before any downstream connection.

ANNEXATION HISTORY MAP:



17.05.010: GENERALLY: Residential R-1

This district is intended as a residential area that permits single family detached housing at a density of 1 dwelling units per gross acre.

This district is intended for those areas of the city that are developed at this density or are preferably developed at this density because of factors such as vehicular access, topography, flood hazard and landslide hazard.

Proposed R-1 Zoning District:

1. Purpose:

- This district is intended as a residential area that permits single-family detached housing at a density of one dwelling unit per gross acre.
 - This district is intended for those areas of the city that are developed at this density or are preferably developed at this density because of factors such as vehicular access, topography, flood hazard and landslide hazard.
2. Uses permitted by right:
- Single-family detached housing
 - Home occupations.
 - Public recreation.
 - Neighborhood recreation.
 - Essential service (underground)
3. Uses permitted by Special Use Permit:
- Bed & breakfast facility per. 17.08.500
 - Commercial film production
 - Community education
 - Essential service (above ground)
 - Greater than 6 ft. tall fence to enclose game area
 - Noncommercial kennel
 - Religious assembly

Minimum lot size for the R-1 (Residential at 1 units/acre) zoning district requires 34,500 sq. ft. per dwelling unit. All buildable lots must have 75 feet of frontage on a public street, unless alternative is approved by the City through the normal subdivision procedure. (i.e., cul de sac and flag lots) or, unless the lot is a valid nonconforming lot. This lot is +/-4.99 acres (217,364 square feet) and has approximately 328 feet of frontage along Ramsey Road.

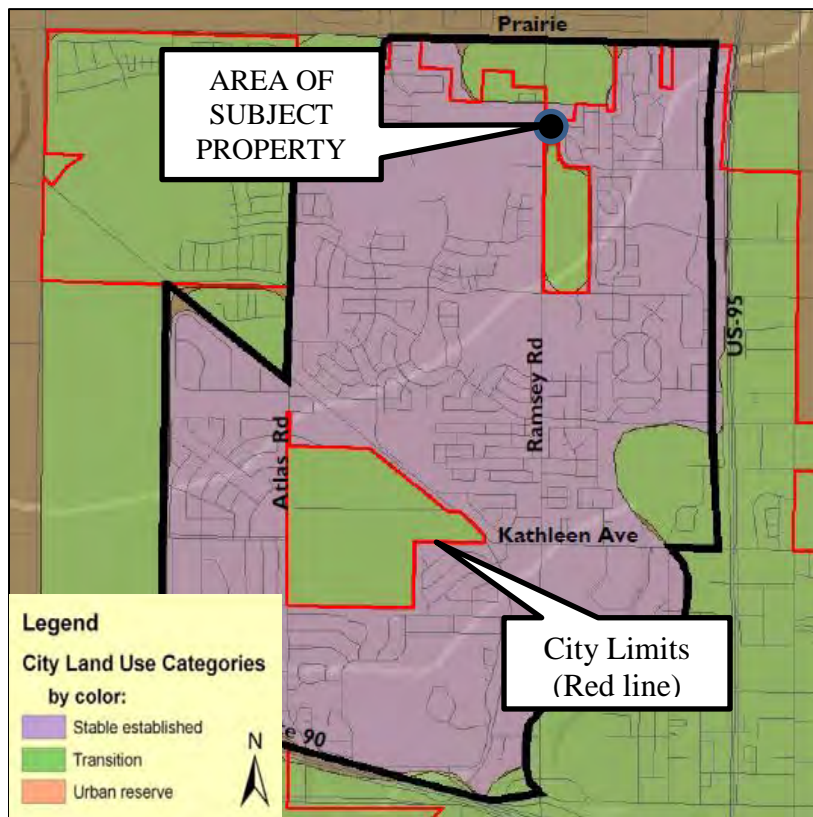
REQUIRED FINDINGS FOR ANNEXATION:

Finding #B8: That this proposal (is) (is not) in conformance with the Comprehensive Plan policies.

2007 COMPREHENSIVE PLAN- LAND USE CATEGORIES: RAMSEY WOODLAND

- The subject property is contiguous with existing city limits
- The City Comprehensive Plan Map designates this area as: Ramsey- Woodland Transition

COMPREHENSIVE PLAN - LAND USE MAP:



Transition:

These areas are where the character of neighborhoods is in transition and should be developed with care. The street network, the number of building lots and general land use are expected to change greatly within the planning period.

Land Use:

Ramsey - Woodland Today:

The development pattern in this area is mixed with established subdivisions, such as Coeur d'Alene Place, that are continuing to expand to the north. Passive and active parks have also been provided for the residents of these housing developments. Industrial uses are prominent to the west of Atlas Road with a mix of residential zoning on the south side of Hanley Avenue.

Neighborhood service nodes can be found throughout the Ramsey-Woodland area.

Ramsey - Woodland Tomorrow

Characteristics of the neighborhoods have, for the most part, been established and should be maintained. Development in this area will continue to grow in a stable manner. Lower density zoning districts will intermingle with the existing Coeur d'Alene Place Planned Unit Development (PUD) providing a variety of housing types. The northern boundary is the edge of the community, offering opportunities for infill.

The characteristics of Ramsey – Woodland neighborhoods will be:

- That overall density may approach three to four residential units per acre (3-4:1), however, pockets of higher density housing and multi-family units are appropriate in compatible areas.

