



City Council Agenda

City of Idaho Falls
Regular Council Meeting
680 Park Avenue

Thursday
October 26, 2023
7:30 P.M.

Mayor

Rebecca Casper

City Council

Michelle Ziel-Dingman
Council President

John Radford
Council Seat 5

Jim Freeman
Council Seat 6

Tom Hally
Council Seat 3

Jim Francis
Council Seat 4

Lisa Burtenshaw
Council Seat 2



Livestream at www.idahofallsidaho.gov/429/Live-Stream

PUBLIC PARTICIPATION

Welcome to the Idaho Falls City Council Meeting.

Regularly scheduled City Council meetings are open to the general public. City Council meetings are also live-streamed and archived on [the City website](#). Please be aware that the meeting agenda will differ from the published version if amendments to the agenda are made by the Council during the meeting.

The Council encourages public input. While a general public comment option is not required by Idaho law, the Idaho Falls City Council welcomes general public input as part of regular City Council meetings. General public comment will be allowed for up to 20 minutes. However, citizens are always welcome to contact their Council representatives via e-mail or telephone, as listed on [the City website](#). The Council is committed to an atmosphere that promotes equal opportunity, civility, mutual respect, proper decorum and freedom from discrimination or harassment.

Those who wish to address City Council during the council meetings are encouraged to adhere to the guidelines below.

Public Comment Guidelines

Speakers are encouraged to:

- State their name and city of residence.
- Focus comments on matters within the purview of the City Council.
- Limit comments to three (3) minutes or less.
- Refrain from repeating information already presented to preserve time for others to speak. Large groups are encouraged to select one or two speakers to represent the voice of the entire group.
- Practice civility and courtesy. City leaders have the right and the responsibility to maintain order and decorum during the meeting. Time may be curtailed for those speakers whose comments are profane or disruptive in nature.
- Refrain from comments on issues involving matters currently pending before the City's Planning and Zoning Commission or other matters that require legal due process, including public hearings, City enforcement actions, and pending City personnel disciplinary matters.
- Comments that pertain to activities or performance of individual City employees should be shared directly with the City's Human Resources Director (208-612-8248), the City's Legal Department (208-612-8178) or with the Office of the Mayor (208-612-8235).

Public Hearing Guidelines

- In-person Comment. Because public hearings must follow various procedures required by law, please wait to offer your comments until comment is invited/indicated. Please address comments directly to the Council and try to limit them to three (3) minutes.
- Written Comment. The public may provide written comments via postal mail sent to City Hall or via email sent to the City Clerk at IFClerk@idahofalls.gov. Comments will be distributed to the members of the Council and become a part of the official public hearing record. Written testimony must be received no later than forty-eight (48) hours prior to the date of the hearing to ensure inclusion in the permanent City record.
- Remote Comment. When available, the public may provide live testimony remotely via the WebEx meeting platform using a phone or a computer. Those desiring public hearing access should send a valid and accurate email address to virtualattend@idahofalls.gov no later than twenty-four (24) hours prior to the date of the hearing so log-in information can be sent prior to the meeting. Please indicate which public hearing the testimony is intended for on the agenda. Please note that this remote option will not be available for all meetings.

If communication aids, services, or other physical accommodations are needed to facilitate participation or access for this meeting, please contact the City Clerk at (208) 612-8414 or the ADA Coordinator at (208) 612-8323 not less than 48 hours prior to the meeting. They will help accommodate special needs wherever possible.



City Council Meeting

Agenda

680 Park Avenue
Idaho Falls, ID 83402

Thursday, October 26, 2023

7:30 PM

City Council Chambers

City Council Agenda:

1. **Call to Order.**
2. **Pledge of Allegiance.**
3. **Public Comment.**

Please see guidelines above.

4. **Consent Agenda.**

Any Consent Agenda item may be moved to the Regular Agenda for separate consideration if requested by a Council member. Other changes to this agenda may require the approval of a majority of Council.

A. **Office of the Mayor**

- 1) Appointments to City Boards, Committees and Commissions pursuant to City Code, Title 2 **23-285**

Attachments: Memoranda and Citizen Applications

B. **Idaho Falls Power**

- 1) Fleet Replacement Vehicles for Idaho Falls Power **23-296**

Attachments: IFP Fleet Vehicle Replacement quotes.pdf

C. **Municipal Services**

- 1) Purchase Replacement Vehicles for Parks and Recreation **23-300**

Attachments: Replace Unit 2043 - Parks and Recreation
Replace Unit 2510- Parks and Recreation Department
Replace Unit 6805 - Parks and Recreation Department

- 2) Quote 24-002, Purchase Overhead Bridge Crane for Municipal Services Department **23-302**

Attachments: Quote 24-002 Overhead Bridge Crane for Municipal Services

D. **Office of the City Clerk**

- 1) Minutes from Council Meetings **23-304**

Attachments: 2023 0914 City Council - Unapproved

- 2) License Applications, all carrying the required approvals

Action Item:

Approve, accept, or receive all items on the Consent Agenda according to the recommendations presented (or take other action deemed appropriate).

5. Regular Agenda.

A. Public Works

- 1) Easement Vacation - North Holmes Business Route Subdivision, Division No. 1 **23-297**

The owner of the property in question has requested vacation of the easement depicted within the attachment to the Ordinance. Staff has reviewed the vacation request and recommends approval.

Attachments: Ordinance

B. Municipal Services

- 1) Approve Impact Fee Waiver for Wasatch Development Group, Orchard Park Senior Living **23-295**

Section 10-8-8-C of the impact fee ordinance states: "Developments determined by the Council that provide affordable housing may be granted a waiver of a portion of the impact fee payment required, provided the exempt development's proportionate share of system improvements is funded through a general fund revenue source other than from impact fees collected."

On Tuesday, October 10, 2023, the Impact Fee Administrator presented an impact waiver request from Wasatch Development Group for Orchard Park Senior Living, a 55-plex building for a total of \$48,564.62. In the ensuing discussion, the Council requested that an application form/process be developed to include a written request or cover letter. The Council also requested that acceptance of additional waiver applications be abated until a secure funding source can be developed. The Council did express a willingness to render a decision on the Wasatch Development Group's waiver request. The request was placed on the new application form and a cover letter was attached.

Action Item:

Approve the impact fee waiver from Wasatch Development Group for Orchard Park Senior Living for a total of \$48,564.62 (or take other action deemed appropriate).

Attachments: Blank - Impact Fee Waiver Application
Wasatch Development Group Impact Fee Waiver Application
Impact Fee Ordinance No. 3510 Section 10-8-8 C

- 2) Ordinance changing the name of the Idaho Falls Civic Center for the Performing Arts to the Frontier Center for the Performing Arts; **23-298**

standardizing references to the City Finance Manager/Treasurer; removing a Code reference to a non-existent Municipal Services Committee, and updating the Code to reflect current financial practices.

The proposed Ordinance reflects Council's recent agreement to rename the Idaho Falls Civic Center for the Performing Arts to the Frontier Center for the Performing Arts. It also standardizes Code references to a "Finance Manager/Treasurer" instead of a Controller, Treasurer, or similar designation in order to reflect current practice and to avoid possible confusion. The Ordinance also removes a Code reference to a "Municipal Services Committee", no longer extant and changes language in Title 1 Chapter 13, and Code Section 3-3-3(D) and (E) to reflect current City financial practices.

Action Item:

Approve the Ordinance changing the name of the Idaho Falls Civic Center for the Performing Arts to the Frontier Center for the Performing Arts; standardizing references to the City Finance Manager/Treasurer; removing a Code reference to a non-existent Municipal Services Committee, and updating the Code to reflect current financial practices, under suspension of the rules requiring three complete and separate readings and request that it be read by title and published by summary (or consider the Ordinance on the first reading and that it be read by title, reject the Ordinance, or take other action deemed appropriate).

Attachments: Ordinance - Title 2 Ch 9 Frontier Center Committee 10.19.23.docx

C. Community Development Services

- 1) Resolution approving the Eligibility Report for the Northgate Mile Area Urban Renewal District **23-299**

Attached is a resolution approving the Eligibility Report for the Northgate Mile Area Urban Renewal District. This is the first step required by Idaho Statute in creating a new urban renewal district. The report reviews the criteria for establishing a district and determines which of the criteria are met for the site. The statute requires that only one of the criteria be met. If the Council approves the report, the Idaho Falls Redevelopment Agency (IFRA) will then be authorized to draft an urban renewal district plan, which will also come back for Council approval. The IFRA board reviewed this report on September 21, 2023, and approved the document. It is now being presented for Council approval.

Action Item:

Approve the Resolution approving the Eligibility Report for the Northgate Mile Area Urban Renewal District and give authorization for the Mayor and City Clerk to execute the necessary documents (or take other action deemed appropriate).

Attachments: CC Resolution Approving Northgate Mile District Eligibility Report
Agency Resolution Approving the Northgate Mile Eligibility Report
Northgate Mile Eligibility Study.pdf

- 2) Resolution approving the Eligibility Report for the Yellowstone Square Urban Renewal District **23-301**

Attached is a resolution approving the Eligibility Report for the Yellowstone Square Urban Renewal District. This is the first step required by Idaho Statute in creating a new urban renewal district. The report reviews the criteria for establishing a district and determines which of the criteria are met for the site. The statute requires that only one of the criteria be met. If the Council approves the report, the Idaho Falls Redevelopment Agency (IFRA) will then be authorized to draft an urban renewal district plan, which will also come back for Council approval. The IFRA board reviewed this report on September 21, 2023 and approved the document. It is now being presented for Council approval.

Action Item:

Approve the Resolution approving the Eligibility Report for the Yellowstone Square Urban Renewal District and give authorization for the Mayor and City Clerk to execute the necessary documents (or take other action deemed appropriate).

Attachments: CC Resolution Approving Yellowstone Square Eligibility Report
Agency Resolution Yellowstone Square Eligibility Report
Yellowstone Eligibility Study

3) Legislative Hearing for Consideration of an Ordinance approving the Stanley Boge Urban Renewal District

23-303

Attached for consideration is the ordinance approving the Stanley Boge Urban Renewal District. The ordinance includes four exhibits:

1. The resolution of the Planning and Zoning Commission for the City of Idaho Falls, Idaho, validating conformity of the Urban Renewal Plan for the Stanley Boge Urban Renewal Project with the City of Idaho Falls' Comprehensive Plan.
2. The notice of hearing published in the Post Register.
3. The Urban Renewal Plan for the Stanley Boge Urban Renewal Project including all associated attachments.
4. Ordinance summary for publication.

Required notification and summary of the plan has been provided to the appropriate taxing entities. The plan included with the ordinance contains an outline of potential projects which may be completed with tax incrementing financing (TIF) funds and a financial feasibility study demonstrating that the expected tax revenues can cover the costs of the projects. Approval of the ordinance is the final step in the creation of the district, which will allow for TIF to be used to incentive and assist redevelopment of the area. The Idaho Falls Redevelopment Agency (FRA) board approved the plan by resolution at its July 20, 2023, meeting. This is anticipated to be a 20-year plan, the maximum allowed by State Statute.

Action Item:

Approve the Ordinance approving the Stanley Boge Urban Renewal District and give authorization for the Mayor and City Clerk to execute the necessary documents (or take other action deemed appropriate).

Attachments: Stanley Boge Plan City Council Ordinance
(Exhibit 1) Resolution of the Planning Commission
(Exhibit 2) Notice Published in the Post Register
(Exhibit 3) Urban Renewal Plan for the Stanley Boge Urban Renewal Project
(Exhibit 4) Ordinance Summary_Stanley Boge Plan
(Exhibit A for PC Resolution) Stanley Boge PC Staff Report

6. Announcements.

7. Adjournment.



Memorandum

File #: 23-285

City Council Meeting

FROM: Bud Cranor

DATE: Tuesday, September 26, 2023

DEPARTMENT: Mayor's Office

Subject

Appointments to City Boards, Committees and Commissions pursuant to City Code, Title 2

Council Action Desired

☐ Ordinance

☐ Resolution

☐ Public Hearing

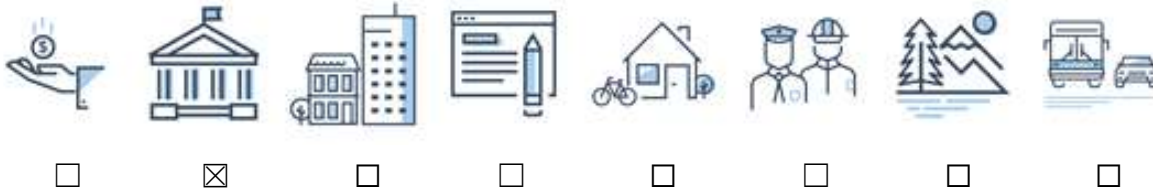
☒ Other Action (Approval, Authorization, Ratification, etc.)

Give consent to Mayor Casper's new appointments of Amy Brumfield, Charlotte Combs, and Jeremy Crook to serve on the Sister Cities Advisory Committee, Nick Terry to serve on the Impact Fee Advisory Committee, and Shelby Woolstenhulme to serve on the War Bonnet Advisory Committee, and give consent for the reappointments of T.J. Nottestad, Arthur Kull, Carrie Scheid, Brandon Lee, Robert Nitschke, Mark Cole, Krisi Staten, Kassie Jones, Gerry Bates, and Rick Potter to serve on the respective boards, committees, and commissions as listed below, pursuant to Title 2 of City Code, (or take other action deemed appropriate).

Description, Background Information & Purpose

Name	Status	Appointment Expires
Amy Brumfield	2-year Appointment-Sister Cities Advisory Committee	12/31/2025
Charlotte Combs	2-year Appointment-Sister Cities Advisory Committee	12/31/2025
Jeremy Crook	2-year Appointment-Sister Cities Advisory Committee	12/31/2025
Nick Terry	3-year Appointment-Impact Fee Advisory Committee	12/31/2026
Shelby Woolstenhulme	3-year Appointment-War Bonnet Advisory Committee	12/31/2026
T.J. Nottestad	2-year Reappointment-Impact Fee Advisory Committee	12/31/2025
Arthur Kull	3-year Reappointment-Civic Center for the Performing Arts Committee	12/31/2026
Carrie Scheid	3-year Reappointment-Civic Center for the Performing Arts Committee	12/31/2026
Brandon Lee	3-year Reappointment-Parks & Recreation Commission	12/31/2026
Robert Nitschke	3-year Reappointment-Parks & Recreation Commission	12/31/2026
Mark Cole	3-year Reappointment-Golf Advisory Board	12/31/2026
Krisi Staten	3-year Reappointment-War Bonnet Advisory Committee	12/31/2026
Kassie Jones	3-year Reappointment-War Bonnet Advisory Committee	12/31/2026
Gerry Bates	3-year Reappointment-Shade Tree Committee	12/31/2026
Rich Potter	3-year Reappointment-Shade Tree Committee	12/31/2026

Attached please find correspondence from Chief of Staff Cranor and the citizen applications from Amy Brumfield, Charlotte Combs, Jeremy Crook, Nick Terry, and Shelby Woolstenhulme. Further, please find attached memoranda and correspondence from Directors Alexander and Holm in reference to the appointments and reappointments as listed.

Alignment with City & Department Planning Objectives

Involving citizens in governance and decision-making processes supports the highest values of the strategic plan.

Interdepartmental Coordination

N/A

Fiscal Impact

City Boards, Committees and Commissions are volunteer positions. Activities and expenses necessary for the proper function of these boards, committees and Commissions will be accounted for and funded by the appropriate agency or department budget.

Legal Review

N/A



MEMORANDUM

TO: Carla Bruington

FROM: Bud Cranor

DATE: October 23, 2023

RE: Board and Commission Appointments

Attached, please find applications for the following individuals for consideration to be appointed by the Mayor & City Council to serve on the following City of Idaho Falls Boards, Commissions or Committees, per City Code, Title 2:

Nick Terry	Impact Fee Advisory Committee
Dr. Amy Brumfield	Sister Cities Advisory Committee
Jeremy Crook	Sister Cities Advisory Committee
Charlotte Combs	Sister Cities Advisory Committee
Shelby Woolstenhulme	War Bonnet Roundup Advisory Committee

Mr. Terry, Dr. Brumfield, Mr. Crook, Ms. Combs, and Ms. Woolstenhulme have been recommended for service, have filled out applications to serve on their respective committees. They have also been interviewed regarding their interest and capacity to serve and advised of the expectations and duties associated with service on a city board, committee, or commission.

After reviewing their applications and meeting with them individually, I recommend that their names be placed on an upcoming City Council Agenda and that they be appointed to serve by the Mayor & City Council.



City of Idaho Falls
Boards, Committees and Commissions
Citizen Application

Thank you for your willingness to serve our community. Please fill out this form and attach a résumé to this application. If you wish, you may also submit a cover letter explaining your interest in city service.

Your application will be kept on file. When there is an opening on a relevant City Board, Committee or Commission, your application will be reviewed. Return the completed form to the Mayor's office at: City of Idaho Falls Mayor's office: P.O. Box 50220, Idaho Falls, ID 83405 or mayor@idahofalls.gov.

Name:	Nick Terry		
Mailing Address:	1347 Azalea Dr.		
City, State, Zip:	Idaho Falls, ID 83404		
Email Address:	nickt@tokcommercial.com		
Daytime Phone:	208-357-4678	<input checked="" type="checkbox"/> Message?	<input checked="" type="checkbox"/> Text?
Evening Phone:		<input type="checkbox"/> Message?	<input type="checkbox"/> Text?
Cell Phone:	208-709-0070	<input type="checkbox"/> Message?	<input checked="" type="checkbox"/> Text?

What is your motivation for service on this/these committee(s)?

Help the City of Idaho Falls prepare for the growth in population that will continue in the coming years.

How does your background training and experience lend itself to service on this/these committee(s)?

I have a background in commercial lending and in commercial real estate transactions.

Please list any relevant areas of expertise, education or training you possess that will be helpful for service.

Experience in demand for commercial real estate in Eastern Idaho.

Commercial lending requires reviewing/underwriting of projected budget and pro formas.

FOR OFFICE USE ONLY:

Date received by Mayor's Office:

Date appointed:

City Division(s) application forwarded to:

Board, Committee or Commission appointed to:

	<u>Length of term (Years)</u>	<u>Meeting Frequency</u>
Mayor's Office		
<input type="checkbox"/> Sister Cities Committee	Three (3)	As Needed
Fire Department		
<input type="checkbox"/> Fire Code Appeals Board	Five (5)	Yearly/As Needed
Library		
<input type="checkbox"/> Library Board	Five (5)	Monthly/As Needed
Municipal Services		
<input type="checkbox"/> Civic Center for the Performing Arts Committee	Two (2)	As Needed
Parks and Recreation		
<input type="checkbox"/> Golf Advisory Board	Three (3)	Every Other Month
<input type="checkbox"/> Parks and Recreation Commission	Three (3)	Monthly
<input type="checkbox"/> Shade Tree Committee	Three (3)	Monthly
<input type="checkbox"/> Tautphaus Park Zoological Society	Three (3)	Quarterly
<input type="checkbox"/> War Bonnet Round Up Advisory Committee	Three (3)	As Needed
Community Development Services		
<input type="checkbox"/> Board of Adjustment	Five (5)	2 nd Thursday/As Needed
<input type="checkbox"/> Building Code Board of Appeals	Three (3)	As Needed
<input type="checkbox"/> Electrical Board of Review	Two (2) & Three (3)	As Needed
<input type="checkbox"/> Historic Preservation Commission	Three (3)	1 st Thursday
<input type="checkbox"/> ADA Advisory Board	Three (3)	As Needed
<input type="checkbox"/> Idaho Falls Business Assistance Corp	Staggering Terms	Quarterly/As Needed
<input type="checkbox"/> Idaho Falls Redevelopment Agency	Five (5)	3 rd Thursday
<input type="checkbox"/> Mechanical Appeals Board	Three (3)	As Needed
<input type="checkbox"/> Planning Commission	Six (6)	1 st Tuesday
<input type="checkbox"/> Plumbing Appeals Board	Three (3)	As Needed
Public Works		
<input checked="" type="checkbox"/> Impact Fee Advisory Committee	Three (Staggered Terms)	As Needed
Regional Committees		
<input type="checkbox"/> Bonneville Metropolitan Planning Organization		
Other		
<input type="checkbox"/>		

1Where not specifically required by law, City of Idaho Falls residents will be given preference. 2Four (4) members shall have professional training or experience in the disciplines of architecture, history, architectural history, urban planning, archaeology, engineering, law, or other historic preservation-related disciplines. 3All members shall be a person with a disability or have a demonstrated interest, competence or knowledge of disabilities. 4One (1) member shall be a Bonneville County resident residing within the area of city impact. Please note: Those who stand to receive a direct financial benefit from a particular position, who are involved in litigation with a relevant city department, and who are not city residents may be declared ineligible to serve on a committee. Any information supplied may be subject to disclosure under the Idaho Public Records Law §§ 9-337 through 9-350



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Name:	Amy Brumfield	
Mailing Address:	251 Cass Dr.	
City, State, Zip:	Idaho Falls, ID 83404	
Email Address:	megrammardbran@gmail.com	
Daytime Phone:	(208) 520-7760	<input type="checkbox"/> Message? <input checked="" type="checkbox"/> Text?
Evening Phone:	11	<input type="checkbox"/> Message? <input type="checkbox"/> Text?
Cell Phone:	4	<input type="checkbox"/> Message? <input type="checkbox"/> Text?

What is your motivation for service on this/these committee(s)?

make the world smarter and kinder

How does your background training and experience lend itself to service on this/these committee(s)?

Please list any relevant areas of expertise, education or training you possess that will be helpful for service.

PhD in English, lifelong curiosity about the world and its many glorious people

FOR OFFICE USE ONLY:	
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	<u>Length of term (Years)</u>	<u>Meeting Frequency</u>
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Public Works		
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Regional Committees		
<input type="checkbox"/> Bonneville Metropolitan Planning Organization		
Other		
<input type="checkbox"/>		

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Citizen Application

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Name:	Jeremy Crook		
Mailing Address:	2058 Jennie Lee Dr		
City, State, Zip:	Idaho Falls, ID 83401		
Email Address:	jeremy-crook@leavitt.com		
Daytime Phone:	2085222582	<input type="checkbox"/> Message?	<input type="checkbox"/> Text?
Evening Phone:		<input type="checkbox"/> Message?	<input type="checkbox"/> Text?
Cell Phone:	2084031226	<input checked="" type="checkbox"/> Message?	<input checked="" type="checkbox"/> Text?

What is your motivation for service on this/these committee(s)?

I love Idaho Falls, I've lived here my whole life. I love the public and love being involved with the community. I love service.

How does your background training and experience lend itself to service on this/these committee(s)?

I am on the board for the Young Professionals Network. I am a Chamber of Commerce member and and Ambassador.

I am Rotarian and and I am head the service committee for the Rotary club.

I own my own business (Idaho Falls Fence) and perform many tasks as a owner and Entrepreneur.

Please list any relevant areas of expertise, education or training you possess that will be helpful for service.

I know Idaho Falls. I love Idaho Falls and will tell everyone about it.

The many clubs and positions i'm a part of.

community involvement

FOR OFFICE USE ONLY:	
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Length of term (Years)**Meeting Frequency****Mayor's Office**☒ Sister Cities Committee

Three (3)

As Needed

Fire Department☐ Fire Code Appeals Board

Five (5)

Yearly/As Needed

Library☐ Library Board

Five (5)

Monthly/As Needed

Municipal Services☐ Civic Center for the Performing Arts Committee

Two (2)

As Needed

Parks and Recreation☐ Golf Advisory Board

Three (3)

Every Other Month

☐ Parks and Recreation Commission

Three (3)

Monthly

☐ Shade Tree Committee

Three (3)

Monthly

☐ Tautphaus Park Zoological Society

Three (3)

Quarterly

☐ War Bonnet Round Up Advisory Committee

Three (3)

As Needed

Community Development Services☐ Board of Adjustment

Five (5)

2nd Thursday/As Needed☐ Building Code Board of Appeals

Three (3)

As Needed

☐ Electrical Board of Review

Two (2) & Three (3)

As Needed

☐ Historic Preservation Commission

Three (3)

1st Thursday☐ ADA Advisory Board

Three (3)

As Needed

☐ Idaho Falls Business Assistance Corp

Staggering Terms

Quarterly/As Needed

☐ Idaho Falls Redevelopment Agency

Five (5)

3rd Thursday☒ Mechanical Appeals Board

Three (3)

As Needed

☐ Planning Commission

Six (6)

1st Tuesday☐ Plumbing Appeals Board

Three (3)

As Needed

Public Works☐ Impact Fee Advisory Committee

Three (Staggered Terms)

As Needed

Regional Committees☐ Bonneville Metropolitan Planning Organization**Other**☐

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Name:	Charlotte Combs		
Mailing Address:	5701 S. Big Horn Cir.		
City, State, Zip:	Idaho Falls, ID 83406		
Email Address:			
Daytime Phone:		<input type="checkbox"/> Message? <input type="checkbox"/> Text?	
Evening Phone:		<input type="checkbox"/> Message? <input type="checkbox"/> Text?	
Cell Phone:	(208) 346-0878	<input type="checkbox"/> Message? <input type="checkbox"/> Text?	

What is your motivation for service on this/these committee(s)?

I am the student president of the youth sister cities committee.

How does your background training and experience lend itself to service on this/these committee(s)?

I've been in the sister cities group for many years. I have also served in my high school student body.

Please list any relevant areas of expertise, education or training you possess that will be helpful for service.

FOR OFFICE USE ONLY:	
Date received by Mayor's Office:	Date appointed:
City Division(s) application forwarded to:	Board, Committee or Commission appointed to:

Length of term (Years)**Meeting Frequency****Mayor's Office**☒ Sister Cities Committee

Three (3)

As Needed

Fire Department☐ Fire Code Appeals Board

Five (5)

Yearly/As Needed

Library☐ Library Board

Five (5)

Monthly/As Needed

Municipal Services☐ Civic Center for the Performing Arts Committee

Two (2)

As Needed

Parks and Recreation☐ Golf Advisory Board

Three (3)

Every Other Month

☐ Parks and Recreation Commission

Three (3)

Monthly

☐ Shade Tree Committee

Three (3)

Monthly

☐ Tautphaus Park Zoological Society

Three (3)

Quarterly

☐ War Bonnet Round Up Advisory Committee

Three (3)

As Needed

Community Development Services☐ Board of Adjustment

Five (5)

2nd Thursday/As Needed☐ Building Code Board of Appeals

Three (3)

As Needed

☐ Electrical Board of Review

Two (2) & Three (3)

As Needed

☐ Historic Preservation Commission

Three (3)

1st Thursday☐ ADA Advisory Board

Three (3)

As Needed

☐ Idaho Falls Business Assistance Corp

Staggering Terms

Quarterly/As Needed

☐ Idaho Falls Redevelopment Agency

Five (5)

3rd Thursday☐ Mechanical Appeals Board

Three (3)

As Needed

☐ Planning Commission

Six (6)

1st Tuesday☐ Plumbing Appeals Board

Three (3)

As Needed

Public Works☐ Impact Fee Advisory Committee

Three (Staggered Terms)

As Needed

Regional Committees☐ Bonneville Metropolitan Planning Organization**Other**☐

1Where not specifically required by law, City of Idaho Falls residents will be given preference. 2Four (4) members shall have professional training or experience in the disciplines of architecture, history, architectural history, urban planning, archaeology, engineering, law, or other historic preservation-related disciplines. 3All members shall be a person with a disability or have a demonstrated interest, competence or knowledge of disabilities. 4One (1) member shall be a Bonneville County resident residing within the area of city impact. Please note: Those who stand to receive a direct financial benefit from a particular position, who are involved in litigation with a relevant city department, and who are not city residents may be declared ineligible to serve on a committee. Any information supplied may be subject to disclosure under the Idaho Public Records Law §§ 9-337 through 9-350



MEMORANDUM

TO: Bud Cranor, Chief of Staff

FROM: PJ Holm, Director, Parks and Recreation Department

DATE: September 13th, 2023

RE: Parks and Recreation Department Boards, Committees and Commission Re-Appointments

The Parks and Recreation Department respectfully submits the following name for consideration for appointment to the War Bonnet Advisory Board. The appointment is for a three-year term.

- Shelby Woolstenhulme

Shelby's term would commence January 1, 2024 and expire December 31st, 2026.

A handwritten signature in blue ink, appearing to read "P.J. Holm", is written over a light blue horizontal line.



City of Idaho Falls
Boards, Committees and Commissions
Citizen Application

Thank you for your willingness to serve our community. Please fill out this form and attach a résumé to this application. If you wish, you may also submit a cover letter explaining your interest in city service.

Your application will be kept on file. When there is an opening on a relevant City Board, Committee or Commission, your application will be reviewed. Return the completed form to the Mayor's office at: City of Idaho Falls Mayor's office: P.O. Box 50220, Idaho Falls, ID 83405 or mayor@idahofalls.gov.

Name:	Shelby Dee Woolstenhulme		
Mailing Address:	3440 Circle S Dr.		
City, State, Zip:	Ammon, ID, 83406		
Email Address:	sparky_2488@yahoo.com		
Daytime Phone:		<input type="checkbox"/> Message? <input type="checkbox"/> Text?	
Evening Phone:		<input type="checkbox"/> Message? <input type="checkbox"/> Text?	
Cell Phone:	208-390-1778	<input checked="" type="checkbox"/> Message? <input checked="" type="checkbox"/> Text?	

What is your motivation for service on this/these committee(s)?

I have had a direct passion for the War Bonnet Rodeo over several years, but I also have a passion for my community, as I was born and raised in Idaho Falls. The rodeo has grown tremendously and I am motivated to bring more excitement and new ideas to the committee to facilitate its already popular reputation.

How does your background training and experience lend itself to service on this/these committee(s)?

I have always been a natural born leader. Having been a captain for several years on my high school soccer team, initially taught me the power of teamwork and commitment. I have been a Speech Language Pathologist for over 13 years now and have worked with a diversity of people and organizations. I feel as though I have a solid feel for both service and working with large groups of people to reach a common goal.

Please list any relevant areas of expertise, education or training you possess that will be helpful for service.

Bachelors of Hearing and Speech Sciences. Masters of Speech Language Pathology. Nearly 14 years as a practicing SLP. 10 years as a supervising therapist; training and leading different individuals in various roles within Home Health. 8 years of volunteering with the War Bonnet Rodeo, specifically with the Shoshone-Bannock Tribes.

FOR OFFICE USE ONLY:

Date received by Mayor's Office: 10-6-2023	Date appointed:
City Division(s) application forwarded to:	Board, Committee or Commission appointed to:

	<u>Length of term (Years)</u>	<u>Meeting Frequency</u>
Mayor's Office		
<input type="checkbox"/> Sister Cities Committee	Three (3)	As Needed
Fire Department		
<input type="checkbox"/> Fire Code Appeals Board	Five (5)	Yearly/As Needed
Library		
<input type="checkbox"/> Library Board	Five (5)	Monthly/As Needed
Municipal Services		
<input type="checkbox"/> Civic Center for the Performing Arts Committee	Two (2)	As Needed
Parks and Recreation		
<input type="checkbox"/> Golf Advisory Board	Three (3)	Every Other Month
<input type="checkbox"/> Parks and Recreation Commission	Three (3)	Monthly
<input type="checkbox"/> Shade Tree Committee	Three (3)	Monthly
<input type="checkbox"/> Tautphaus Park Zoological Society	Three (3)	Quarterly
<input checked="" type="checkbox"/> War Bonnet Round Up Advisory Committee	Three (3)	As Needed
Community Development Services		
<input type="checkbox"/> Board of Adjustment	Five (5)	2 nd Thursday/As Needed
<input type="checkbox"/> Building Code Board of Appeals	Three (3)	As Needed
<input type="checkbox"/> Electrical Board of Review	Two (2) & Three (3)	As Needed
<input type="checkbox"/> Historic Preservation Commission	Three (3)	1 st Thursday
<input type="checkbox"/> ADA Advisory Board	Three (3)	As Needed
<input type="checkbox"/> Idaho Falls Business Assistance Corp	Staggering Terms	Quarterly/As Needed
<input type="checkbox"/> Idaho Falls Redevelopment Agency	Five (5)	3 rd Thursday
<input type="checkbox"/> Mechanical Appeals Board	Three (3)	As Needed
<input type="checkbox"/> Planning Commission	Six (6)	1 st Tuesday
<input type="checkbox"/> Plumbing Appeals Board	Three (3)	As Needed
Public Works		
<input type="checkbox"/> Impact Fee Advisory Committee	Three (Staggered Terms)	As Needed
Regional Committees		
<input type="checkbox"/> Bonneville Metropolitan Planning Organization		
Other		
<input type="checkbox"/>		

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MEMORANDUM

TO: Bud Cranor, Chief of Staff

FROM: PJ Holm, Director, Parks and Recreation Department

DATE: September 12, 2023

RE: Parks and Recreation Department Boards, Committees and Commission Re-Appointments

The Parks and Recreation Department respectfully submits the following name for consideration for re-appointment to the below listed boards, committees, and commissions. Each of these persons has been dedicated to working with their respective board or committee and would like to continue.

Board Or Commission	Name	Expiration	Term and Next Expiration
Parks & Rec Commission	Brandon Lee	12/31/2023	3 yr. 12/31/2026
Parks & Rec Commission	Robert Nitschke	12/31/2023	3 yr. 12/31/2026
Golf Advisory Board	Mark Cole	12/31/2023	3 yr. 12/31/2026
War Bonnet Advisory	Krisi Staten	12/31/2023	3 yr. 12/31/2026
War Bonnet Advisory	Kassie Jones	12/31/2023	3 yr. 12/31/2026
Shade Tree Committee	Gerry Bates	12/31/2023	3 yr. 12/31/2026
Shade Tree Committee	Rich Potter	12/31/2023	3 yr. 12/31/2026

Respectfully,


PJ Holm

A handwritten signature in blue ink, appearing to read "PJ Holm", is written over the printed name.



MEMORANDUM

TO: Bud Cranor, Chief of Staff

FROM: Pamela Alexander, Impact Fee Administrator 

DATE: September 6, 2023

RE: Impact Fee Advisory Reappointment

For the Mayor's consideration is the recommendation to reappoint Mr. T.J. Nottestad to the Impact Fee Advisory committee for an additional two-year term beginning January 1, 2024 – December 31, 2026.

Chapter 2, Section 2-16-5, Terms states "Each Committee member shall be appointed to serve a term of three (3) years, except the terms of the initial Board members may be less than three years as necessary to provide for staggered terms of office. Terms of no more than three (3) members shall expire in any calendar year. Committee members may be reappointed."

Mr. Nottestad was appointed for a two-year term beginning October 14, 2021, and expiring on December 31, 2023.

As per the attached email, Mr. Nottestad is interested in a reappointment to the Impact Fee Advisory committee for another two-year term.

Thank you for your consideration.

Copy: Carla Bruington, Executive Assistant, Mayor's Office

Pam Alexander

From: Timothy Nottestad <discoveryconstruction@hotmail.com>
Sent: Wednesday, September 6, 2023 3:24 PM
To: Pam Alexander
Cc: Brent Wilson
Subject: Re: Impact Fee Advisory Committee Term

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Yes

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: Pam Alexander <PAlexander@idahofalls.gov>
Sent: Thursday, August 31, 2023 11:03:03 AM
To: discoveryconstruction@hotmail.com <discoveryconstruction@hotmail.com>
Cc: Brent Wilson <brent@tokcommercial.com>
Subject: Impact Fee Advisory Committee Term

Good morning, TJ. I noticed that your term on the Impact Fee Advisory Committee is due to expire this December 31, 2023. Would you be interesting in another two-year term with the committee?

Thank you.



Pamela Alexander | Municipal Services Director

308 Constitution Way
Idaho Falls, Idaho 83402
(208) 612-8249
PAlexander@idahofalls.gov



MEMORANDUM

TO: Bud Cranor, Chief of Staff

FROM: Pamela Alexander, Municipal Services Director

DATE: August 30, 2023

RE: Idaho Falls Civic Center for the Performing Arts Committee Reappointments

For the Mayor's consideration is the recommendation for reappointments to the Civic Center for the Performing Arts Committee:

Arthur Kull and Carrie Scheid committee appointments are due to expire on December 31, 2023. I have contacted Arthur and Carrie and they are both interested in a reappointment. Carrie is interested in a three-year reappointment, ending December 31, 2026. Arthur is interested in another three-year term reappointment as well, ending December 31, 2026.