- Pedestrian and bicycle trails.
- Parks just a 5-minute walk away.
- Neighborhood service nodes where appropriate.
- Multi-family and single-family housing units.

COMPREHENSIVE PLAN - GOALS & OBJECTIVES:

- **Objective 1.02 - Water Quality:**
Protect the cleanliness and safety of the lakes, rivers, watersheds, and the aquifer.
- **Objective 1.11- Community Design:**
Employ current design standards for development that pay close attention to context, sustainability, urban design, and pedestrian access and usability throughout the city.
- **Objective 1.12 - Community Design:**
Support the enhancement of existing urbanized areas and discourage sprawl.
- **Objective 1.13 - Open Space:**
Encourage all participants to make open space a priority with every development and annexation.
- **Objective 1.14 - Efficiency:**
Promote the efficient use of existing infrastructure, thereby reducing impacts to undeveloped areas.
- **Objective 1.16 - Connectivity:**
Promote bicycle and pedestrian connectivity and access between neighborhoods, open spaces, parks, and trail systems.
- **Objective 2.02 - Economic & Workforce Development:**
Plan suitable zones and mixed use areas, and support local workforce development and housing to meet the needs of business and industry.
- **Objective 3.05 - Neighborhoods:**
Protect and preserve existing neighborhoods from incompatible land uses and developments.
- **Objective 3.16 - Capital Improvements:**
Ensure infrastructure and essential services are available prior to approval for properties seeking development.
- **Objective 3.18 - Transportation:**
Provide accessible, safe and efficient traffic circulation for motorized, bicycle and pedestrian modes of transportation, requesting input from authoritative districts and neighboring communities when applicable.

- **Objective 4.02 - City Services:**
Provide quality services to all of our residents (potable water, sewer and stormwater systems, street maintenance, fire and police protection, street lights, recreation, recycling and trash collection).
- **Objective 4.06 - Public Participation:**
Strive for community involvement that is broad-based and inclusive, encouraging public participation in the decision making process.

Evaluation: City Council *must determine, based on the information before them, whether the Comprehensive Plan policies do or do not support the request. Specific ways in which the policy is or is not supported by this request should be stated in the finding.*

Finding #B9: That public facilities and utilities (are) (are not) available and adequate for the proposed use.

STORMWATER:

Stormwater will be addressed as the area proposed for annexation develops. It is anticipated that the residential development will typically utilize curb adjacent swales to manage the site runoff.

-Submitted by Chris Bosley, City Engineer

TRAFFIC:

The proposed annexation would not likely adversely affect the surrounding area with regard to traffic. Ramsey Road has the available capacity to accommodate additional traffic generated from the subject site.

-Submitted by Chris Bosley, City Engineer

STREETS:

The subject site is currently developed. The site has frontage along the east side of Ramsey Road. Adequate right-of-way does not exist on the east side of Ramsey Road. 50 feet of r/o/w must be provided east of the centerline to accommodate the existing street and future improvements. Any necessary improvements to this site would be addressed during the site development process. The Streets and Engineering Department has no objection to this annexation request if the r/o/w is provided.

-Submitted by Chris Bosley, City Engineer

WATER:

There is an existing 12" water main in Ramsey Rd. Currently there is 2 - 1" services stubbed into the lot and a 6" fire service.

Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense. Any additional service will have cap fees due at building permitting. The parcel is currently served by HLID but the parcel is within CDA water service area and will be required to use CDA water once annexed and fully disconnect from HLID.

-Submitted by Kyle Marine, Asst. Water Superintendent

WASTEWATER:

The nearest public sanitary sewer is located within the Ramsey Road Right-of-Way which borders the westerly boundary of the Subject Property.

The Subject Property is within the City of Coeur d'Alene Area of City Impact (ACI) and in accordance with the 2013 Sewer Master Plan; the City's Wastewater utility presently has the wastewater system capacity and willingness to serve this annexation as proposed.

-Submitted by Mike Becker, Utility Project Manager

FIRE:

The Fire Department works with the Engineering, Water and Building Departments to ensure the design of any proposal meets mandated safety requirements for the city and its residents:

Fire department access to the site (Road widths, surfacing, maximum grade and turning radiuses), in addition to, fire protection (Size of water main, fire hydrant amount and placement, and any fire line(s) for buildings requiring a fire sprinkler system) will be reviewed prior to final plat recordation or during the Site Development and Building Permit, utilizing the currently adopted International Fire Code (IFC) for compliance. The CD'A FD can address all concerns at site and building permit submittals.

-Submitted by Bobby Gonder, Fire Inspector

Evaluation: *City Council must determine, based on the information before them, whether or not the public facilities and utilities are adequate for the request.*

Finding #B10: **That the physical characteristics of the site (make) (do not make) it suitable for the request at this time.**

PHYSICAL CHARACTERISTICS:

The +/- 4.99 acre parcel is located on the east side of Ramsey Road and approximately ¼ mile south of Prairie Avenue. The site fronts Ramsey Road and is generally flat with a number of mature pine and fir trees on the site. There are existing structures including a church, storage building and parking on the eastern portion of the property. The physical characteristics of the site appear to be suitable for the request at this time.

PHOTOS OF SUBJECT PROPERTY:

View of the subject property looking east toward the existing church facility.



View of the subject property looking southeast at the existing church facility and parking area.



View of the subject property looking east at the existing storage building and parking lot



View of the subject property looking north toward Prairie Avenue.



View from the subject property looking south toward the single-family neighborhood.



View from the subject property looking west toward Ramsey Road.



Evaluation: *City Council must determine, based on the information before them, whether or not the physical characteristics of the site make it suitable for the request at this time.*

Finding #B11: That the proposal (would) (would not) adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, (and) (or) existing land uses.

TRAFFIC:

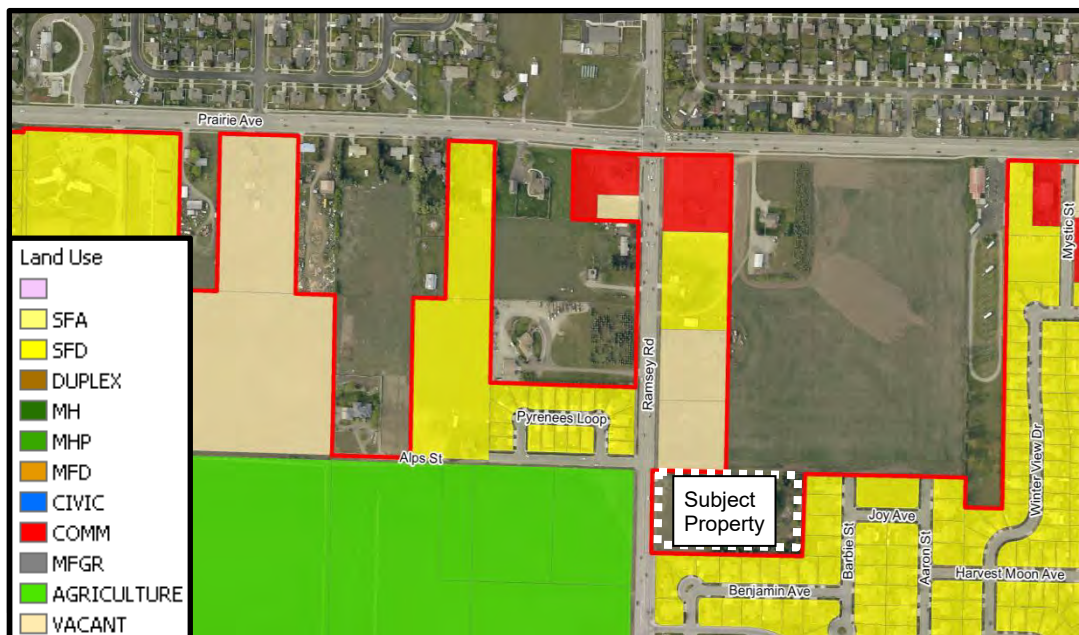
The proposed annexation would not likely adversely affect the surrounding area with regard to traffic. Ramsey Road has the available capacity to accommodate additional traffic generated from the subject site.

-Submitted by Chris Bosley, City Engineer

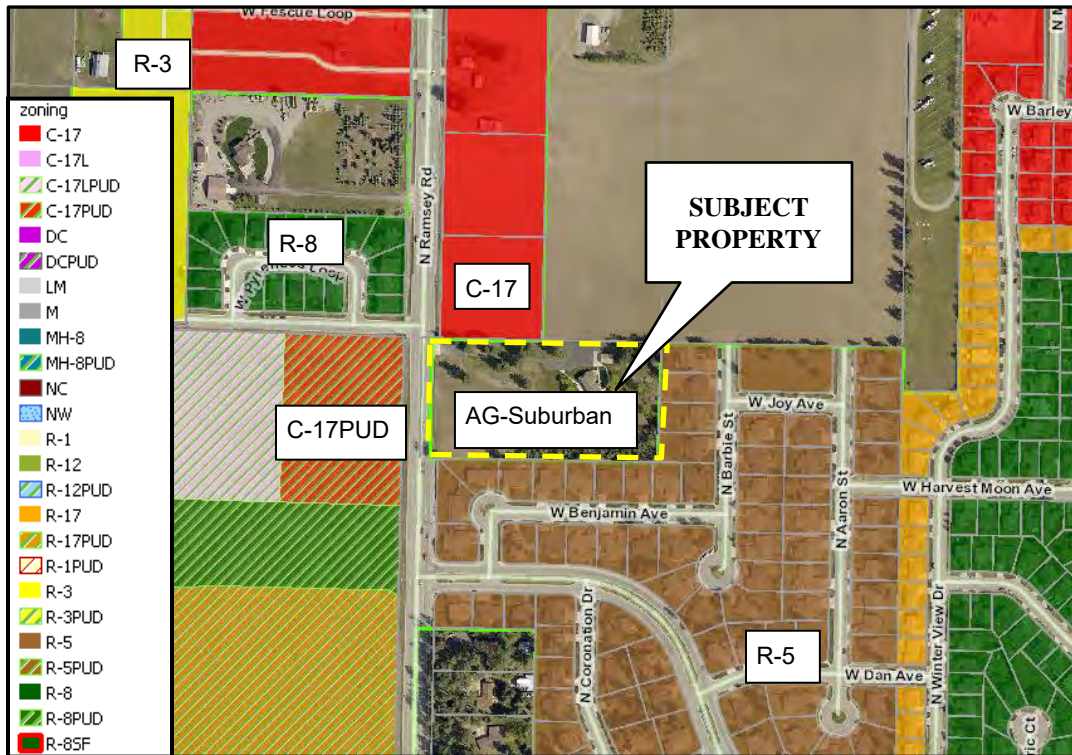
NEIGHBORHOOD CHARACTER:

The subject property is currently being used for religious assembly, with a church and parking lot located onsite. The subject property is in an area of single-family residences, commercial uses to the north and vacant properties to the northeast. The property is currently an “island” in the County surrounded by City boundaries. The R-1 zoning is requested in conjunction with a Religious Assembly and Community Education SUP in order to continue the existing use and allow for the addition of a small school in the future.