Anne Staton-Vollique and Bonnee Taggart committee are with their two-year reappointments, ending December 31, 2024.

Thank you for your consideration.

Copy: Carla Bruington, Executive Assistant, Mayor's Office



Memorandum

File #: 23-296

City Council Meeting

FROM: Bear Prairie, General Manager
DATE: Tuesday, October 17, 2023
DEPARTMENT: Idaho Falls Power

Subject

Fleet Replacement Vehicles for Idaho Falls Power

Council Action Desired

- ☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)

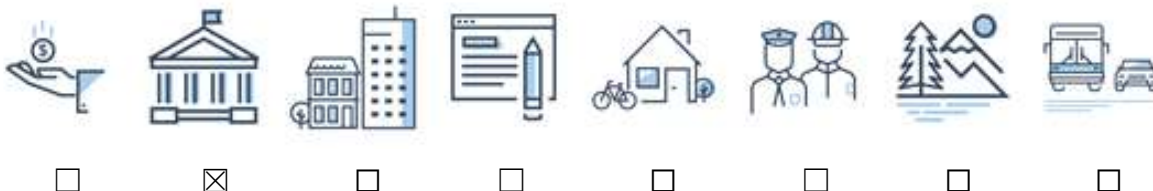
Approve the purchase of 3 Chevrolet fleet vehicles for a total of \$193,715.89 (or take other action deemed appropriate).

Description, Background Information & Purpose

City of Idaho Falls Purchasing Department obtained pricing from the State GSA contract to replace 3 fleet vehicles for Idaho Falls Power. Vehicle breakdown is listed below.

Year	Make	Model	Base	Add on	Total
2024	Chevrolet	3500 HD	\$45,274.00	\$24,754.02	\$70,028.02
2024	Chevrolet	Silverado	\$47,747.00	\$11,958.25	\$59,705.25
2024	Chevrolet	3500 HD	\$45,274.00	\$18,708.62	63,982.62
				Total	\$193,715.89

Alignment with City & Department Planning Objectives



This action supports our readiness for good governance by replacing aging vehicles at the end of their usefulness.

Interdepartmental Coordination

City Purchasing Department and Idaho Falls Power

Fiscal Impact

Funds for this purchase are budgeted for in the 2023/24.

Legal Review

The City Attorney Department agrees that this action is within State Statute.



City of Idaho Falls

Repl.
3025

Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

Price Summary

PRICE SUMMARY

	Invoice	MSRP
Base Price	\$48,340.60	\$51,100.00
Total Options	(\$59.15)	(\$55.00)
Vehicle Subtotal	\$48,281.45	\$51,035.00
Dealer Advertising Adjustment	\$0.00	\$0.00
Destination Charge	\$1,895.00	\$1,895.00
Grand Total	\$50,176.45	\$52,930.00

50,176.45
- 2500
- 1039

46,637

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Data Version: 18510. Data Updated: May 24, 2023 6:40:00 PM PDT.

Requisition 88578



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

Selected Model and Options

MODEL		Invoice	MSRP
CODE	MODEL		
CK30943	2024 Chevrolet Silverado 3500HD 4WD Crew Cab 172" Work Truck	\$48,340.60	\$51,100.00

COLORS	
CODE	DESCRIPTION
GAZ	Summit White

BODY CODE		FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
CODE	DESCRIPTION				
ZW9	Pickup bed, delete includes capped fuel fill, (SFW) Back-up alarm calibration, (9J4) rear bumper delete, (9L3) spare tire delete and spare tire carrier delete. (Requires long bed model and 17" or 18" wheels.) *CREDIT*	0.00 lbs	0.00 lbs	(\$1,051.05)	(\$1,155.00)

REAR WHEEL CONFIGURATION		FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
CODE	DESCRIPTION				
SRW	Single Rear Wheels (STD)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

EMISSIONS		FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
CODE	DESCRIPTION				
FE9	Emissions, Federal requirements	0.00 lbs	0.00 lbs	\$0.00	\$0.00

ENGINE		FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
CODE	DESCRIPTION				
L8T	Engine, 6.6L V8 with Direct Injection and Variable Valve Timing, gasoline (401 hp [289 kW] @ 5200 rpm, 464 lb-ft of torque [629 N-m] @ 4000 rpm) (STD)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

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Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

TRANSMISSION

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
MKM	Transmission, Allison 10-speed automatic (STD) (Standard with (L8T) 6.6L V8 gas engine.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

GVWR

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
G3I	GVWR, 11,700 lbs. (5307 kg) with single rear wheels (STD) (Included and only available with CK30943 model and (L8T) 6.6L V8 gas engine. Requires single rear wheels.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

AXLE

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
GT4	Rear axle, 3.73 ratio (STD) (Requires (L8T) 6.6L V8 gas engine. Not available with (L5P) Duramax 6.6L Turbo-Diesel V8 engine.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

PREFERRED EQUIPMENT GROUP

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
1WT	Work Truck Preferred Equipment Group includes standard equipment	0.00 lbs	0.00 lbs	\$0.00	\$0.00

WHEELS

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
PYT	Wheels, 16" (45.7 cm) painted steel (STD) (Requires single rear wheels.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

TIRES

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
QF5	Tires, LT275/70R18E all-terrain, blackwall (STD) (Requires single rear wheels.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

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Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

SPARE TIRE

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
ZYG	Tire, spare LT275/70R18 all-terrain, blackwall (STD) (included and only available with (QF6) LT275/70R18E all-terrain, blackwall tires with (E63) Durabed, pickup bed single rear wheel models. Available to order when (ZW9) pickup bed delete and (QF6) LT275/70R18E all-terrain, blackwall tires are ordered with single rear wheel models. Not available with dual rear wheels.)	0.00 lbs	0.00 lbs	\$345.80	\$380.00

PAINT

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
GAZ	Summit White	0.00 lbs	0.00 lbs	\$0.00	\$0.00

SEAT TYPE

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
AZ3	Seats, front 40/20/40 split-bench with covered armrest storage and under-seat storage (lockable) (STD)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

SEAT TRIM

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
H1T	Jet Black, Cloth seat trim	0.00 lbs	0.00 lbs	\$0.00	\$0.00

RADIO

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
IOR	Audio system, Chevrolet Infotainment 3 system, 7" diagonal HD color touchscreen, AM/FM stereo Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Wireless Apple CarPlay and Wireless Android Auto compatibility (STD)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

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Data Version: 19510. Data Updated: May 24, 2023 8:40:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

ADDITIONAL EQUIPMENT - PACKAGE

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
ZLQ	WT Fleet Convenience Package Includes (UD7) Rear Park Assist, (QT5) EZ Lift power lock and release tailgate and (DBG) outside power-adjustable vertical trailing with heated upper glass (Not available with (PCV) WT Convenience Package. (DBG) outside power-adjustable vertical trailing with heated upper glass can be upgraded to (DVI) trailer mirrors or (OLN) outside heated power-adjustable, manual folding mirrors.)	0.00 lbs	0.00 lbs	\$191.10	\$210.00

ADDITIONAL EQUIPMENT - MECHANICAL

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
—	Capped Fuel Fill (Included and only available with (L5P) Duramax 6.6L Turbo-Diesel V8 engine or (ZWB) pickup bed delete.)	0.00 lbs	0.00 lbs	Inc.	Inc.
JL1	Trailer brake controller, integrated (Requires (ZLQ) WT Fleet Convenience Package, (PCV) WT Convenience Package or (L5P) Duramax 6.6L Turbo-Diesel V8 engine. Included with (CMT) Gooseneck / 5th Wheel Package.)	0.00 lbs	0.00 lbs	\$250.25	\$275.00
NZZ	Skid Plates protect the oil pan, front axle and transfer case (Included with (Z71) Z71 Off-Road Package or (VYU) Snow Plow Prep/Camper Package.)	0.00 lbs	0.00 lbs	\$136.60	\$150.00

ADDITIONAL EQUIPMENT - EXTERIOR

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
9J4	Bumper, rear, delete (Included and only available with (ZWB) pickup bed delete.)	0.00 lbs	0.00 lbs	Inc.	Inc.
DBG	Mirrors, outside power-adjustable vertical trailing with heated upper glass lower convex mirrors, integrated turn signals, manual folding/extending (extends 3.31" [84.26mm]) (Included and only available with (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package.)	0.00 lbs	0.00 lbs	Inc.	Inc.
VK3	License plate kit, front (will be shipped to orders with ship -to states that require front license plate)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

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Data Version: 19510. Data Updated: May 24, 2023 6:42:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

ADDITIONAL EQUIPMENT - INTERIOR

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
9L7	Upfitter switch kit, (5) Provides 3-30 amp and 2-20 amp configurable circuits to facilitate installation of aftermarket electrical accessories. Kit with all required parts will be shipped loose with the truck for installation by the dealer or upfitter at customer expense. Installation instructions and technical assistance available at www.gmupfitter.com .	0.00 lbs	0.00 lbs	\$136.50	\$150.00
K34	Cruise control, electronic with set and resume speed, steering wheel-mounted (Included with (PCV) WT Convenience Package.)	0.00 lbs	0.00 lbs	\$204.75	\$225.00
SFW	Back-up alarm calibration This calibration will allow installation of an aftermarket back-up alarm by disabling rear perimeter lighting (Included with (ZWB) pickup bed delete. Not available with (SS3) back-up alarm or (UY2) trailer wire provisions.)	0.00 lbs	0.00 lbs	Inc.	Inc.

ADDITIONAL EQUIPMENT - SAFETY-INTERIOR

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
R9L	Deleted 3 Years of Remote Access (Requires (UE1) OnStar. Required on the following order types: FDR, FLS, FBC, FGO, FRC. Available on the following order types: FEF, FNR, TSC, TSP, TSR, TSD, TSM. Required on vehicles being shipped to Puerto Rico, the Virgin Islands, or Guam.) "CREDIT"	0.00 lbs	0.00 lbs	(\$273.00)	(\$300.00)
Options Total		0.00 lbs	0.00 lbs	(\$59.15)	(\$65.00)

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Data Version: 19510. Data Updated: May 24, 2023 6:40:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

Standard Equipment

Package

Trailering Package includes trailer hitch, 7-pin connector and (CTT) Hitch Guidance (Deleted when (ZW9) pickup bed delete is ordered.)

Mechanical

Engine, 6.6L V8 with Direct Injection and Variable Valve Timing, gasoline (401 hp (299 kW) @ 5200 rpm, 464 lb-ft of torque (629 N-m) @ 4000 rpm) (STD)

Transmission, Allison 10-speed automatic (STD) (Standard with (L8T) 6.6L V8 gas engine.)

Rear axle, 3.73 ratio (STD) (Requires (L8T) 6.6L V8 gas engine. Not available with (L5P) Duramax 6.6L Turbo-Diesel V8 engine.)

Durabed, pickup bed (STD)

GVWR, 11,700 lbs. (5307 kg) with single rear wheels (STD) (Included and only available with CK30943 model and (L8T) 6.6L V8 gas engine. Requires single rear wheels.)

Push Button Start

Air filter, heavy-duty

Air filtration monitoring

Transfer case, two-speed electronic shift with push button controls (Requires 4WD models.)

Auto-locking rear differential

Four wheel drive

Cooling, external engine oil cooler

Cooling, auxiliary external transmission oil cooler

Battery, heavy-duty 720 cold-cranking amps/80 Amp-hr maintenance-free with rundown protection and retained accessory power (Included and only available with (L8T) 6.6L V8 gas engine.)

Alternator, 170 amps (Requires (L8T) 6.6L V8 gas engine.)

Recovery hooks, front, frame-mounted, Black

Frame, fully-boxed, hydroformed front section and a fully-boxed stamped rear section

Suspension Package

Steering, Recirculating ball with smart flow power steering system

Brakes, 4-wheel antilock, 4-wheel disc with DURALIFE rotors

Brake lining wear indicator

Capless Fuel Fill (Requires (L8T) 6.6L V8 gas engine. Not available with (ZW9) pickup bed delete.)

Exhaust, single, side

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Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

Exterior

Wheels, 18" (45.7 cm) painted steel (STD) (Requires single rear wheels.)

Tires, LT275/70R18E all-terrain, blackwall (STD) (Requires single rear wheels.)

Tire, spare LT275/70R18E all-terrain, blackwall (STD) (Included and only available with (QF6) LT275/70R18E all-terrain, blackwall tires with (E83) Durabed, pickup bed single rear wheel models. Available to order when (ZW9) pickup bed delete and (QF6) LT275/70R18E all-terrain, blackwall tires are ordered with single rear wheel models. Not available with dual rear wheels.)

Single Rear Wheels (STD)

Tire carrier lock keyed cylinder lock that utilizes same key as ignition and door (Deleted with (ZW9) pickup bed delete.)

Bumpers, front, Black

Bumpers, rear, Black

BedStep, Black integrated on forward portion of bed on driver and passenger side (Deleted when (ZW9) pickup bed delete is ordered.)

CornerStep, rear bumper

Moldings, beltline, Black

Cargo tie downs (12), fixed, rated at 500 lbs per corner (Deleted with (ZW9) pickup bed delete.)

Headlamps, halogen reflector with halogen Daytime Running Lamps

IntelliBeam, automatic high beam on/off

Tail lamps, with incandescent tail, stop and reverse lights (Note: Trucks equipped with dual rear wheels will feature LED signature tail and stop lamps, with incandescent reverse lamp.)

Lamps, cargo area cab mounted integrated with center high mount stop lamp, with switch in bank on left side of steering wheel

Mirrors, outside high-visibility vertical trailing lower convex mirrors, manual-folding/extending (extends 3.31" [84.25mm]), molded in Black (Not included on Regular Cab models.)

Mirror caps, Black

Glass, solar absorbing, tinted

Door handles, Black grained

Tailgate, standard (Deleted with (ZW9) pickup bed delete.)

Tailgate and bed rail protection cap, top

Tailgate, locking, utilizes same key as ignition and door (Upgraded to (QT5) EZ Lift power lock and release tailgate when (PCV) WT Convenience Package or (ZLO) WT Fleet Convenience Package is ordered. Not available with (ZW9) pickup bed delete.)

Tailgate, gate function manual, no EZ Lift (Deleted with (ZW9) pickup bed delete.)

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Data Version: 18510. Data Updated: May 24, 2023 6:40:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

Entertainment

Audio system, Chevrolet Infotainment 3 system, 7" diagonal HD color touchscreen, AM/FM stereo Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Wireless Apple CarPlay and Wireless Android Auto compatibility (STD)

Audio system feature, 6-speaker system (Requires Crew Cab or Double Cab model.)

Bluetooth for phone connectivity to vehicle infotainment system

Wireless Phone Projection for Apple CarPlay and Android Auto

Wi-Fi Hotspot capable (Terms and limitations apply. See onstar.com or dealer for details.)

Interior

Seats, front 40/20/40 split-bench with covered armrest storage and under-seat storage (lockable) (STD)

Seat trim, Vinyl

Seat adjuster, driver 4-way manual

Seat adjuster, passenger 4-way manual

Seat, rear 60/40 folding bench (folds up), 3-passenger (includes child seat top tether anchor) (Requires Crew Cab or Double Cab model.)

Floor covering, rubberized-vinyl (Not available with LPO floor liners.)

Steering wheel, urethane

Instrument cluster, 6-gauge cluster featuring speedometer, fuel level, engine temperature, tachometer, voltage and oil pressure

Driver Information Center, 3.5" diagonal monochromatic display

Exterior Temperature Display located in radio display

Compass, located in instrument cluster

Window, power front, drivers express up/down

Window, power front, passenger express down

Windows, power rear, express down (Not available with Regular Cab models.)

Door locks, power

Remote Keyless Entry with 2 transmitters

Power outlet, front auxiliary, 12-volt

USB Ports, 2, Charge/Data ports located on instrument panel

Air conditioning, single-zone

Air vents, rear, heating/cooling (Not available on Regular Cab models.)

Mirror, inside rearview, manual tilt

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Data Version: 19510. Data Updated: May 24, 2023 6:40:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

Interior

Assist handles front A-pillar mounted for driver and passenger, rear B-pillar mounted
Chevrolet Connected Access capable (Subject to terms. See onstar.com or dealer for details.)

Safety-Mechanical

Automatic Emergency Braking
Front Pedestrian Braking
StabiliTrak, stability control system with Proactive Roll Avoidance and traction control includes electronic trailer sway control and hill start assist

Safety-Exterior

Daytime Running Lamps with automatic exterior lamp control

Safety-Interior

Airbags, Dual-stage frontal airbags for driver and front outboard passenger; Seat-mounted side-impact airbags for driver and front outboard passenger; Head-curtain airbags for front and rear outboard seating positions; Includes front outboard Passenger Sensing System for frontal outboard passenger airbag (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)
OnStar and Chevrolet connected services capable (Terms and limitations apply. See onstar.com or dealer for details.)
HD Rear Vision Camera (Deleted when (ZW9) pickup bed delete is ordered.)
Hitch Guidance dynamic single line to aid in trailer alignment for hitching (Deleted with (ZW9) pickup bed delete.)
Lane Departure Warning
Following Distance Indicator
Forward Collision Alert
Rear Seat Reminder (Requires Crew Cab or Double Cab model.)
Indicator-Seat Belt WARNING, Rear Seat (Requires Crew Cab or Double Cab model.)
Seat Belt Adjustable Guide Loops front row only (Included and only available on Crew Cab and Double Cab models.)
Teen Driver a configurable feature that lets you activate customizable vehicle settings associated with a key fob, to help encourage safe driving behavior. It can limit certain available vehicle features, and it prevents certain safety systems from being turned off. An in-vehicle report card gives you information on driving habits and helps you to continue to coach your new driver
Buckle to Drive prevents vehicle from being shifted out of Park until driver seat belt is fastened; times out after 20 seconds and encourages seat belt use, can be turned on and off in Settings menu
Tire Pressure Monitoring System, auto learn Includes Tire Fill Alert (does not apply to spare tire) (Not included on dual rear wheel models.)

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Data Version: 19310. Data Updated: May 24, 2023 6:40:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

Safety-Interior

3 Years of Remote Access. The Remote Access Plan gives you simplified remote control of your properly equipped vehicle and unlocks a variety of great features in your myChevrolet mobile app. See dealer for details. (Remote Access Plan does not include emergency or security services. See onstar.com for details and limitations. Available on select Apple and Android devices. Service availability, features and functionality vary by vehicle, device, and the plan you are enrolled in. Terms apply. Device data connection required.)