GENERALIZED LAND USE PATTERN:



ZONING MAP:



Evaluation: City Council must determine, based on the information before them, whether or not the proposal would adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, (and)/(or) existing land uses.

PROPOSED ITEMS FOR AN ANNEXATION AGREEMENT:

BUILDING:

Prior to the competition of the annexation, the applicant must address any outstanding code violations for the existing structures onsite.

ENGINEERING:

50 feet of r/o/w must be provided east of the centerline of Ramsey Road to accommodate the existing street and future improvements.

ORDINANCES & STANDARDS USED FOR EVALUATION:

- 2007 Comprehensive Plan
- Transportation Plan
- Municipal Code
- Idaho Code
- Wastewater Treatment Facility Plan
- Water and Sewer Service Policies
- Urban Forestry Standards
- Transportation and Traffic Engineering Handbook, I.T.E.
- Manual on Uniform Traffic Control Devices
- 2017 Coeur d'Alene Trails Master Plan

ACTION ALTERNATIVES:

City Council must consider this request and make separate findings to approve, deny or deny without prejudice.



DOBLER ENGINEERING

ANNEXATION / SPECIAL USE PERMIT NARRATIVE

FOR

LAKE CITY BAPTIST PROPERTY 7610 N Ramsey Rd

PROJECT DESCRIPTION

Dobler Engineering is requesting the annexation of the subject parcel into the City of Coeur d'Alene and approval of a Special Use Permit for religious assembly / community education. The parcel is approximately 5.0 acres, located on Ramsey Rd approximately ¼ mile south of Prairie Ave. The parcel is currently zoned Agricultural Suburban and the existing land use is religious assembly, with a church located on the site. The parcel is located within the Area of City Impact.

The site fronts Ramsey Road and is generally level with the existing structures and parking located towards the east side. The property is landscaped and contains many mature trees. There is an existing access to Ramsey road along the north property line, with a city standard approach.

ANNEXATION

COMPREHENSIVE PLAN

This request provides for the orderly and efficient expansion of the City of Coeur d'Alene that will be a benefit to the community. The property is currently an "island" in the county, surrounded by the City Limits. Annexation into the City would be much more efficient in terms of providing public services such as police, fire, sewer, etc. and would facilitate the orderly expansion and growth management. Annexation is consistent with other relevant goals of the Comprehensive Plan as summarized below.

Natural Environment

Goal: Our Comprehensive Plan supports policies that preserve the beauty of our natural environment and enhance the beauty of Coeur d'Alene



DOBLER ENGINEERING

This property has retained much of the natural environment. There are many mature pine trees and fir trees that enhance the beauty of the property as well as provide a buffer to the adjacent neighborhood, which is compatible with Objective 1.08, preserving native tree cover. In addition, because the property is accessed from Ramsey road, which is fully developed, no additional infrastructure is needed. This is compatible with Objective 1.14, promoting the use of existing infrastructure.

Home Environment

Goal: Our Comprehensive Plan preserves the qualities that make Coeur d'Alene a great place to live.

The Church has been established for over 25 years and become an integral part of this area. The use is compatible with the surrounding residential and commercial land uses. In addition, providing a community education opportunity is compatible with Objective 3.12, providing quality educational opportunities throughout the City.

Land use

The property is currently an "island" of the County surrounded by the City. Annexing the property would insure that the land use is compatible with the surrounding zoning and land uses and provide for managed growth. Currently, the surrounding zoning in the City consists of a mix of residential zoning and some commercial zoning. The existing land uses are predominantly residential, single family and multi-family. The owners are requesting an R1 zone and a special use permit, in order to continue the existing use and allow for the addition of a small school. This would allow the character of the surrounding area to be maintained.

In the Land Use section of the Comprehensive Plan, this area is designated as the Ramsey-Woodland area and Transition. The Plan states "*Characteristics of the neighborhoods have, for the most part, been established and should be maintained. Development in this area will continue to grow in a stable manner. Lower density zoning districts will intermingle with the existing Coeur d'Alene Place Planned Unit Development (PUD) providing a variety of housing types. The northern boundary is the edge of the community, offering opportunities for infill.*" **Approval of the annexation, proposed zoning, and special use permit would maintain the existing character of the neighborhood.**

SPECIAL USE PERMIT

The proposed special use permit would allow the existing use to continue and provide for additional educational opportunities on the site. The owners would like to be able to offer a smaller school experience for their members and the



surrounding community. The two uses would be compatible as the Church operates on the weekend and occasionally on a weeknight, and the school would operate weekdays only, during the day. Parking would be shared.

The school would offer classes for K-12, with a total of 3 classrooms in the existing building and the possibility of expanding the classes in the future to a separate building. Two classrooms would serve K-8, and one would serve high school. An assembly room with 15 chairs would be provided. The classrooms and assembly room would be located in the existing sunday school rooms on the first floor. The existing parking lot has 22 stalls including 2 accessible stalls. An analysis of the parking requirements is provided below.

Religious Assembly

Number of seats in the main sanctuary	48
Parking stalls required – 1/ 10 seats	5 stalls
Parking stalls provide	22

Community Education

Parking stalls required for K-8 classes (2)	4
Parking stalls required for High school classes (1)	5
Parking stalls required for assembly room (15 seats)	2
Total stalls required	11
Total stalls provided	22

CONCLUSION

Base on the evaluation outlined above annexation of this property and approval of the special use permit for religious assembly and community education is in keeping with the goals and policies of the Comprehensive plan, it would provide for orderly and efficient expansion of the City into an area that is currently an “island” of County jurisdiction, it would preserve the character of the existing neighborhood, and provide an opportunity for quality education. For this reason, and those outlined above, we respectfully request approval of the annexation and special use permit.

Applicant Lake City Baptist Church
Location: 7610 N. Ramsey Road
Request: A proposed 4.992 acre annexation from Agricultural Suburban to City R-1 zoning district
LEGISLATIVE (A-4-18)

Tami Stroud, Associate Planner, stated that Dobler Engineering, on behalf of Lake City Baptist Church, is requesting approval of a proposed +/- 4.99 acre annexation from AG Suburban to city R-1 zoning district (Residential at 1 units/acre).

Ms. Stroud provided the following statements for A-4-18:

- She provided an aerial view and annexation map of the subject property.
- She explained the purpose of the R-1 zoning district and stated that this district is intended for those areas of the City that are developed at this density or are preferably developed at this density because of factors such as vehicular access, topography, flood hazard and landslide hazard.
- She noted the various findings required for the annexation.
- She stated that the Comprehensive Plan designates this area as: Ramsey Woodland – Transition.
- She provided a list of Comprehensive Goals and Objectives for the commission to review.
- She noted the various city departments that approve this annexation.
- She presented various photos of the subject property.
- She stated that Chris Bosley, City Engineer, stated that the proposed annexation would not likely adversely affect the surrounding area with regard to traffic. Ramsey Road has the available capacity to accommodate additional traffic generated from the subject site.
- She stated that the subject property is currently being used for religious assembly, with a church and parking lot located onsite.
- She stated that there are two items proposed for an annexation agreement:
 - **BUILDING:** Prior to the competition of the annexation, the applicant must address any outstanding code violations for the existing structures onsite.
 - **ENGINEERING:** 50 feet of right-of-way must be provided east of the centerline of Ramsey Road to accommodate the existing street and future improvements.

Ms. Stroud concluded her presentation and stood for questions.

Commission Comments

There were no questions for staff.

Public testimony open.

Gordon Dobler, applicant representative, provided the following statements:

- He noted on the map where the property was located.
- The use has been existing for 25 years.
- The property is within the City's area of impact and is an island surrounded by the city on three of the four sides.
- This annexation request would provide for more efficient services.
- He stated that the annexation is consistent with the Comprehensive Plan goals and because this is an existing use with the neighborhood surrounding this property.
- He stated that an R-1 zoning was selected because this property will be a church for 25 years and intend to go on being a church.
- He stated that the applicant understands that in the future if it wants to change the use, it will have

- to come back to the Planning Commission for approval.
- He stated that access on the Atlas Road has adequate capacity per staff's comments. The use is existing so there won't be any impact.

Mr. Dobler concluded his presentation and stood for questions.

Commission Comments:

No questions for the applicant.

Public testimony closed.

Discussion:

Motion by Rumpler, seconded by Fleming, to approve Item A-4-18. Motion approved.

ROLL CALL:

Commissioner Fleming	Voted	Aye
Commissioner Ingalls	Voted	Aye
Commissioner Messina	Voted	Aye
Commissioner Luttrupp	Voted	Aye
Commissioner Rumpler	Votes	Aye
Commissioner Ward	Voted	Aye

Motion to approve carried by a 6 to 0 vote.

**COEUR D'ALENE PLANNING COMMISSION
FINDINGS AND ORDER**

A-4-18

A. INTRODUCTION

This matter having come before the Planning Commission on November 13, 2018 and there being present a person requesting approval of ITEM A-4-18, a request for zoning prior to annexation from County Ag-Suburban to City R-1 (Residential at 1 unit/acre) zoning district.

APPLICANT: LAKE CITY BAPTIST CHURCH

LOCATION: +/- 4.99 ACRE PARCEL LOCATED ON THE EAST SIDE OF RAMSEY ROAD AND SOUTH OF PRAIRIE AVENUE.

B. FINDINGS: JUSTIFICATION FOR THE DECISION/CRITERIA, STANDARDS AND FACTS RELIED UPON

(The Planning Commission may adopt Items B1-through7.)

- B1. That the existing land uses are commercial and residential.
- B2. That the Comprehensive Plan Map designation is Ramsey-Woodland, Transition.
- B3. That the zoning is County Ag-Suburban.
- B4. That the notice of public hearing was published on October 26, 2018, which fulfills the proper legal requirement.
- B5. That the notice of public hearing was not required to be posted, which fulfills the proper legal requirement.
- B6. That notices of public hearing were mailed to all property owners of record within three-hundred feet of the subject property.
- B7. That public testimony was heard on November 13, 2018.