Processing-Other

Trailering Information Label provides max trailer ratings for tongue weight, conventional, gooseneck and 5th wheel trailering (Not available with (ZW9) pickup bed delete.)

WARRANTY

Warranty Note: <<< Preliminary 2024 Warranty >>>
Basic Years: 3
Basic Miles/km: 36,000
Drivetrain Years: 5
Drivetrain Miles/km: 60,000
Drivetrain Note: HD Duramax Diesel: 5 Years/100,000 Miles; Qualified Fleet Purchases: 5 Years/100,000 Miles
Corrosion Years (Rust-Through): 6
Corrosion Miles/km (Rust-Through): 100,000
Corrosion Miles/km: 36,000
Roadside Assistance Years: 5
Roadside Assistance Miles/km: 60,000
Roadside Assistance Note: HD Duramax Diesel: 5 Years/100,000 Miles; Qualified Fleet Purchases: 5 Years/100,000 Miles
Maintenance Note: 1 Year/1 Visit

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Data Version: 10010. Data Updated: May 24, 2023 6:40:00 PM PDT.



3820 Skyway Street
Caldwell, Idaho 83605
Phone: 1.208.297.7770
www.semiservice.com

QUOTATION
GMC02240-1

CUSTOMER: City of Idaho Falls
CONTACT: Purchasing Dept
ADDRESS: PO Box 50220
Idaho Falls ID 83405
MOBILE:
WORK: 208-612-8433
FAX: 208-612-8536
EMAIL:

QUOTE NUMBER: GMC02240-1
QUOTE DATE: 4/20/2023
QUOTE VALID UNTIL: 5/20/2023
SALESPERSON: Gary Clark
MOBILE: 208-841-8439
WORK: 208-297-7492

EMAIL: gclark@readingtruck.com

YEAR: 2023	MAKE: CHEVROLET	MODEL: 3500 SILVERADO	SINGLE/DUAL: SRW
CAB TO AXLE: 56.0	CAB TO TANDEM:	CAB TYPE: CREW	VIN:

QTY	DESCRIPTION	PRICE EACH	AMOUNT
1	SERVICE BODY	\$23,497.76	\$23,497.76
1	Due to supply chain volatility, Reading reserves the right to adjust pricing to cover supplier increases & commodity surcharges that may occur after the receipt of a purchase order and before final delivery. If the vehicle included in the quote is not on ground/available on receipt of an order, a requote may be required when the vehicle is assigned a build date.		
1	8' Reading Classic II Universal Mount Stock Body. Part # RETCLS098SRW1FA011203 MODEL# RETCLS098S-S CHASSIS APPLICATION: Single Wheel 56" cab to axle. BODY SHELL: A60 Galvannealed Steel Construction. TOP OPENING: Yes Flip Lids STANDARD SHELIVING: Standard shelf and divider equipment. TAILGATE: Slam action tailgate. Removable stainless steel tail gate knee brace. Polished stainless steel handle. FLOOR: A40-A60 coating weight steel tread plate floor. DOORS: Double paneled door construction heavy duty 18 gauge steel outer skin. Hidden hinges. DOOR SEALS: Wider automotive grade rubber door seal. Exclusive Dual pro seal system for compartment doors. UNDERCOATING: Fully primed and undercoated. DOOR RETAINERS: Nitrogen strut door holders. LIGHT KIT: Rubber isolated LED lights include clearance, stop, tail and turn lights. Standard on all models. FF - All-aluminum fuel receptacle protects body from accidental nicks and scratches during fueling. OVERALL LENGTH-----98" OVERALL WIDTH-----77 1/2" FLOOR WIDTH-----48 1/2" SIDE COMPARTMENT HEIGHT----40" SIDE COMPARTMENT DEPTH-----14 1/2" FLOOR HEIGHT-----24" BODY WEIGHT (APPROX)-----1046 lbs. WARRANTY: Exclusive 6-year guarantee to the original owner (see Reading warranty for details). PAINT: Factory powder coated white. *** NOTE: (+) Supplemental mounting kit for all models. ***		
1	Sliding top for 98 body Reading part # TVPF powder coated white		



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www.semiservice.com

QUOTATION
GMC02240-1

QTY	DESCRIPTION	PRICE EACH	AMOUNT
1	Reading Dome lights: (6) Six Dome Lights With Switch on Light in Each Compartment. (Factory Installed). For Reading Bodies, Model #'s 78, 98, 108, SW & DW, HD-108 & HD-120. Part # RETDL-6		
1	Reading Recessed bumper, Pooched Quick Mount, galvanized steel, SW 76.5" wide Polyurea spray lined in Black Part # RETBPSRSP2FA011152		
1	Reading adapter plug, GM 2500HD/3500HD 2020+. Part #RET14302985		
1	Mounting Kit GM 2500HD/3500HD Pickup Box Delete/Box Removal, 42CA / 56CA, Reading 82" and 98" Bodies. Part #RETYKDK100001.		
1	Reading SP-4 Front 4-Bolt Spring Mounting Kit (Supplied with Aluminum Service Body, optional on Steel Service Body) Approx. Part # RET10012603		
1	Single Wheel Mud Flap With Mounting Brackets. For Single Wheel Service Body. Part # MUD12X20HD		
1	Lubricate and Adjusts Doors on Service Body. Part # MTALUBE		
1	Remove & reinstall (OEM Supplied) Factory Back Up Camera for pickup truck. Includes removal of camera from pickup tailgate. ***Truck must be ordered and equipped with factory camera***		
1	If applicable, install GM OEM option 9L7, upfitter switch module, per GM instructions.		
1	Buyers Class V Receiver Hitch for Service Bodies. Max Gross Trailer Weight: 20,000 lbs, Max Vehicle Load: 2,000 lbs. Receiver Tube Size: 2 1/2". Part # BUY1801052		
1	Curt dual-output 7 & 4-way connector (PLUGS INTO USCAR) #TOWCU-55774		
1	BACK UP ALARM		
1	Adrian Steel four bar hook assembly 2" x 12" bar mounts to partition or other vertical surfaces. (4) welded hooks with 2" hanger opening. Part # ADRTA1 Installed at top of both rear compartments.		
1	CTECH drawer system driver side front 4 3 inch drawers and one 5 inch drawer.		
1	3410A ZD08 B Signal Bar Kit: LED Safety Director, 9 flash patterns, in-cab controller, 15' cable, LED, 12VDC, amber		
1	DRILL-FREE LIGHT BAR CAB MOUNTS FOR GM®/CHEVY® TRUCKS Installs in third brake light OEM location. No drilling required. Add functionality not weight with the lightweight construction. Ideal for mounting accessories like a mini light bar or beacon.		
2	ION SUPER LED AMBER LIGHTS - mounted in front grill Rh and LH side		
2	ION T SERIES LINEAR AMBER PART# WHLTIA Mounted on rear of service body on rh and lh side.		
1	Prime Design curb side rack with drop down for 12 ft ladder length - 24 ft ext ladder. Fabricate brackets for flip top with reinforcement Painted white to match body.		

Quote Total:	\$23,497.76
Sales Tax:	\$0.00
Total Due:	\$23,497.76



3820 Skyway Street
Caldwell, Idaho 83605
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www.semiservice.com

QUOTATION
GMC02240-1

Signature Required to Process Order

PO Number

Date

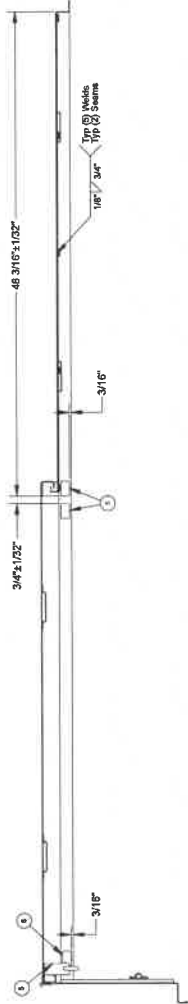
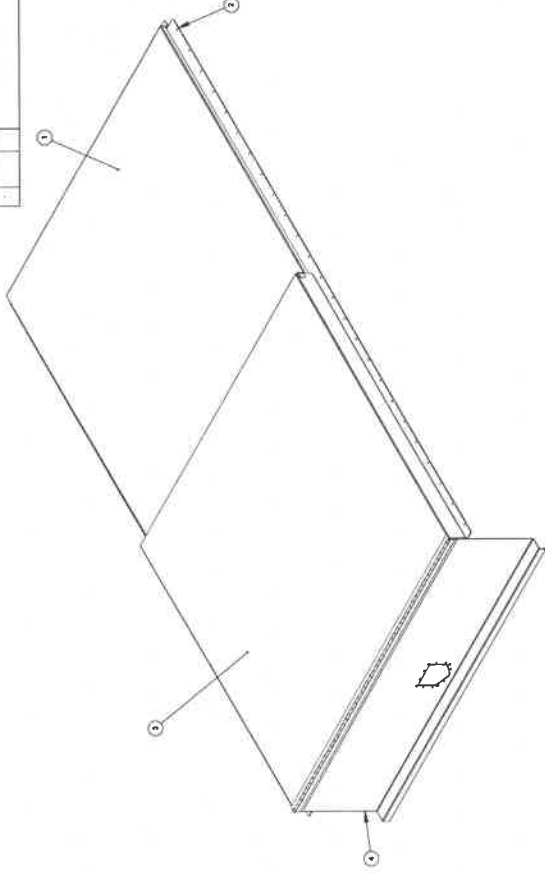
QTY	SUGGESTED ITEMS	PRICE EACH	AMOUNT
1	Quote based on the removal of a pickup bed. Note - Bed removal is not recommended for any pickup with Blind Spot Monitoring/360 Camera install. Reference vehicle specs to confirm inclusion of these or any other OEM upgrades that may prohibit the removal of a pickup bed. If a pickup does arrive with any these OEM upgrades, Engineering will determine if the body install can proceed, if the upgrades will still be viable and what the additional cost will be to make the necessary modifications.		
1	Reading will remove the pickup bed and dispose. (Note - customer will be notified if the removal of the pickup bed creates any issues with the new body install that result in additional cost.)	\$396.88	\$396.88
1	After the pickup bed is removed, before final delivery, the completed vehicle will be transported to a local dealer to have the BCM (Body Control Module) reconfigured.	\$459.38	\$459.38

- ◆ Labor and installation are included in all pricing unless specified.
- ◆ Quoted price does not include any applicable F.E.T., sales taxes, and delivery charges.
- ◆ Quote price does not include any unforeseen obstructions or modifications.
- ◆ Quotation valid until above stated expiration date.
- ◆ Terms are due upon receipt unless prior credit arrangements are made at the time of order.
- ◆ FOB Caldwell, Idaho 83605
- ◆ 50% down payment required with special order items, NON-REFUNDABLE.
- ◆ We only Accept Cash, Check, Visa and MasterCard.

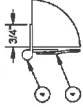
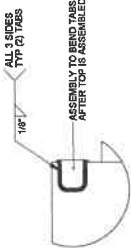
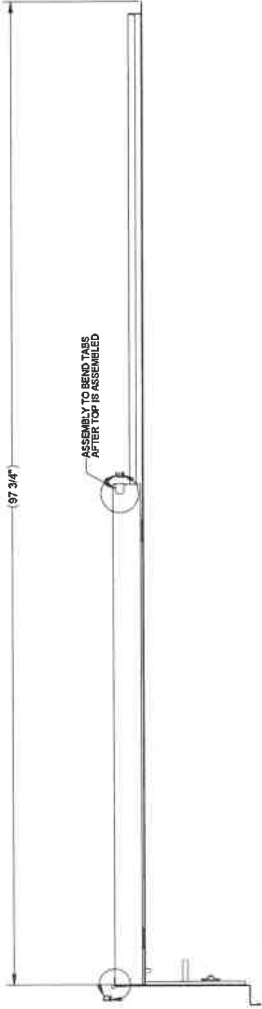
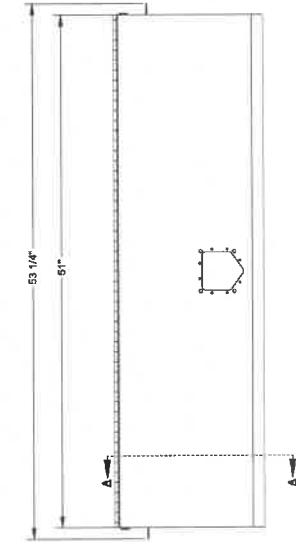
COMPANY: RAYMOND TRUCK BODY, LLC

ITEM	QTY.	DESCRIPTION
1	1	SLUNG TOP, REIN SECTION ASSY
2	1	SLUNG TOP, BRK LATCH ASSY
3	1	SLUNG TOP, SLING SECTION ASSY
4	1	SLUNG TOP, DROP GATE ASSY
5	1	SLUNG TOP, LATCH BRKT ASSY
6	3	SLUNG TOP, LATCH STOP

ITEM	QTY.	DESCRIPTION
1	1	SLUNG TOP, REIN SECTION ASSY
2	1	SLUNG TOP, BRK LATCH ASSY
3	1	SLUNG TOP, SLING SECTION ASSY
4	1	SLUNG TOP, DROP GATE ASSY
5	1	SLUNG TOP, LATCH BRKT ASSY
6	3	SLUNG TOP, LATCH STOP



SECTION A-A



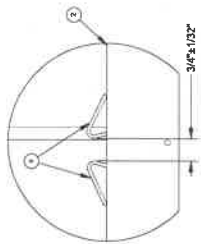
DETAIL C
SCALE 1:2

DETAIL D
SCALE 1:2

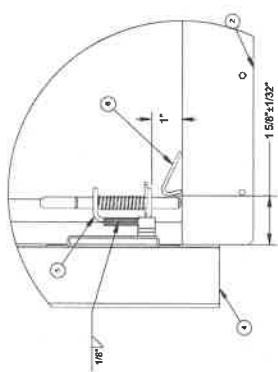
RAYMOND TRUCK BODY, LLC 1000 W. 10th St. P.O. Box 1000 P.O. Box 1000 P.O. Box 1000	RAYMOND TRUCK BODY, LLC 1000 W. 10th St. P.O. Box 1000 P.O. Box 1000 P.O. Box 1000	RAYMOND TRUCK BODY, LLC 1000 W. 10th St. P.O. Box 1000 P.O. Box 1000 P.O. Box 1000
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RAYMOND TRUCK BODY, LLC 1000 W. 10th St. P.O. Box 1000 P.O. Box 1000 P.O. Box 1000	RAYMOND TRUCK BODY, LLC 1000 W. 10th St. P.O. Box 1000 P.O. Box 1000 P.O. Box 1000	RAYMOND TRUCK BODY, LLC 1000 W. 10th St. P.O. Box 1000 P.O. Box 1000 P.O. Box 1000
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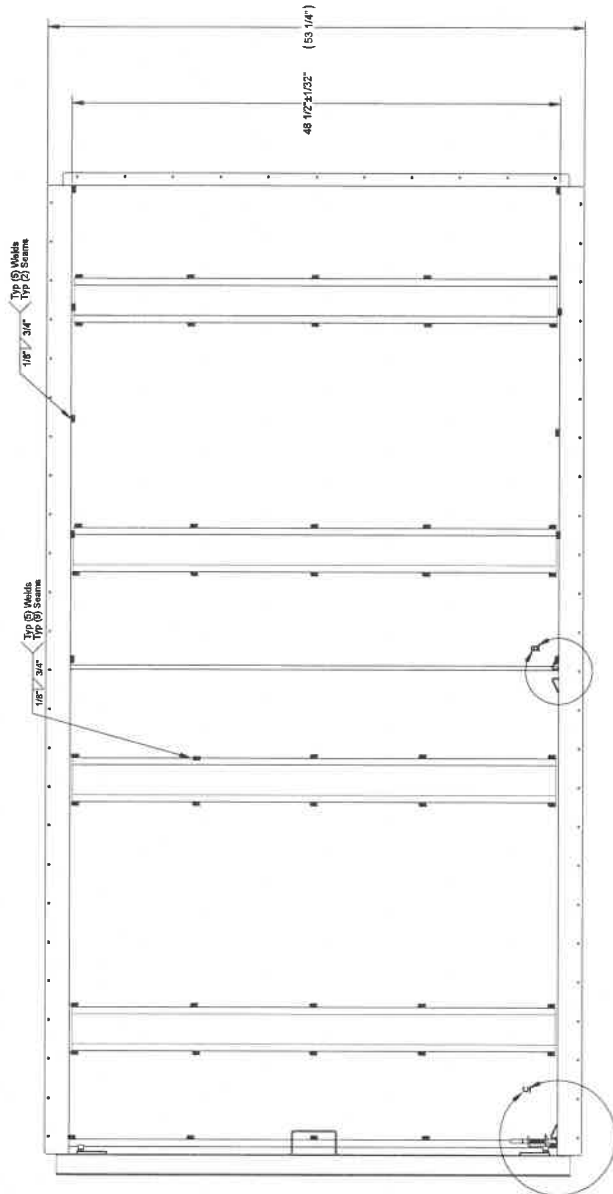
REV	DATE	BY	DESCRIPTION
1			ISSUED FOR CONSTRUCTION



DETAIL B
SCALE 1:2



DETAIL C
SCALE 1:2



READING TRUCK BODY, LLC 2010 W. 100th St. Reading, MN 55413		SLIDING TOP, RANGE A857	
DATE: 11/15/2017	BY: J. J. JENSEN	DATE: 11/15/2017	BY: J. J. JENSEN
PROJECT: 17-0000000000		PROJECT: 17-0000000000	
SHEET: 1 OF 2		SHEET: 1 OF 2	
D		D	



City of Idaho Falls

Vehicle: (Fleet) 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

Replac
3091

Price Summary

PRICE SUMMARY

	Invoice	MSRP
Base Price	\$48,340.60	\$51,100.00
Total Options	\$1,051.05	\$1,155.00
Vehicle Subtotal	\$49,391.65	\$52,255.00
Dealer Advertising Adjustment	\$0.00	\$0.00
Destination Charge	\$1,895.00	\$1,895.00
Grand Total	\$51,286.65	\$54,150.00

51286
- 2500
- 1039

47,747

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Data Version: 19510. Data Updated: May 24, 2023 6:40:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