B8. That this proposal is in conformance with the Comprehensive Plan policies as follows:

Objective 1.11- Community Design:

Employ current design standards for development that pay close attention to context, sustainability, urban design, and pedestrian access and usability throughout the city.

Objective 1.12 - Community Design:

Support the enhancement of existing urbanized areas and discourage sprawl.

Objective 1.14 - Efficiency:

Promote the efficient use of existing infrastructure, thereby reducing impacts to undeveloped areas.

Objective 4.02 - City Services:

Provide quality services to all of our residents (potable water, sewer and stormwater systems, street maintenance, fire and police protection, street lights, recreation, recycling and trash collection).

Objective 4.06 - Public Participation:

Strive for community involvement that is broad-based and inclusive, encouraging public participation in the decision making process.

B9. That public facilities and utilities are available and adequate for the proposed use. This is based on the information in the staff report.

B10. That the physical characteristics of the site do make it suitable for the request at this time because the topography is similar.

B11. That the proposal would not adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, or existing land uses based on the information in the staff report.

C. ORDER: CONCLUSION AND DECISION

The Planning Commission, pursuant to the aforementioned, finds that the request of LAKE CITY BAPTIST CHURCH for zoning prior to annexation, as described in the application should be approved.

Suggested provisions for inclusion in an Annexation Agreement are as follows:

BUILDING:

Prior to the competition of the annexation, the applicant must address any outstanding code violations for the existing structures onsite.

ENGINEERING:


50 feet of r/o/w must be provided east of the centerline of Ramsey Road to accommodate the existing street and future improvements.

Motion by Rumpler, seconded by Fleming, to adopt the foregoing Findings and Order.

ROLL CALL:

Commissioner Fleming	Voted Yes
Commissioner Ingalls	Voted Yes
Commissioner Luttrupp	Voted Yes
Commissioner Mandel	Voted Yes
Commissioner Rumpler	Voted Yes
Commissioner Ward	Voted Yes

Motion to approve carried by a 6 to 0 vote.



CHAIRMAN TOM MESSINA

City Council Meeting



December 18, 2018

A-4-18: Annexation

APPLICANT:

Gordon Dobler, Dobler Engineering

OWNER:

Lake City Baptist Church

SUBJECT:

Request for zoning (R-1) in conjunction with annexation

LOCATION:

A +/- 4.99 acre parcel on the east side of Ramsey Road.



A-4-18: Annexation Comprehensive Decision Points

The applicant is requesting:

1. Annexation of +/- 4.99 acres
2. R-1 zoning designation



A-4-18: Annexation General Information

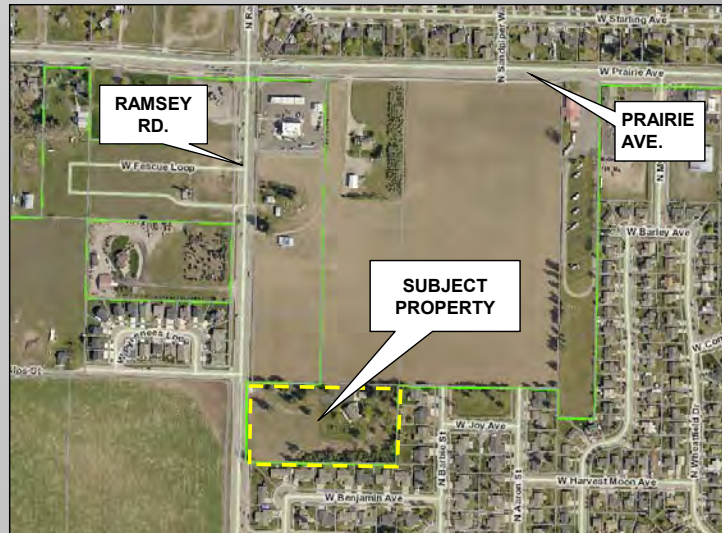
On November 13, 2018, Planning Commission held a public hearing to review the applicant's request to annex into city limits with an R-1 zoning designation, as well as "religious assembly" and "community education" special use permits, both with a unanimous vote of 6-0 for approval, with the following condition (tied to the special use permits):

WATER:

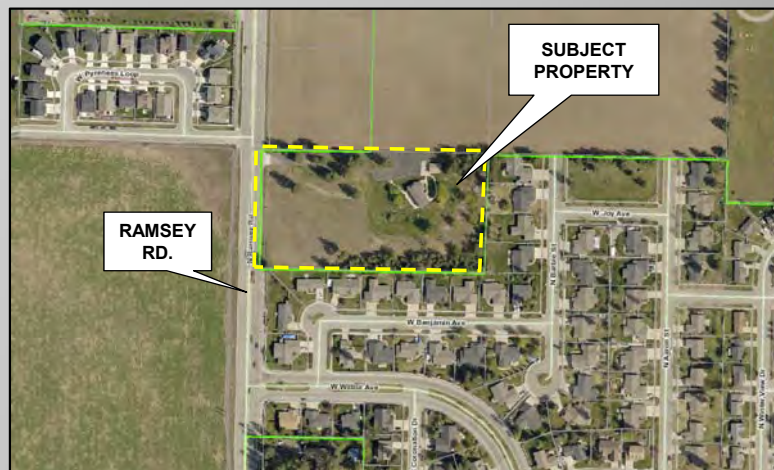
A minimum of a double check valve assembly will be required on the main domestic supply before any downstream connection.



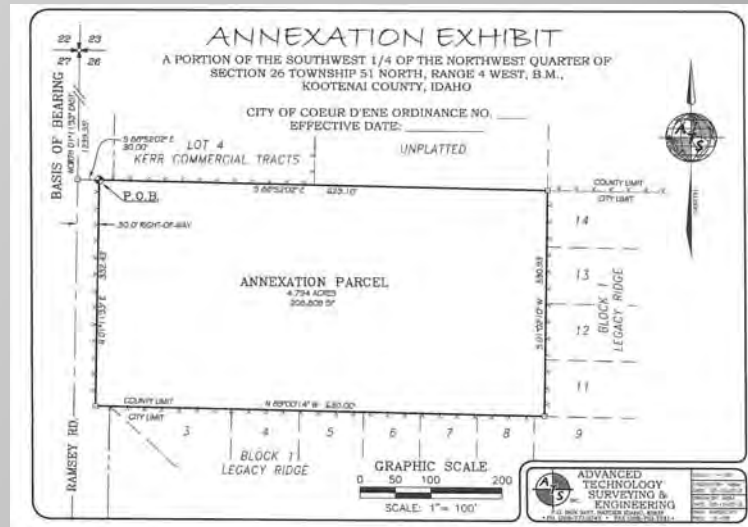
A-4-18: Annexation Vicinity Map



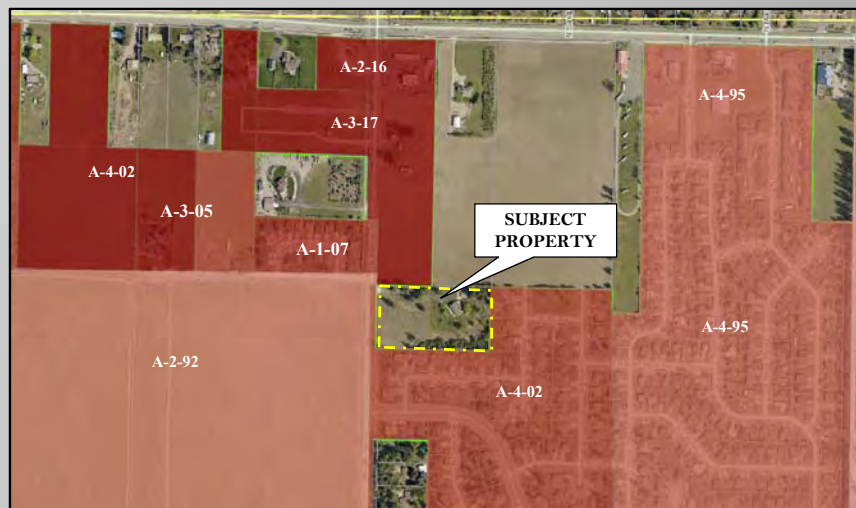
A-4-18: Annexation Vicinity Map



A-4-18: Annexation Map



A-4-18: Annexation History Map



A-4-18: Annexation Photo of Subject Property

Site Photo - 1

*View of the
subject property
looking east
toward the
existing church
facility.*



A-4-18: Annexation Photo of Subject Property

Site Photo - 2

*View of the
subject property
looking
southeast at the
existing church
facility and
parking area.*



A-4-18: Annexation Photo of Subject Property

Site Photo - 3

*View of the
subject property
looking east at
the existing
storage building
and parking lot.*



A-4-18: Annexation Photo of Subject Property

Site Photo - 4

*View from the
subject property
looking north
toward Prairie
Avenue.*



A-4-18: Annexation Photo of Subject Property

Site Photo - 5

*View from the
subject property
looking south
toward the
single-family
neighborhood.*



A-4-18: Annexation Photo of Subject Property

Site Photo - 6

*View from the
subject property
looking west
toward Ramsey
Road.*



A-4-18: Annexation Requested R-1 Zoning District

17.05.010: GENERALLY:

The R-1 district is intended as a residential area that permits single family detached housing at a density of 1 dwelling units per gross acre.

This district is intended for those areas of the city that are developed at this density or are preferably developed at this density because of factors such as vehicular access, topography, flood hazard and landslide hazard.

A-4-18: Annexation Required Findings

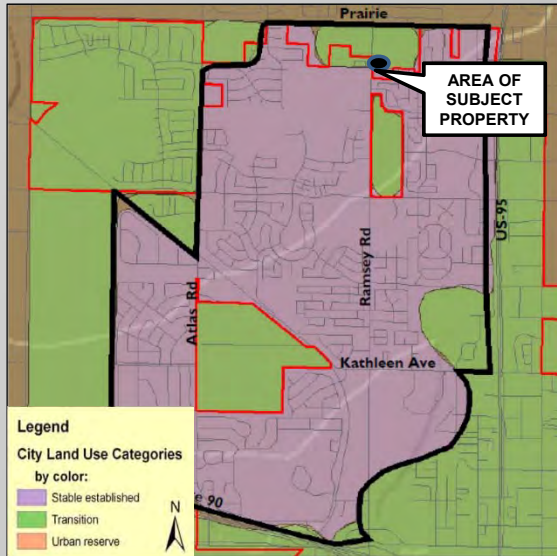
Finding #B8: That this proposal (is) (is not) in conformance with the Comprehensive Plan policies.