Selected Model and Options

MODEL		Invoice	MSRP
CODE	MODEL		
CK30943	2024 Chevrolet Silverado 3500HD 4WD Crew Cab 172" Work Truck	\$48,340.60	\$51,100.00

COLORS	
CODE	DESCRIPTION
GAZ	Summit White

BODY CODE		FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
CODE	DESCRIPTION				
EB3	Durabed, pickup bed (STD)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

REAR WHEEL CONFIGURATION		FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
CODE	DESCRIPTION				
SRW	Single Rear Wheels (STD)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

EMISSIONS		FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
CODE	DESCRIPTION				
FE9	Emissions, Federal requirements	0.00 lbs	0.00 lbs	\$0.00	\$0.00

ENGINE		FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
CODE	DESCRIPTION				
L8T	Engine, 6.6L V8 with Direct Injection and Variable Valve Timing, gasoline (401 hp [293 kW] @ 5200 rpm, 464 lb-ft of torque [629 N-m] @ 4000 rpm) (STD)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

TRANSMISSION		FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
CODE	DESCRIPTION				
MKM	Transmission, Allison 10-speed automatic (STD) (Standard with (L8T) 6.6L V8 gas engine.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

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Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

GVWR

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
G3I	GVWR, 11,700 lbs. (5307 kg) with single rear wheels (STD) (Included and only available with CK30943 model and (L8T) 6.6L V8 gas engine. Requires single rear wheels.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

AXLE

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
GT4	Rear axle, 3.73 ratio (STD) (Requires (L8T) 6.6L V8 gas engine. Not available with (L5P) Duramax 6.6L Turbo-Diesel V8 engine.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

PREFERRED EQUIPMENT GROUP

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
1WT	Work Truck Preferred Equipment Group includes standard equipment	0.00 lbs	0.00 lbs	\$0.00	\$0.00

WHEELS

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
PYT	Wheels, 18" (45.7 cm) painted steel (STD) (Requires single rear wheels.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

TIRES

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
QF6	Tires, LT275/70R18E all-terrain, blackwall (STD) (Requires single rear wheels.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

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Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

SPARE TIRE

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
ZYG	Tire, spare LT275/70R18 all-terrain, blackwall (STD) (Included and only available with (QF6) LT275/70R18E all-terrain, blackwall tires with (E63) Durabed, pickup bed single rear wheel models. Available to order when (ZW9) pickup bed delete and (QF6) LT275/70R18E all-terrain, blackwall tires are ordered with single rear wheel models. Not available with dual rear wheels.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

PAINT

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
GAZ	Summit White	0.00 lbs	0.00 lbs	\$0.00	\$0.00

SEAT TYPE

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
AZ3	Seats, front 40/20/40 split-bench with covered armrest storage and under-seat storage (lockable) (STD)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

SEAT TRIM

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
H1T	Jet Black, Cloth seat trim	0.00 lbs	0.00 lbs	\$0.00	\$0.00

RADIO

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
JCR	Audio system, Chevrolet Infotainment 3 system, 7" diagonal HD color touchscreen, AM/FM stereo Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Wireless Apple CarPlay and Wireless Android Auto compatibility (STD)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

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Data Version: 19510. Data Updated: May 24, 2023 6:40:06 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

ADDITIONAL EQUIPMENT - PACKAGE

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
VYU	Snow Plow Prep/Camper Package includes (KW5) 220-amp alternator, includes increased front GAWR on Heavy Duty models, (NZZ) skid plates (transfer case and oil pan), pass through dash grommet hole and roof emergency light provisions. Contact GM Upfitter Integration at www.gmupfitter.com for plow installation details and assistance. Note: if ordered for Camper usage, recommend ordering (UY2) Trailering wiring provisions (Requires 4WD model. Upgradeable to (KH1) Dual alternators (220-amp primary, 170-amp auxiliary). Included with (ANQ) Alaskan Snow Plow Special Edition. Not available with (F60) Heavy Duty Front Spring/Camper Package.)	0.00 lbs	0.00 lbs	\$273.00	\$300.00
ZLQ	WT Fleet Convenience Package includes (UD7) Rear Park Assist, (QT5) EZ Lift power lock and release tailgate and (DBG) outside power-adjustable vertical trailering with heated upper glass (Not available with (PCV) WT Convenience Package. (DBG) outside power-adjustable vertical trailering with heated upper glass can be upgraded to (DWI) trailer mirrors or (DLN) outside heated power-adjustable, manual folding mirrors.)	0.00 lbs	0.00 lbs	\$596.05	\$655.00

ADDITIONAL EQUIPMENT - MECHANICAL

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
JL1	Trailer brake controller, integrated (Requires (ZLQ) WT Fleet Convenience Package, (PCV) WT Convenience Package or (L5P) Duramax 6.6L Turbo-Diesel V8 engine. Included with (CMT) Gooseneck / 5th Wheel Package.)	0.00 lbs	0.00 lbs	\$250.25	\$275.00
KW5	Alternator, 220 amps (Included with (L5P) Duramax 6.6L Turbo-Diesel V8 engine or (VYU) Snow Plow Prep/Camper Package. Free flow on (L8T) 6.6L V8 gas engine.)	0.00 lbs	0.00 lbs	Inc.	Inc.
NZZ	Skid Plates protect the oil pan, front axle and transfer case (included with (Z71) Z71 Off-Road Package or (VYU) Snow Plow Prep/Camper Package.)	0.00 lbs	0.00 lbs	Inc.	Inc.

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Data Version: 19510. Data Updated: May 24, 2023 6:40:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

ADDITIONAL EQUIPMENT - EXTERIOR

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
D8G	Mirrors, outside power-adjustable vertical trailing with heated upper glass lower convex mirrors, integrated turn signals, manual folding/extending (extends 2.31" [54.25mm]) (Included and only available with (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package.)	0.00 lbs	0.00 lbs	Inc.	Inc.
QT5	Tailgate, gate function manual with EZ Lift includes power lock and release (Included and only available with (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package.	0.00 lbs	0.00 lbs	Inc.	Inc.
VK3	License plate kit, front (will be shipped to orders with ship -to states that require front license plate)	0.00 lbs	0.00 lbs	\$0.90	\$0.00

ADDITIONAL EQUIPMENT - INTERIOR

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
K34	Cruise control, electronic with set and resume speed, steering wheel-mounted (Included with (PCV) WT Convenience Package.)	0.00 lbs	0.00 lbs	\$204.75	\$225.00

ADDITIONAL EQUIPMENT - SAFETY-INTERIOR

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
RSL	Deleted 3 Years of Remote Access (Requires (UE1) OnStar. Required on the following order types: FDR, FLS, FBC, FGO, FRC. Available on the following order types: FEF, FNR, TSC, YSP, TSR, TSD, TSM. Required on vehicles being shipped to Puerto Rico, the Virgin Islands, or Guam.) *CREDIT*	0.00 lbs	0.00 lbs	(\$273.00)	(\$300.00)
UD7	Rear Park Assist, Ultrasonic (Included with (POA) WT Safety Package or (ZLQ) WT Fleet Convenience Package. Requires (JL1) trailer brake controller. Not available with dual rear wheels or (ZW9) pickup bed delete.)	0.00 lbs	0.00 lbs	Inc.	Inc.

Options Total	0.00 lbs	0.00 lbs	\$1,051.05	\$1,155.00
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Data Version: 19510. Data Updated: May 24, 2023 6:40:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

Standard Equipment

Package

Trailering Package includes trailer hitch, 7-pin connector and (CTT) Hitch Guidance (Deleted when (ZWB) pickup bed delete is ordered.)

Mechanical

Engine, 6.6L V8 with Direct Injection and Variable Valve Timing, gasoline (401 hp [299 kW] @ 5200 rpm, 484 lb-ft of torque [629 N-m] @ 4000 rpm) (STD)

Transmission, Allison 10-speed automatic (STD) (Standard with (L8T) 6.6L V8 gas engine.)

Rear axle, 3.73 ratio (STD) (Requires (L8T) 6.6L V8 gas engine. Not available with (L8P) Duramax 6.6L Turbo-Diesel V8 engine.)

Durabed, pickup bed (STD)

GVWR, 11,700 lbs. (5307 kg) with single rear wheels (STD) (Included and only available with CK30943 model and (L8T) 6.6L V8 gas engine. Requires single rear wheels.)

Push Button Start

Air filter, heavy-duty

Air filtration monitoring

Transfer case, two-speed electronic shift with push button controls (Requires 4WD models.)

Auto-locking rear differential

Four wheel drive

Cooling, external engine oil cooler

Cooling, auxiliary external transmission oil cooler

Battery, heavy-duty 720 cold-cranking amps/80 Amp-hr maintenance-free with rundown protection and retained accessory power (Included and only available with (L8T) 6.6L V8 gas engine.)

Alternator, 170 amps (Requires (L8T) 6.6L V8 gas engine.)

Recovery hooks, front, frame-mounted, Black

Frame, fully-boxed, hydroformed front section and a fully-boxed stamped rear section

Suspension Package

Steering, Recirculating ball with smart flow power steering system

Brakes, 4-wheel antilock, 4-wheel disc with DURALIFE rotors

Brake lining wear indicator

Capless Fuel Fill (Requires (L8T) 6.6L V8 gas engine. Not available with (ZWB) pickup bed delete.)

Exhaust, single, side

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Data Version: 19510. Data Updated: May 24, 2023 8:40:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

Exterior

Wheels, 18" (45.7 cm) painted steel (STD) (Requires single rear wheels.)

Tires, LT275/70R18E all-terrain, blackwall (STD) (Requires single rear wheels.)

Tire, spare LT275/70R18 all-terrain, blackwall (STD) (Included and only available with (QF6) LT275/70R18E all-terrain, blackwall tires with (E63) Durabed, pickup bed single rear wheel models. Available to order when (ZW9) pickup bed delete and (QF6) LT275/70R18E all-terrain, blackwall tires are ordered with single rear wheel models. Not available with dual rear wheels.)

Single Rear Wheels (STD)

Tire carrier lock keyed cylinder lock that utilizes same key as ignition and door (Deleted with (ZW9) pickup bed delete.)

Bumpers, front, Black

Bumpers, rear, Black

BedStep, Black integrated on forward portion of bed on driver and passenger side (Deleted when (ZW9) pickup bed delete is ordered.)

ComorStop, rear bumper

Moldings, beltline, Black

Cargo tie downs (12), fixed, rated at 500 lbs per corner (Deleted with (ZW9) pickup bed delete.)

Headlamps, halogen reflector with halogen Daytime Running Lamps

IntelliBeam, automatic high beam on/off

Tailamps, with incandescent tail, stop and reverse lights (Note: Trucks equipped with dual rear wheels will feature LED signature tail and stop lamps, with incandescent reverse lamp.)

Lamps, cargo area cab mounted integrated with center high mount stop lamp, with switch in bank on left side of steering wheel

Mirrors, outside high-visibility vertical trailering lower convex mirrors, manual-folding/extending (extends 3.31" (84.25mm)), molded in Black (Not Included on Regular Cab models.)

Mirror caps, Black

Glass, solar absorbing, tinted

Door handles, Black grained

Tailgate, standard (Deleted with (ZW9) pickup bed delete.)

Tailgate and bed rail protection cap, top

Tailgate, locking, utilizes same key as ignition and door (Upgraded to (QT5) EZ Lift power lock and release tailgate when (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package is ordered. Not available with (ZW9) pickup bed delete.)

Tailgate, gate function manual, no EZ Lift (Deleted with (ZW9) pickup bed delete.)

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Data Version: 19510. Data Updated: May 24, 2023 6:40:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

Entertainment

Audio system, Chevrolet Infotainment 3 system, 7" diagonal HD color touchscreen, AM/FM stereo Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Wireless Apple CarPlay and Wireless Android Auto compatibility (STD)

Audio system feature, 6-speaker system (Requires Crew Cab or Double Cab model.)

Bluetooth for phone connectivity to vehicle infotainment system

Wireless Phone Projection for Apple CarPlay and Android Auto

Wi-Fi Hotspot capable (Terms and limitations apply. See onstar.com or dealer for details.)

Interior

Seats, front 40/20/40 split-bench with covered armrest storage and under-seat storage (lockable) (STD)

Seat trim, Vinyl

Seat adjuster, driver 4-way manual

Seat adjuster, passenger 4-way manual

Seat, rear 60/40 folding bench (folds up), 3-passenger (Includes child seat top tether anchor) (Requires Crew Cab or Double Cab model.)

Floor covering, rubberized-vinyl (Not available with LPO floor liners.)

Steering wheel, urethane

Instrument cluster, 6-gauge cluster featuring speedometer, fuel level, engine temperature, tachometer, voltage and oil pressure

Driver Information Center, 3.5" diagonal monochromatic display

Exterior Temperature Display located in radio display

Compass, located in instrument cluster

Window, power front, drivers express up/down

Window, power front, passenger express down

Windows, power rear, express down (Not available with Regular Cab models.)

Door locks, power

Remote Keyless Entry with 2 transmitters

Power outlet, front auxiliary, 12-volt

USB Ports, 2, Charge/Data ports located on instrument panel

Air conditioning, single-zone

Air vents, rear, heating/cooling (Not available on Regular Cab models.)

Minor, inside rearview, manual tilt

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Data Version: 1851D. Data Updated: May 24, 2023 6:43:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

Interior

Assist handles front A-pillar mounted for driver and passenger, rear B-pillar mounted
Chevrolet Connected Access capable (Subject to terms. See onstar.com or dealer for details.)

Safety-Mechanical

Automatic Emergency Braking
Front Pedestrian Braking
StabiliTrak, stability control system with Proactive Roll Avoidance and traction control includes electronic trailer sway control and hill start assist

Safety-Exterior

Daytime Running Lamps with automatic exterior lamp control

Safety-Interior

Airbags, Dual-stage frontal airbags for driver and front outboard passenger; Seat-mounted side-impact airbags for driver and front outboard passenger; Head-curtain airbags for front and rear outboard seating positions; Includes front outboard Passenger Sensing System for frontal outboard passenger airbag (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)

OnStar and Chevrolet connected services capable (Terms and limitations apply. See onstar.com or dealer for details.)

HD Rear Vision Camera (Deleted when (ZW9) pickup bed delete is ordered.)

Hitch Guidance dynamic single line to aid in trailer alignment for hitching (Deleted with (ZW9) pickup bed delete.)

Lane Departure Warning

Following Distance Indicator

Forward Collision Alert

Rear Seat Reminder (Requires Crew Cab or Double Cab model.)

Indicator-Seat Belt WARNING, Rear Seat (Requires Crew Cab or Double Cab model.)

Seat Belt Adjustable Guide Loops front row only (Included and only available on Crew Cab and Double Cab models.)

Teen Driver a configurable feature that lets you activate customizable vehicle settings associated with a key fob, to help encourage safe driving behavior. It can limit certain available vehicle features, and it prevents certain safety systems from being turned off. An in-vehicle report card gives you information on driving habits and helps you to continue to coach your new driver

Buckle to Drive prevents vehicle from being shifted out of Park until driver seat belt is fastened; times out after 20 seconds and encourages seat belt use, can be turned on and off in Settings menu

Tire Pressure Monitoring System, auto learn Includes Tire Fill Alert (does not apply to spare tire) (Not included on dual rear wheel models.)

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Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30943) 4WD Crew Cab 172" Work Truck (Complete)

Safety-Interior

3 Years of Remote Access. The Remote Access Plan gives you simplified remote control of your properly equipped vehicle and unlocks a variety of great features in your myChevrolet mobile app. See dealer for details. (Remote Access Plan does not include emergency or security services. See onstar.com for details and limitations. Available on select Apple and Android devices. Service availability, features and functionality vary by vehicle, device, and the plan you are enrolled in. Terms apply. Device data connection required.)

Processing-Other

Trailering Information Label provides max trailer ratings for tongue weight, conventional, gooseneck and 5th wheel trailering (Not available with (ZWB) pickup bed delete.)