2007 COMPREHENSIVE PLAN- LAND USE CATEGORIES:

- The subject property is contiguous with existing city limits
- The City Comprehensive Plan Map designates this area as:

Ramsey – Woodland

A-4-18: Annexation Finding #B8: continued



Transition:

These areas are where the character of neighborhoods is in transition and should be developed with care. The street network, the number of building lots and general land use are expected to change greatly within the planning period



A-4-18: Annexation Finding #B8: continued

Ramsey- Woodland Today:

The development pattern in this area is mixed with established subdivisions, such as Coeur d'Alene Place, that are continuing to expand to the north. Passive and active parks have also been provided for the residents of these housing developments. Industrial uses are prominent to the west of Atlas Road with a mix of residential zoning on the south side of Hanley Avenue. Neighborhood service nodes can be found throughout the Ramsey-Woodland area.



A-4-18: Annexation Finding #B8: continued

Ramsey- Woodland Tomorrow:

Characteristics of the neighborhoods have, for the most part, been established and should be maintained. Development in this area will continue to grow in a stable manner. Lower density zoning districts will intermingle with the existing Coeur d'Alene Place Planned Unit Development (PUD) providing a variety of housing types. The northern boundary is the edge of the community, offering opportunities for infill.



A-4-18: Annexation Finding #B8: continued

Characteristics of Ramsey-Woodland neighborhoods will be:

That overall density may approach three to four residential units per acre (3-4:1), however, pockets of higher density housing and multi-family units are appropriate in compatible areas.

- Pedestrian and bicycle trails.
- Parks just a 5-minute walk away.
- Neighborhood service nodes where appropriate.
- Multi-family and single-family housing units.

A-4-18: Annexation Finding #B8: Comp Plan Goals & Objectives

Objectives:

1.02-Water Quality	3.05 – Neighborhoods
1.11 –Community Design	3.16 – Capital Improvements
1.12 –Community Design	3.18 – Transportation
1.13- Open Space	4.02 – Capital Improvements
1.14 –Efficiency	4.02 – City Services
2.02 –Economic & Workforce Development	4.06 – Public Participation



A-4-18: Annexation Required Findings

Finding #B9: That public facilities and utilities (are) (are not) available and adequate for the proposed use.

Staff comments from Streets & Engineering, Water, Wastewater and Fire are located in your staff report on pages 7 & 8.

A-4-18: Annexation Required Findings

Finding #B10: That the physical characteristics of the site (make) (do not make) it suitable for the request at this time.

The 4.99 acre parcel is located on the east side of Ramsey Road and approximately ¼ mile south of Prairie Avenue. The site fronts Ramsey Road and is generally flat with a number of mature pine and fir trees on the site. There are existing structures including a church, storage building and parking on the eastern portion of the property. The physical characteristics of the site appear to be suitable for the request at this time.

A-4-18: Annexation Required Findings

Finding #B11: That the proposal (would) (would not) adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, (and) (or) existing land uses.

NEIGHBORHOOD CHARACTER:

The subject property is currently being used for religious assembly, with a church and parking lot located onsite. The property owner is requesting to be annexed into the city with the R-1 zoning district .

A-4-18: Annexation Department Comments

Finding #B11: (continued)

The subject property is in an area of single-family residences, commercial uses to the north and vacant properties to the northeast, which are still within the County. The property is currently an “island” in the County surrounded by the City boundaries. The proposed zoning is R-1, which allows 1 unit per gross acre and single family dwellings. Religious Assembly and Community Education SUP’S were approved by the Planning Commission in November of 2018, and will allow the Religious Assembly use to continue and allow for the addition of a small school in the future. The County zoning northeast of the subject property is currently vacant and zoned County AG-Suburban.

A-4-18: Annexation Department Comments

Finding #B11: (continued)

TRAFFIC:

The proposed annexation would not likely adversely affect the surrounding area with regard to traffic. Ramsey Road has the available capacity to accommodate additional traffic generated from the subject site.

-Submitted by Chris Bosley, City Engineer

A-4-18: Annexation Generalized Existing Land Uses



A-4-18: Annexation Existing Zoning



A-4-18: Annexation Proposed Items for Annexation Agreement

1) BUILDING:

Prior to the competition of the annexation, the applicant must address any outstanding code violations for the existing structures onsite.

2) ENGINEERING:

50 feet of r/o/w must be provided east of the centerline on Ramsey Road to accommodate the existing street and future improvements.

A-4-18: Annexation Action Alternatives

The City Council must consider this request and make appropriate findings:

- ☐ To approve
- ☐ Deny
- ☐ Deny without prejudice



A-4-18: Annexation Annexation Findings

Finding #B8: That this proposal (is) (is not) in conformance with the Comprehensive Plan policies.

Finding #B9: That public facilities and utilities (are) (are not) available and adequate for the proposed use.

Finding #B10: That the physical characteristics of the site (make) (do not make) it suitable for the request at this time.

Finding #B11: That the proposal (would) (would not) adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, (and) (or) existing land uses.