WARRANTY

Warranty Note: <<< Preliminary 2024 Warranty >>>
Basic Years: 3
Basic Miles/km: 36,000
Drivetrain Years: 5
Drivetrain Miles/km: 60,000
Drivetrain Note: HD Duramax Diesel: 5 Years/100,000 Miles; Qualified Fleet Purchases: 5 Years/100,000 Miles
Corrosion Years (Rust-Through): 6
Corrosion Miles/km: 100,000
Corrosion Miles/km (Rust-Through): 100,000
Roadside Assistance Years: 5
Roadside Assistance Miles/km: 60,000
Roadside Assistance Note: HD Duramax Diesel: 5 Years/100,000 Miles; Qualified Fleet Purchases: 5 Years/100,000 Miles
Maintenance Note: 1 Year/1 Visit

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FIRST STREET WELDING, INC.
473 1ST STREET
IDAHO FALLS, ID 83401
208-522-2588
FAX 208-522-6570

Quote No: 8256
Date: 09/12/23

Page: 1

Sold To: CITY OF IDAHO FALLS**
PO BOX 50220
IDAHO FALLS, ID 83405-0220

Customer No: 26
Phone No: 208-612-8446

Ship To: STAN 208-612-8432

PO BOX 50220
IDAHO FALLS, ID 83405-0220

Cust. Order #: QUOTE

Salesperson: #12 - HAILEY

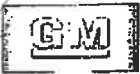
Product Code	Item Description	Qty	Unit Price	Amount
ORDER	ORDER	1	0.00	0.00
	QUOTE ON INSTALLING 8'2 DXT POLY ON 2024 CHEVY 6.6 GAS			
MSC18182	8'2 DXT BLADE CRATE POLY	1	2983.10	2983.10
MSC15002B	PLOW BOX 8'2 & 9'2 DXT	1	5687.32	5687.32
LTA15350	US/RT3 CHEVY 2500/3500 2020+	1	800.00	800.00
MSC09601	HANDHELD CONTROL V SMARTTOUCH2	1	350.00	350.00
MSC25000	KIT-WIRING, RT3 SH2 12V	1	400.00	400.00
MSC28250	ADAPTER, LIGHT, GM1500 22.5 MY+	1	228.47	228.47
MSC25250	KIT-BUMPER TRIM CHEVY 25/35 20	1	160.00	160.00
HYD01704	HIGH PERF HYDR FLUID	3	12.12	36.36
L0L001	LABOR	9	110.00	990.00
L000SHOPCHG	SHOP CHARGE	50	1.00	50.00

Sub-Total: 11685.25
Tax [0]: EXEMPT *
Total: 11685.25

T h a n k
Y o u
This is your invoice

Amount Paid: 0.00
Amount Due: 0.00
Change: 0.00

W/C



CITY of Redwood Falls

Vehicle: (Fleet) 2024 Chevrolet Silverado 3500HD (CK30953) 4WD Double Cab 162" Work Truck (Complete)

IF Power 3013 replacement

Price Summary

PRICE SUMMARY

	Invoice	MSRP
Base Price	\$46,637.00	\$49,300.00
Total Options	\$280.28	\$308.00
Vehicle Subtotal	\$46,918.08	\$49,608.00
Dealer Advertising Adjustment	\$0.00	\$0.00
Destination Charge	\$1,895.00	\$1,895.00
Grand Total	\$48,813.08	\$51,503.00

48,813
- 2500
- 1039

Bid. Assist.
VQZ

45,274

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Vehicle: {Fleet} 2024 Chevrolet Silverado 3500HD (CK30953) 4WD Double Cab 162" Work Truck (Complete)

Selected Model and Options

MODEL

CODE	MODEL	Invoice	MSRP
CK30953	2024 Chevrolet Silverado 3500HD 4WD Double Cab 162" Work Truck	\$48,637.80	\$49,300.00

COLORS

CODE	DESCRIPTION
GAZ	Summit White

BODY CODE

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
ZW9	Pickup bed, delete includes capped fuel fill, (SFW) Back-up alarm calibration, (9J4) rear bumper delete, (9L3) spare tire delete and spare tire carrier delete, (Requires long bed model and 17" or 18" wheels.) *CREDIT*	0.00 lbs	0.00 lbs	(\$1,051.05)	(\$1,155.00)

REAR WHEEL CONFIGURATION

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
SRW	Single Rear Wheels (STD)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

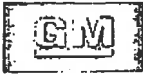
EMISSIONS

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
FE9	Emissions, Federal requirements	0.00 lbs	0.00 lbs	\$0.00	\$0.00

ENGINE

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
L8T	Engine, 6.6L V8 with Direct Injection and Variable Valve Timing, gasoline [401 hp [299 kW] @ 6200 rpm, 464 lb-ft of torque [629 N-m] @ 4000 rpm] (STD)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

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Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30853) 4WD Double Cab 162" Work Truck (Complete)

TRANSMISSION

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
MKM	Transmission, Allison 10-speed automatic (STD) (Standard with (L8T) 6.6L V8 gas engine.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

GVWR

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
C7V	GVWR, 11,600 lbs. (5262 kg) with single rear wheels (STD) (Included and only available with CK30853 model with (L8T) 6.6L V8 gas engine with 18" or 20" wheels. Requires single rear wheels.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

AXLE

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
GT4	Rear axle, 3.73 ratio (STD) (Requires (L8T) 6.6L V8 gas engine. Not available with (L5P) Duramax 6.6L Turbo-Diesel V8 engine.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

PREFERRED EQUIPMENT GROUP

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
1WT	Work Truck Preferred Equipment Group includes standard equipment	0.00 lbs	0.00 lbs	\$0.00	\$0.00

WHEELS

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
PYT	Wheels, 18" (45.7 cm) painted steel (STD) (Requires single rear wheels.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

TIRES

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
QF6	Tires, LT275/70R18E all-terrain, blackwall (STD) (Requires single rear wheels.)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

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Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30953) 4WD Double Cab 162" Work Truck (Complete)

SPARE TIRE

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
ZYG	Tire, spare LT275/70R18 all-terrain, blackwall (STD) (Included and only available with (QF6) LT275/70R18E all-terrain, blackwall tires with (E63) Durabed, pickup bed single rear wheel models. Available to order when (ZW9) pickup bed delete and (QF6) LT275/70R18E all-terrain, blackwall tires are ordered with single rear wheel models. Not available with dual rear wheels.)	0.00 lbs	0.00 lbs	\$345.80	\$380.00

PAINT

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
GAZ	Summit White	0.00 lbs	0.00 lbs	\$0.00	\$0.00

SEAT TYPE

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
AZ3	Seats, front 40/20/40 split-bench with covered armrest storage and under-seat storage (lockable) (STD)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

SEAT TRIM

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
H1T	Jet Black, Cloth seat trim	0.00 lbs	0.00 lbs	\$0.00	\$0.00

RADIO

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
1OR	Audio system, Chevrolet Infotainment 3 system, 7" diagonal HD color touchscreen, AM/FM stereo Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Wireless Apple CarPlay and Wireless Android Auto compatibility (STD)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

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Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30953) 4WD Double Cab 162" Work Truck (Complete)

ADDITIONAL EQUIPMENT - PACKAGE

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
ZLQ	WT Fleet Convenience Package includes (UD7) Rear Park Assist, (OTS) EZ Lift power lock and release tailgate and (DBG) outside power-adjustable vertical trailing with heated upper glass (Not available with (PCV) WT Convenience Package. (DBG) outside power-adjustable vertical trailing with heated upper glass can be upgraded to (DWI) trailer mirrors or (DLN) outside heated power-adjustable, manual folding mirrors.)	0.00 lbs	0.00 lbs	\$191.10	\$210.00

ADDITIONAL EQUIPMENT - MECHANICAL

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
—	Capped Fuel Fill (Included and only available with (L5P) Duramax 6.6L Turbo-Diesel V8 engine or (ZW9) pickup bed delete.)	0.00 lbs	0.00 lbs	Inc.	Inc.
JL1	Trailer brake controller, integrated (Requires (ZLQ) WT Fleet Convenience Package, (PCV) WT Convenience Package or (L5P) Duramax 6.6L Turbo-Diesel V8 engine. Included with (CMT) Gooseneck / 5th Wheel Package.)	0.00 lbs	0.00 lbs	\$250.25	\$275.00
NZZ	Skid Plates protect the oil pan, front axle and transfer case (Included with (Z71) Z71 Off-Road Package or (VYU) Snow Prep/Camper Package.)	0.00 lbs	0.00 lbs	\$136.50	\$150.00

ADDITIONAL EQUIPMENT - EXTERIOR

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
9J4	Bumper, rear, delete (Included and only available with (ZW9) pickup bed delete.)	0.00 lbs	0.00 lbs	Inc.	Inc.
DBG	Mirrors, outside power-adjustable vertical trailing with heated upper glass lower convex mirrors, integrated turn signals, manual folding/extending (extends 3.31" [84.25mm]) (Included and only available with (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package.)	0.00 lbs	0.00 lbs	Inc.	Inc.
VK3	License plate kit, front (will be shipped to orders with ship -to states that require front license plate)	0.00 lbs	0.00 lbs	\$0.00	\$0.00

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Data Version: 19510. Data Updated: May 24, 2023 6:40:20 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30953) 4WD Double Cab 162" Work Truck (Complete)

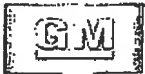
ADDITIONAL EQUIPMENT - INTERIOR

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
SL7	Upfitter switch kit, (6) Provides 3-30 amp and 2-20 amp configurable circuits to facilitate installation of aftermarket electrical accessories. Kit with all required parts will be shipped loose with the truck for installation by the dealer or upfitter at customer expense. Installation instructions and technical assistance available at www.gmupfitter.com .	0.00 lbs	0.00 lbs	\$136.50	\$150.00
K34	Cruise control, electronic with set and resume speed, steering wheel-mounted (Included with (PCV) WT Convenience Package.)	0.00 lbs	0.00 lbs	\$204.75	\$226.00
SFW	Back-up alarm calibration This calibration will allow installation of an aftermarket back-up alarm by disabling rear perimeter lighting (Included with (ZW9) pickup bed delete. Not available with (3S3) back-up alarm or (UY2) trailer wire provisions.)	0.00 lbs	0.00 lbs	Inc.	Inc.

ADDITIONAL EQUIPMENT - SAFETY-INTERIOR

CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	Invoice	MSRP
5N5	Rear Camera Kit Kit includes camera, fixed position bracket & 19 ft cable with attachment clips. Rear camera radio calibration provided from the factory. See Upfitter Integration Bulletin for installation instructions at www.gmupfitter.com (Requires (ZW9) pickup bed delete.)	0.00 lbs	0.00 lbs	\$66.43	\$73.00
Options Total		0.00 lbs	0.00 lbs	\$280.28	\$309.00

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Data Version: 19510. Data Updated: May 24, 2023 6:40:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30953) 4WD Double Cab 162" Work Truck (Complete)

Standard Equipment

Package

Trailering Package includes trailer hitch, 7-pin connector and (CTT) Hitch Guidance (Deleted when (ZW9) pickup bed delete is ordered.)

Mechanical

Engine, 6.6L V8 with Direct Injection and Variable Valve Timing, gasoline (401 hp [299 kW] @ 5200 rpm, 464 lb-ft of torque [629 N-m] @ 4000 rpm) (STD)

Transmission, Allison 10-speed automatic (STD) (Standard with (L8T) 6.6L V8 gas engine.)

Rear axle, 3.73 ratio (STD) (Requires (L8T) 6.6L V8 gas engine. Not available with (LSP) Duramax 6.6L Turbo-Diesel V8 engine.)

Durabed, pickup bed (STD)

GVWR, 11,600 lbs. (5282 kg) with single rear wheels (STD) (Included and only available with CK30953 model with (L8T) 6.6L V8 gas engine with 18" or 20" wheels. Requires single rear wheels.)

Push Button Start

Air filter, heavy-duty

Air filtration monitoring

Transfer case, two-speed electronic shift with push button controls (Requires 4WD models.)

Auto-locking rear differential

Four wheel drive

Cooling, external engine oil cooler

Cooling, auxiliary external transmission oil cooler

Battery, heavy-duty 720 cold-cranking amps/80 Amp-hr maintenance-free with rundown protection and retained accessory power (Included and only available with (L8T) 6.6L V8 gas engine.)

Alternator, 170 amps (Requires (L8T) 6.6L V8 gas engine.)

Recovery hooks, front, frame-mounted, Black

Frame, fully-boxed, hydroformed front section and a fully-boxed stamped rear section

Suspension Package

Steering, Recirculating ball with smart flow power steering system

Brakes, 4-wheel antilock, 4-wheel disc with DURALIFE rotors

Brake lining wear indicator

Capless Fuel Fill (Requires (L8T) 6.6L V8 gas engine. Not available with (ZW9) pickup bed delete.)

Exhaust, single, side

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Data Version: 19610. Data Updated: May 24, 2023 5:40:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30953) 4WD Double Cab 162" Work Truck (Complete)

Exterior

Wheels, 18" (46.7 cm) painted steel (STD) (Requires single rear wheels.)

Tires, LT275/70R18E all-terrain, blackwall (STD) (Requires single rear wheels.)

Tire, spare LT275/70R18E all-terrain, blackwall (STD) (Included and only available with (QF6) LT275/70R18E all-terrain, blackwall tires with (E83) Durabed, pickup bed single rear wheel models. Available to order when (ZW9) pickup bed delete and (QF6) LT275/70R18E all-terrain, blackwall tires are ordered with single rear wheel models. Not available with dual rear wheels.)

Single Rear Wheels (STD)

Tire carrier lock keyed cylinder lock that utilizes same key as ignition and door (Deleted with (ZW9) pickup bed delete.)

Bumpers, front, Black

Bumpers, rear, Black

BedStep, Black integrated on forward portion of bed on driver and passenger side (Deleted when (ZW9) pickup bed delete is ordered.)

CornorStop, rear bumper

Moldings, beltline, Black

Cargo tie downs (12), fixed, rated at 500 lbs per corner (Deleted with (ZW9) pickup bed delete.)

Headlamps, halogen reflector with halogen Daytime Running Lamps

IntelliBeam, automatic high beam on/off

Tailamps, with incandescent tail, stop and reverse lights (Note: Trucks equipped with dual rear wheels will feature LED signature tail and stop lamps, with incandescent reverse lamp.)

Lamps, cargo area cab mounted integrated with center high mount stop lamp, with switch in bank on left side of steering wheel

Mirrors, outside high-visibility vertical trailing lower convex mirrors, manual-folding/extending (extends 3.31" [84.25mm]), molded in Black (Not included on Regular Cab models.)

Mirror caps, Black

Glass, solar absorbing, tinted

Door handles, Black grained

Tailgate, standard (Deleted with (ZW9) pickup bed delete.)

Tailgate and bed rail protection cap, top

Tailgate, locking, utilizes same key as ignition and door (Upgraded to (QT5) EZ Lift power lock and release tailgate when (PCV) WT Convenience Package or (ZLQ) WT Fleet Convenience Package is ordered. Not available with (ZW9) pickup bed delete.)

Tailgate, gate function manual, no EZ Lift (Deleted with (ZW9) pickup bed delete.)

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Data Version: 19510. Data Updated: May 24, 2023 6:40:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30953) 4WD Double Cab 162" Work Truck (Complete)

Entertainment

Audio system, Chevrolet Infotainment 3 system, 7" diagonal HD color touchscreen, AM/FM stereo Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Wireless Apple CarPlay and Wireless Android Auto compatibility (STD)

Audio system feature, 8-speaker system (Requires Crew Cab or Double Cab model.)

Bluetooth for phone connectivity to vehicle infotainment system

Wireless Phone Projection for Apple CarPlay and Android Auto

Wi-Fi Hotspot capable (Terms and limitations apply. See onstar.com or dealer for details.)

Interior

Seats, front 40/20/40 split-bench with covered armrest storage and under-seat storage (lockable) (STD)

Seat trim, Vinyl

Seat adjuster, driver 4-way manual

Seat adjuster, passenger 4-way manual

Seat, rear 60/40 folding bench (folds up), 3-passenger (includes child seat top tether anchor) (Requires Crew Cab or Double Cab model.)

Floor covering, rubberized-vinyl (Not available with LPO floor liners.)

Steering wheel, urethane

Instrument cluster, 6-gauge cluster featuring speedometer, fuel level, engine temperature, tachometer, voltage and oil pressure

Driver Information Center, 3.5" diagonal monochromatic display

Exterior Temperature Display located in radio display

Compass, located in instrument cluster

Window, power front, drivers express up/down

Window, power front, passenger express down

Windows, power rear, express down (Not available with Regular Cab models.)

Door locks, power

Remote Keyless Entry with 2 transmitters

Power outlet, front auxiliary, 12-volt

USB Ports, 2, Charge/Data ports located on instrument panel

Air conditioning, single-zone

Air vents, rear, heating/cooling (Not available on Regular Cab models.)

Mirror, inside rearview, manual tilt

Assist handles front A-pillar mounted for driver and passenger, rear B-pillar mounted

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Data Version: 19510. Data Updated: May 24, 2023 8:00:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30953) 4WD Double Cab 162" Work Truck (Complete)

Interior

Chevrolet Connected Access capable (Subject to terms. See onstar.com or dealer for details.)

Safety-Mechanical

Automatic Emergency Braking

Front Pedestrian Braking

StabiliTrak, stability control system with Proactive Roll Avoidance and traction control includes electronic trailer sway control and hill start assist

Safety-Exterior

Daytime Running Lamps with automatic exterior lamp control

Safety-Interior

Airbags, Dual-stage frontal airbags for driver and front outboard passenger; Seat-mounted side-impact airbags for driver and front outboard passenger; Head-curtain airbags for front and rear outboard seating positions; Includes front outboard Passenger Sensing System for frontal outboard passenger airbag (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)

OnStar and Chevrolet connected services capable (Terms and limitations apply. See onstar.com or dealer for details.)

HD Rear Vision Camera (Deleted when (ZW9) pickup bed delete is ordered.)

Hitch Guidance dynamic single line to aid in trailer alignment for hitching (Deleted with (ZW9) pickup bed delete.)

Lane Departure Warning

Following Distance Indicator

Forward Collision Alert

Rear Seat Reminder (Requires Crew Cab or Double Cab model.)

Indicator-Seat Belt WARNING, Rear Seat (Requires Crew Cab or Double Cab model.)

Seat Belt Adjustable Guide Loops front row only (Included and only available on Crew Cab and Double Cab models.)

Teen Driver a configurable feature that lets you activate customizable vehicle settings associated with a key fob, to help encourage safe driving behavior. It can limit certain available vehicle features, and it prevents certain safety systems from being turned off. An in-vehicle report card gives you information on driving habits and helps you to continue to coach your new driver

Buckle to Drive prevents vehicle from being shifted out of Park until driver seat belt is fastened; times out after 20 seconds and encourages seat belt use, can be turned on and off in Settings menu

Tire Pressure Monitoring System, auto learn Includes Tire Fill Alert (does not apply to spare tire) (Not included on dual rear wheel models.)

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Data Version: 18516. Data Updated: May 24, 2023 8:40:00 PM PDT.



Vehicle: [Fleet] 2024 Chevrolet Silverado 3500HD (CK30953) 4WD Double Cab 162" Work Truck (Complete)

Safety-Interior

3 Years of Remote Access. The Remote Access Plan gives you simplified remote control of your properly equipped vehicle and unlocks a variety of great features in your myChevrolet mobile app. See dealer for details. (Remote Access Plan does not include emergency or security services. See onstar.com for details and limitations. Available on select Apple and Android devices. Service availability, features and functionality vary by vehicle, device, and the plan you are enrolled in. Terms apply. Device data connection required.)

Processing-Other

Trailer Information Label provides max trailer ratings for tongue weight, conventional, gooseneck and 5th wheel trailering (Not available with (ZW9) pickup bed delete.)

WARRANTY

Warranty Note: <<< Preliminary 2024 Warranty >>>
Basic Years: 3
Basic Miles/km: 36,000
Drivetrain Years: 5
Drivetrain Miles/km: 60,000
Drivetrain Note: HD Duramax Diesel: 5 Years/100,000 Miles; Qualified Fleet Purchases: 5 Years/100,000 Miles
Corrosion Years (Rust-Through): 6
Corrosion Years: 3
Corrosion Miles/km (Rust-Through): 100,000
Corrosion Miles/km: 36,000
Roadside Assistance Years: 5
Roadside Assistance Miles/km: 60,000
Roadside Assistance Note: HD Duramax Diesel: 5 Years/100,000 Miles; Qualified Fleet Purchases: 5 Years/100,000 Miles
Maintenance Note: 1 Year/1 Visit

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Data Version: 19510. Data Updated: May 24, 2023 6:40:00 PM PDT.



3820 Skyway Street
Caldwell, Idaho 83605
Phone: 1.208.297.7770
www.semiservice.com

QUOTATION
GMC02240-1

CUSTOMER: City of Idaho Falls
CONTACT: Purchasing Dept
ADDRESS: PO Box 50220
Idaho Falls ID 83405
MOBILE:
WORK: 208-612-8433
FAX: 208-612-8536
EMAIL:

QUOTE NUMBER: GMC02240-1
QUOTE DATE: 4/20/2023
QUOTE VALID UNTIL: 5/20/2023
SALESPERSON: Gary Clark
MOBILE: 208-841-8439
WORK: 208-297-7492

EMAIL: gclark@readingtruck.com

YEAR: 2023	MAKE: CHEVROLET	MODEL: 3500 SILVERADO	SINGLE/DUAL: SRW
CAB TO AXLE: 56.0	CAB TO TANDEM:	CAB TYPE: CREW	VIN:

QTY	DESCRIPTION	PRICE EACH	AMOUNT
1	SERVICE BODY	\$23,497.76	\$23,497.76
1	Due to supply chain volatility, Reading reserves the right to adjust pricing to cover supplier increases & commodity surcharges that may occur after the receipt of a purchase order and before final delivery. If the vehicle included in the quote is not on ground/available on receipt of an order, a requote may be required when the vehicle is assigned a build date.		
1	8' Reading Classic II Universal Mount Stock Body. Part # RETCLS098SRW1FA011203 MODEL# RETCLS098S-S CHASSIS APPLICATION: Single Wheel 56" cab to axle. BODY SHELL: A60 Galvannealed Steel Construction. TOP OPENING: Yes Flip Lids STANDARD SHELIVING: Standard shelf and divider equipment. TAILGATE: Slam action tailgate. Removable stainless steel tail gate knee brace. Polished stainless steel handle. FLOOR: A40-A60 coating weight steel tread plate floor. DOORS: Double paneled door construction heavy duty 18 gauge steel outer skin. Hidden hinges. DOOR SEALS: Wider automotive grade rubber door seal. Exclusive Dual pro seal system for compartment doors. UNDERCOATING: Fully primed and undercoated. DOOR RETAINERS: Nitrogen strut door holders. LIGHT KIT: Rubber isolated LED lights include clearance, stop, tail and turn lights. Standard on all models. FF - All-aluminum fuel receptacle protects body from accidental nicks and scratches during fueling. OVERALL LENGTH-----98" OVERALL WIDTH-----77 1/2" FLOOR WIDTH-----48 1/2" SIDE COMPARTMENT HEIGHT----40" SIDE COMPARTMENT DEPTH-----14 1/2" FLOOR HEIGHT-----24" BODY WEIGHT (APPROX)-----1046 lbs. WARRANTY: Exclusive 6-year guarantee to the original owner (see Reading warranty for details). PAINT: Factory powder coated white. *** NOTE: (+) Supplemental mounting kit for all models. ***		
1	Sliding top for 98 body Reading part # TVPF powder coated white		



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QUOTATION
GMC02240-1

QTY	DESCRIPTION	PRICE EACH	AMOUNT
1	Reading Dome lights: (6) Six Dome Lights With Switch on Light in Each Compartment. (Factory Installed). For Reading Bodies, Model #'s 78, 98, 108, SW & DW, HD-108 & HD-120. Part # RETDL-6		
1	Reading Recessed bumper, Pooched Quick Mount, galvanized steel, SW 76.5" wide Polyurea spray lined in Black Part # RETBPSRSP2FA011152		
1	Reading adapter plug, GM 2500HD/3500HD 2020+. Part #RET14302985		
1	Mounting Kit GM 2500HD/3500HD Pickup Box Delete/Box Removal, 42CA / 56CA, Reading 82" and 98" Bodies. Part #RETYKDK100001.		
1	Reading SP-4 Front 4-Bolt Spring Mounting Kit (Supplied with Aluminum Service Body, optional on Steel Service Body) Approx. Part # RET10012603		
1	Single Wheel Mud Flap With Mounting Brackets. For Single Wheel Service Body. Part # MUD12X20HD		
1	Lubricate and Adjusts Doors on Service Body. Part # MTALUBE		
1	Remove & reinstall (OEM Supplied) Factory Back Up Camera for pickup truck. Includes removal of camera from pickup tailgate. ***Truck must be ordered and equipped with factory camera***		
1	If applicable, install GM OEM option 9L7, upfitter switch module, per GM instructions.		
1	Buyers Class V Receiver Hitch for Service Bodies. Max Gross Trailer Weight: 20,000 lbs, Max Vehicle Load: 2,000 lbs. Receiver Tube Size: 2 1/2". Part # BUY1801052		
1	Curt dual-output 7 & 4-way connector (PLUGS INTO USCAR) #TOWCU-55774		
1	BACK UP ALARM		
1	Adrian Steel four bar hook assembly 2" x 12" bar mounts to partition or other vertical surfaces. (4) welded hooks with 2" hanger opening. Part # ADRTA1 Installed at top of both rear compartments.		
1	CTECH drawer system driver side front 4 3 inch drawers and one 5 inch drawer.		
1	3410A ZD08 B Signal Bar Kit: LED Safety Director, 9 flash patterns, in-cab controller, 15' cable, LED, 12VDC, amber		
1	DRILL-FREE LIGHT BAR CAB MOUNTS FOR GM®/CHEVY® TRUCKS Installs in third brake light OEM location. No drilling required. Add functionality not weight with the lightweight construction. Ideal for mounting accessories like a mini light bar or beacon.		
2	ION SUPER LED AMBER LIGHTS - mounted in front grill Rh and LH side		
2	ION T SERIES LINEAR AMBER PART# WHLTIA Mounted on rear of service body on rh and lh side.		
1	Prime Design curb side rack with drop down for 12 ft ladder length - 24 ft ext ladder. Fabricate brackets for flip top with reinforcement Painted white to match body.		

Quote Total:	\$23,497.76
Sales Tax:	\$0.00
Total Due:	\$23,497.76



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QUOTATION
GMC02240-1

Signature Required to Process Order

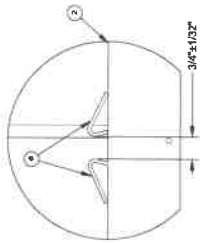
PO Number

Date

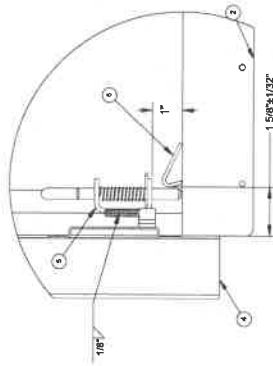
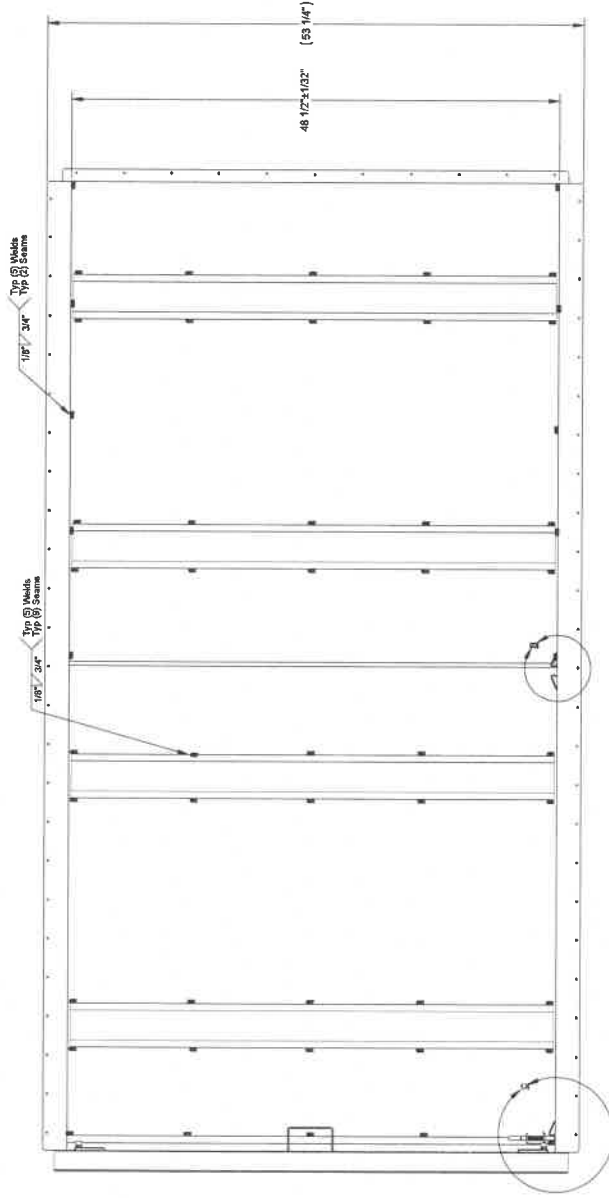
QTY	SUGGESTED ITEMS	PRICE EACH	AMOUNT
1	Quote based on the removal of a pickup bed. Note - Bed removal is not recommended for any pickup with Blind Spot Monitoring/360 Camera install. Reference vehicle specs to confirm inclusion of these or any other OEM upgrades that may prohibit the removal of a pickup bed. If a pickup does arrive with any these OEM upgrades, Engineering will determine if the body install can proceed, if the upgrades will still be viable and what the additional cost will be to make the necessary modifications.		
1	Reading will remove the pickup bed and dispose. (Note - customer will be notified if the removal of the pickup bed creates any issues with the new body install that result in additional cost.)	\$396.88	\$396.88
1	After the pickup bed is removed, before final delivery, the completed vehicle will be transported to a local dealer to have the BCM (Body Control Module) reconfigured.	\$459.38	\$459.38

- ◆ Labor and installation are included in all pricing unless specified.
- ◆ Quoted price does not include any applicable F.E.T., sales taxes, and delivery charges.
- ◆ Quote price does not include any unforeseen obstructions or modifications.
- ◆ Quotation valid until above stated expiration date.
- ◆ Terms are due upon receipt unless prior credit arrangements are made at the time of order.
- ◆ FOB Caldwell, Idaho 83605
- ◆ 50% down payment required with special order items, NON-REFUNDABLE.
- ◆ We only Accept Cash, Check, Visa and MasterCard.

REV	DATE	BY	CHK
1			



DETAIL B
SCALE 1:1



DETAIL C
SCALE 1:1

READING TRUCK BODY, LLC 3000 Highway 101 P.O. Box 101 Piquette, MI 49661 Phone: (810) 775-5581		DATE: 11/18/2018 DRAWN BY: J. B. BROWN CHECKED BY: J. B. BROWN REVISIONS:
TITLE: SLONG TOP, BARE ASSY		SHEET: 02 OF 03



3820 Skyway Street
Caldwell, Idaho 83605
Phone: 1.208.297.7770
www.semiservice.com

QUOTATION
GMC02688-1

CUSTOMER: City of Idaho Falls
CONTACT: Purchasing Dept
ADDRESS: PO Box 50220
Idaho Falls ID 83405
MOBILE:
WORK: 208-612-8433
FAX: 208-612-8536
EMAIL:

QUOTE NUMBER: GMC02688-1
QUOTE DATE: 10/10/2023
QUOTE VALID UNTIL: 11/9/2023
SALESPERSON: Gary Clark
MOBILE: 208-841-8439
WORK: 208-297-7492

EMAIL: gclark@readingtruck.com

Make: CHEVROLET	Model: 3500 SILVERADO	Year: 2023	Single/Dual: SRW
Cab to Axle: 56.0	Cab to Tandem:	Cab Type: CREW	VIN:

QTY	PART #	DESCRIPTION	PRICE EACH	AMOUNT
1		SERVICE BODY	\$18,308.62	\$18,308.62
1	MY PRICING	Due to supply chain volatility, Reading reserves the right to adjust pricing to cover supplier increases & commodity surcharges that may occur after the receipt of a purchase order and before final delivery. If the vehicle included in the quote is not on ground or available on receipt of an order, a requote may be required when the vehicle is assigned a build date.		
1	RETCLS098S-S	8' Reading Classic II Universal Mount Stock Body. Part # RETCLS098SRW1FA011203 MODEL# RETCLS098S-s CHASSIS APPLICATION: Single Wheel 56" cab to axle. BODY SHELL: A60 Galvannealed Steel Construction. TOP OPENING: Yes Flip Lids STANDARD SHELVEING: Standard shelf and divider equipment. TAILGATE: Slam action tailgate. Removable stainless steel tail gate knee brace. Polished stainless steel handle. FLOOR: A40-A60 coating weight steel tread plate floor. DOORS: Double paneled door construction heavy duty 18 gauge steel outer skin. Hidden hinges. DOOR SEALS: Wider automotive grade rubber door seal. Exclusive Dual pro seal system for compartment doors. UNDERCOATING: Fully primed and undercoated . DOOR RETAINERS: Nitrogen strut door holders . LIGHT KIT: Rubber isolated LED lights include clearance, stop, tail and turn lights. Standard on all models. FF - All-aluminum fuel receptacle protects body from accidental nicks and scratches during fueling. OVERALL LENGTH-----98" OVERALL WIDTH-----77 1/2" FLOOR WIDTH-----48 1/2" SIDE COMPARTMENT HEIGHT-----40" SIDE COMPARTMENT DEPTH-----14 1/2" FLOOR HEIGHT-----24" BODY WEIGHT (APPROX)-----1046 lbs. WARRANTY: Exclusive 6-year guarantee to the original owner (see Reading warranty for details). PAINT: Factory powder coated white. *** NOTE: (+) Supplemental mounting kit for all models. ***		
1	RETDL-6	Reading Dome lights: (6) Six Dome Lights With Switch on Light in Each Compartment. (Factory Installed). For Reading Bodies, Model #'s 78, 98, 108, SW & DW, HD-108 & HD-120. Part # RETDL-6		
1	RETBPSRSRP2FA011152	Reading Recessed bumper, Pooched Quick Mount, galvanized steel, SW 76.5" wide Polyurea spray lined in Black Part # RETBPSRSRP2FA011152		



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QUOTATION
GMC02688-1

QTY	PART #	DESCRIPTION	PRICE EACH	AMOUNT
1	RET14302985	Reading adapter plug, GM 2500HD/3500HD 2020+. Part #RET14302985		
1	RETYKDK100001	Mounting Kit GM 2500HD/3500HD Pickup Box Delete/Box Removal, 42CA / 56CA, Reading 82" and 98" Bodies. Part #RETYKDK100001.		
1	RET10012603	Include spring mounting kit. (RECOMMENDED FOR 4X4 APPLICATION) (STANDARD ON ALL ALUMINUM BODIES.)		
1	MUD12X20HD	Single Wheel Mud Flap With Mounting Brackets. For Single Wheel Service Body. Part # MUD12X20HD		
1	MTALUBE	Lubricate and Adjusts Doors on Service Body. Part # MTALUBE		
1	Install PickupCamera	Remove & reinstall (OEM Supplied) Factory Back Up Camera for pickup truck. Includes removal of camera from pickup tailgate. ***Truck must be ordered and equipped with factory camera***		
1	Install of upfitter	If applicable, install GM OEM option 9L7, up fitter switch module, per GM instructions.		
1	BUY1801052	BUYER'S #1801052, CLASS V HD FRAME MOUNTRECEIVER HITCH W/2 1/2" RECEIVER.20,000# M.G.T.W.-2000# M.V.L.		
1	TOWCU-55774	CURT 55774, DUAL OUTPUT 7 & 4 WAY CONNECTOR.		
1	ECC520	Back up alarm		
1	ADRTA1	Adrian Steel four bar hook assembly 2" x 12" bar mounts to partition or other vertical surfaces. (4) welded hooks with 2" hanger opening. Part # ADRTA1		
1	CTECH 510150	510150 CTECH drawer system driver side front 4 -3 inch drawers and one 5 inch drawer.		
1	ECCO LIGHT dire	3410A ZD08 B Signal Bar Kit: LED Safety Director, 9 flash patterns, in-cab controller, 15' cable, LED, 12VDC, amber		
1	BUY 8895100	DRILL-FREE LIGHT BAR CAB MOUNTS FOR GM®/CHEVY® TRUCKS Installs in third brake light OEM location. No drilling required. Add functionality not weight with the lightweight construction. Ideal for mounting accessories like a mini light bar or beacon.		
2	WHLIONA	ION SUPER LED AMBER LIGHTS		
2	WHLTLIA	ION T SERIES LINEAR AMBER PART# WHLTLIA		
1	Sublet PO	Sublet PO to upfitter		
1	Delivery from Upfitt	Delivery from upfitter		

Quote Total:	\$18,308.62
Sales Tax:	\$0.00
Total Due:	\$18,308.62

Signature Required to Process Order

PO Number

Date



3820 Skyway Street
Caldwell, Idaho 83605
Phone: 1.208.297.7770
www.semiservice.com

QUOTATION
GMC02688-1

QTY	PART #	SUGGESTED ITEMS	PRICE EACH	AMOUNT
1	PICKUP QUOTE	Quote based on the removal of a pickup bed. Note - Bed removal is not recommended for any pickup with Blind Spot Monitoring/360 Camera install. Reference vehicle specs to confirm inclusion of these or any other OEM upgrades that may prohibit the removal of a pickup bed. If a pickup does arrive with any these OEM upgrades, Engineering will determine if the body install can proceed, if the upgrades will still be viable and what the additional cost will be to make the necessary modifications.	\$0.00	\$0.00
1	MTA1516-KIT	Fuel Fill Kit For a Ford, Dodge or Chevrolet, Includes S Tube for Service Bodies. Part # MTA1516-KIT	\$423.41	\$423.41
1	Re Program computer	After the pickup bed is removed, before final delivery, the completed vehicle will be transported to a local dealer to have the BCM (Body Control Module) reconfigured.	\$477.27	\$477.27
1	RET TVPF	Sliding top for 98 body Reading part # TVPF powder coated white	\$3,177.27	\$3,177.27
1	PD-UXR-003-E	Prime Design curb side rack with drop down for 12 ft ladder length - 24 ft ext ladder. Fabricate brackets for flip top with reinforcement Painted white to match body.	\$4,059.55	\$4,059.55

- ◆ Labor and installation are included in all pricing unless specified.
- ◆ Quoted price does not include any applicable F.E.T., sales taxes, and delivery charges.
- ◆ Quote price does not include any unforeseen obstructions or modifications.
- ◆ Quotation valid until above stated expiration date.
- ◆ Terms are due upon receipt unless prior credit arrangements are made at the time of order.
- ◆ FOB Caldwell, Idaho 83605
- ◆ 50% down payment required with special order items, NON-REFUNDABLE.
- ◆ We only Accept Cash, Check, Visa and MasterCard.

Memorandum

File #: 23-300

City Council Meeting

FROM: Pam Alexander, Municipal Services Director
DATE: Thursday, October 19, 2023
DEPARTMENT: Municipal Services

Subject

Purchase Replacement Vehicles for Parks and Recreation

Council Action Desired

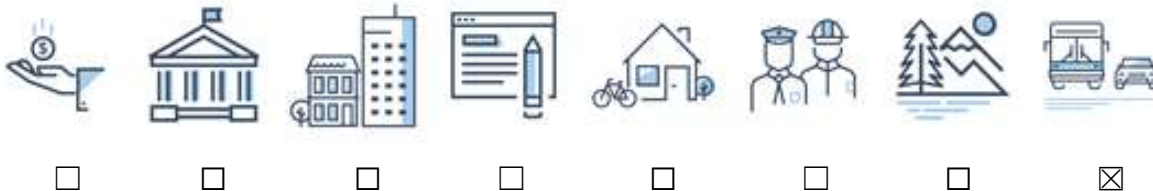
- ☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)

Approve the purchase of three (3) replacement vehicles from State of Idaho Contract SBPO-18200325 from Smith Chevrolet for a total of \$140,150.00 (or take other action deemed appropriate).

Description, Background Information & Purpose

Units 2043, 2510 and 6805 have reached their useful life and are due for replacement this fiscal year.

Alignment with City & Department Planning Objectives



The purchase of replacement vehicles supports the reliable public infrastructure and transportation community-oriented result by replacing equipment that has reached its useful life.

Interdepartmental Coordination

Parks and Recreation concurs with the award recommendation.

Fiscal Impact

Funds to purchase the replacement vehicles are budgeted within the Parks and Recreation 2023/24 Municipal Equipment Replacement (MERF) budget.

Legal Review

The City Attorney concurs the Council action is within State Statute.

STATUS: BUYER PROCESSING

REQUISITION BY: PATTY/PARKS & REC-COUNCIL

REASON: NEW VEHICLE ORDER WITH SNOW PLOW

DATE: 9/26/23

SHIP TO LOCATION: EQ SHOP--LRG EQ DELIVERY

SUGGESTED VENDOR: 41 SMITH CHEVROLET/HONDA COMPANY

DELIVER BY DATE: 11/10/23

LINE NBR	DESCRIPTION	QUANTITY	UOM	UNIT COST	EXTEND COST	VENDOR PART NUMBER
1	NEW 2024 CHEVROLET SILVERADO NEW VEHICLE: 2024 CHEVROLET SILVERADO 2500HD, (CK20753) 4WD CREW CAB 149" WB WORK TRUCK 6.6 LI GAS V-8 10 SPEED AUTO, STANDARD EQUIPMENT. MERF; REPLACES UNIT #2043 NEW CIF UNIT #2114 COMMODITY: EQUIPMENT-LRG & TURF SUBCOMMOD: PICKUP-STD	1.00	EA	47380.0000	47380.00	
2	SNOW PLOW PREP . APPROVED AT COUNCIL ? COMMODITY: EQUIPMENT-LRG & TURF SUBCOMMOD: PICKUP-STD	1.00	EA	273.0000	273.00	
REQUISITION TOTAL:					47653.00	

A C C O U N T I N F O R M A T I O N					
LINE #	ACCOUNT	PROJECT	%	AMOUNT	
1	00127035217902	MERF Depreciation Auto Equipment	100.00	47380.00	
2	00127035217902	MERF Depreciation Auto Equipment	100.00	273.00	
				47653.00	

REQUISITION IS IN THE CURRENT FISCAL YEAR.

STATUS: BUYER PROCESSING

REQUISITION BY: PATTY/PARKS & REC-COUNCIL

REASON: NEW VEHICLE ORDER WITH SNOW PLOW

DATE: 9/26/23

SHIP TO LOCATION: EQ SHOP--LRG EQ DELIVERY

SUGGESTED VENDOR: 41 SMITH CHEVROLET/HONDA COMPANY

DELIVER BY DATE: 11/10/23

LINE NBR	DESCRIPTION	QUANTITY	UOM	UNIT COST	EXTEND COST	VENDOR PART NUMBER
1	NEW 2024 CHEVROLET SILVERADO NEW VEHICLE: 2024 CHEVROLET SILVERADO 2500HD, (CK20743) 4WD CREW CAB 159" WB WORK TRUCK 6.6 LI GAS V-8 10 SPEED AUTO, STANDARD EQUIPMENT. MERF; REPLACES UNIT #2510 NEW CIF UNIT #2113 COMMODITY: EQUIPMENT-LRG & TURF SUBCOMMOD: PICKUP-STD	1.00	EA	46460.0000	46460.00	
2	SNOW PLOW PREP . APPROVED AT COUNCIL ? COMMODITY: EQUIPMENT-LRG & TURF SUBCOMMOD: PICKUP-STD	1.00	EA	273.0000	273.00	
REQUISITION TOTAL:					46733.00	

A C C O U N T I N F O R M A T I O N					
LINE #	ACCOUNT	PROJECT	%	AMOUNT	
1	00127035217902	MERF Depreciation Auto Equipment	100.00	46460.00	
2	00127035217902	MERF Depreciation Auto Equipment	100.00	273.00	
				46733.00	

REQUISITION IS IN THE CURRENT FISCAL YEAR.

STATUS: BUYER PROCESSING

REQUISITION BY: PATTY/PARKS & REC-COUNCIL

REASON: NEW VEHICLE ORDER WITH SNOW PLOW

DATE: 9/26/23

SHIP TO LOCATION: EQ SHOP--LRG EQ DELIVERY

SUGGESTED VENDOR: 41 SMITH CHEVROLET/HONDA COMPANY

DELIVER BY DATE: 11/10/23

LINE NBR	DESCRIPTION	QUANTITY	UOM	UNIT COST	EXTEND COST	VENDOR PART NUMBER
1	NEW 2024 CHEVROLET SILVERADO NEW VEHICLE: 2024 CHEVROLET SILVERADO 2500HD, (CK20953) 4WD CREW CAB 162" WB WORK TRUCK 6.6 LI GAS V-8 10 SPEED AUTO, STANDARD EQUIPMENT. MERF; REPLACES UNIT #6805 NEW CIF UNIT #6831 COMMODITY: EQUIPMENT-LRG & TURF SUBCOMMOD: PICKUP-STD	1.00	EA	45491.0000	45491.00	
2	SNOW PLOW PREP . APPROVED AT COUNCIL ? COMMODITY: EQUIPMENT-LRG & TURF SUBCOMMOD: PICKUP-STD	1.00	EA	273.0000	273.00	
REQUISITION TOTAL:					45764.00	

A C C O U N T I N F O R M A T I O N					
LINE #	ACCOUNT	PROJECT	%	AMOUNT	
1	00127035217902	MERF Depreciation Auto Equipment	100.00	45491.00	
2	00127035217902	MERF Depreciation Auto Equipment	100.00	273.00	
				45764.00	

REQUISITION IS IN THE CURRENT FISCAL YEAR.

Memorandum

File #: 23-302

City Council Meeting

FROM: Pam Alexander, Municipal Services Director
DATE: Thursday, October 19, 2023
DEPARTMENT: Municipal Services

Subject

Quote 24-002, Purchase Overhead Bridge Crane for Municipal Services Department

Council Action Desired

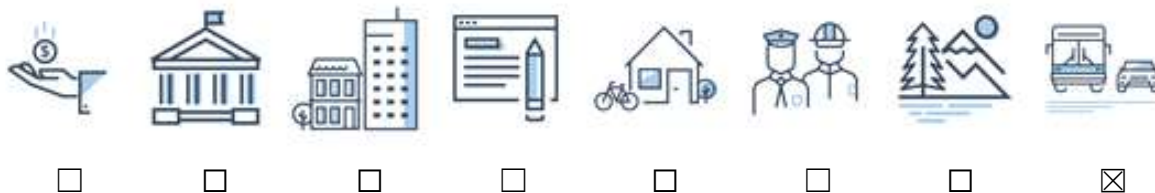
- ☐ Ordinance
 ☐ Resolution
 ☐ Public Hearing
 ☒ Other Action (Approval, Authorization, Ratification, etc.)

Accept and approve the lowest quote received from American Equipment for a total of \$89,851.00 (or take other action deemed appropriate).

Description, Background Information & Purpose

The current heavy equipment service bay overhead bridge crane is over eleven (11) years old and is used daily to repair sanitation, snow removal, ambulances, bucket trucks and wastewater equipment. The installation of a second bridge crane for the heavy equipment service bay will improve efficiencies of repairing heavy equipment, reduce risk for workplace accidents, and extend the life of the current bridge crane.

Alignment with City & Department Planning Objectives



The purchase of the overhead bridge crane supports the reliable public infrastructure and transportation community-oriented result by replacing equipment by acquiring new equipment in response to growth of the city.

Interdepartmental Coordination

This request has been reviewed with all necessary city departments.

Fiscal Impact

Funds to purchase the overhead bridge crane are within the 2023/24 Municipal Services Fleet Maintenance Facility capital budget.

Legal Review

The City Attorney concurs that the Council action desired is within State Statute.

City of Idaho Falls
Municipal Services Department
Bid Tabulation

Project: Overhead Bridge Crane **Number:** Q24-002
Submitted: Municipal Services Finance Division **Date:** October 18, 2023

Item Number	Reference Number	Description	Estimated Quantity	Unit	American Equipment		Boise Rigging		Global Industrial		Idaho Material Handling	
					Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
1	Q24-002	Overhead Bridge Crane	1	EA	\$89,851.00	\$89,851.00	\$94,217.30	\$94,217.30	No Quote		No Quote	
					Deliver Time: 23-28 weeks		Delivery Time; Unknown					

Memorandum

File #: 23-304

City Council Meeting

FROM: Corrin Wilde, City Clerk
DATE: Thursday, October 19, 2023
DEPARTMENT: Mayor's Office

Subject

Minutes from Council Meetings

Council Action Desired

☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)
 Approve the minutes from 14 September 2023 City Council Meeting.

Description, Background Information & Purpose

14 September 2023 City Council Meeting.

Alignment with City & Department Planning Objectives



The Minutes support the Good Governance community-oriented result by providing assurance of regulatory and policy compliance to facilitate transparency and minimize and mitigate risk.

Interdepartmental Coordination

N/A

Fiscal Impact

N/A

Legal Review

N/A



City Council Meeting Minutes - Draft

680 Park Avenue
Idaho Falls, ID 83402

Thursday, September 14, 2023,

7:30 PM

City Council Chambers

1. Call to Order

Present: Councilor Radford, Councilor Hally, Councilor Freeman, Councilor Francis; and Councilor Burtenshaw

Absent: Mayor Rebecca L. Noah Casper, Council President Ziel-Dingman

Also present:

All available Department Directors
Randy Fife, City Attorney
Corrin Wilde, City Clerk

2. Pledge of Allegiance

Deputy Chief Jon Perry led those present in the Pledge of Allegiance.

Public Comment

Kathy Wells Joined the meeting virtually to provide public comment. Ms. Wells lives in Idaho Falls. Ms. Wells stated that she is excited about the Council passing this Noise Ordinance. She feels that it is not perfect but it is what this community needs and is a good start. Ms. Wells applauds the efforts put into this Ordinance.

Barbara Thorn Joined the meeting virtually to provide public comment. Ms. Thorn lives in Idaho Falls. Ms. Thorn stated that she is in favor of this Noise Ordinance and feels that it is a down-to-earth and reasonable proposition that will improve the quality of life for Idahoans and hopes it is approved tonight.

David Wingert joined the meeting virtually to provide public comment. Mr. Wingert stated that he agrees with everything that has been said already and would like to add that this Ordinance is very much needed in Idaho Falls. He feels the Police Department would be happy to have something like this to work with. Mr. Wingert stated that the Ordinance is a good start. He added that he would like to recommend a little more thought to the hours listed, specifically when noises are enforced and not enforced. He says the time frame of 12 am to 5 am for construction work and 12 am to 8 am for general things is a little too relaxed. Mr. Wingert stated that midnight is late for those INL (Idaho National Laboratory) workers who must get up early and catch a bus. Mr. Wingert feels 10:30 PM until 8 am for construction work. He says he feels 8 a.m. is early in a residential area. Mr. Wingert stated that he would like to have the hours looked at with a little more scrutiny and doesn't feel it is quite right. However, Mr. Wingert says he does support the Ordinance very much.

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Councilor Hally stated that we did receive a written comment from Katie Stewart as well.

Councilor Hally asked Council members if there were any items that any Council member wished to withdraw. Councilor Francis agreed that he would like to remove item C 3 2023 Impact Fee report and move to the regular agenda and would like to have Director Alexander explain for the public record the line referring to total fees outstanding. Councilor Francis requests this item be added to the Regular Agenda listed as 5. A. and all the following be adjusted down.

Consent Agenda

A. Police Department

- 1) School Resource Officer Agreement with Idaho Falls School District 91

B. Idaho Falls Power

- 1) Brookfield Renewable Trade Confirmation Agreements
- 2) Idaho Falls Power Board Meeting minutes – August Meeting

C. Municipal Services

- 1) Idaho Falls Power Board Meeting Minutes - February and March Meetings
- 2) Treasurer's Report for June 2023

D. Office of the City Clerk

- 1) License Applications

Councilor Francis stated that there is a scrivener error on the memo for the Brookfield Renewable Trade Confirmation Agreement. He stated that the memo indicated that Legal did not review that contract. Councilor Francis stated that he did verify in a conversation with Mr. Fife on September 13th that this has been reviewed by the legal department.

It was moved by Councilor Francis, seconded by Councilor Burtenshaw to approve, accept, or receive all items on the Consent Agenda according to the recommendations presented. The motion was carried by the following vote: Aye – Councilors Freeman, Radford, Burtenshaw, Francis, Hally. Nay – None

5. Regular Agenda

A. Municipal Services

- 1) 2023 First Quarter Impact Fee Report

Councilor Francis asked Director Alexander to explain to the public and Council the meaning of the Outstanding Fees which shows 1.9M Total Impact Fees Calculated Outstanding (First Quarter). Director Alexander stated that the current Impact Fee Ordinance requires Quarterly reports from the Impact Fee Administrator and presented it to the Council. Ms. Alexander stated that this report is for the first Quarter of this 2023/2024 calendar year. She says the reports take all the activity that happened in that

City Council Meeting

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Quarter from June 1, 2023, to August 31, 2023. The activity is broken out by category, multi-family, single-family, Industrial, Institutional office retail, and then also police, fire, parks and recreation, and transportation impact fees. Director Alexander stated that when someone submits a plan or some kind of development, they will submit it to the Community Development Services Department, and at that time if that project is eligible for impact fees those are calculated so that that developer knows what that fee will be when they come in to receive the permit. Director Alexander stated that the time the permit is requested is when the fee is paid. Director Alexander stated that when you see the outstanding number that is the activity that has been submitted to Community Development Services and is in various stages of review by city staff as well as the developer finalizing their plans. She says once the plans are finalized and the developer requests the permit that is when those fees are received. Councilor Francis stated that this is anticipated because of development coming down the line but they have not pulled building permits. Director Alexander agreed and noted that we could have a development that is submitted and it may be a year before the developer comes in and requests the permit and that is when the impact fees are to be paid. Councilor Francis wanted to verify that is not money going to the city that is unpaid. Director Alexander agreed.

It was moved by Councilor Francis, seconded by Councilor Burtenshaw to accept that the 2023 First Quarter Impact Fee report. The motion was carried by the following vote: Aye – Councilors Radford, Freeman, Burtenshaw, Francis, Hally. Nay – None

B. Parks and Recreation

1) Approval of the Concession Agreement Between KCR Adventures, LLC, and the City of Idaho Falls.

Councilor Radford stated that he has been looking at the drawings and has been watching the development as he drives into town it appears that they are creating terraces and it doesn't appear that there is a link that you could walk up it. Councilor Radford asked if that was on purpose. Director Holm stated that on the South side of the hill according to the drawing all the terraces open to that side. He said there will be a way to get up to each terrace but they will not be connected in a switchback. Director Holm noted the reason for the terraces is really for maintenance and to be able to maintain turf and different landscaping areas in between. Councilor Radford stated that it appears in the drawings that they will be building up beyond the slope as well and they will be manufacturing snow and then creating different slides. Director Holm agreed. He said they will be building snow throughout the season and will be open from Thanksgiving time to around Easter. They will build a hill but they will also bring in scaffolding that they build on top to give a nice flat top and they will have the magic carpet that will attach and take the riders to the top. Councilor Radford thanked Councilor Burtenshaw for all her hard work on this project and the Parks and Recreation department for all the many months of work. Councilor Burtenshaw thanked Director Holm for everything he has done as well as other departments, such as Community Development Services, Public Works, and the City Attorney. Councilor Burtenshaw feels it is important to see so many departments and everyone working together on this to make it happen and feels it will be a great benefit to have this snow hill. Councilor Hally pointed out that this is a private sector that is building this and is a wonderful amenity to the community. He noted that part of the activities on the hill will be free of charge and other activities are at a reasonable price.

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It was moved by Councilor Radford, seconded by Councilor Burtenshaw to approve an agreement between KCR Adventures, LLC, and the City of Idaho Falls, whereas KCR Adventures will operate a winter sports venue in a portion of Ryder Park. The motion was carried by the following vote: Aye – Councilors Hally, Radford, Francis, Burtenshaw, Freeman. Nay -None.

C. Idaho Falls Power

- 1) Ordinance Amending City Code Title 8, Chapter 13 to clarifying what are the City's fiber network and service provider expectations.

Councilor Freeman stated that what is on the agenda with our expansion of Idaho Falls Power and Fiber has prompted us to look at how our city code relates to that and found there are improvements that we need to make to the Ordinance. He said this has been discussed in our Power Board meetings as well.

It was moved by Councilor Freeman, seconded by Councilor Radford to approve the amendments to Title 8, Chapter 13 clarifying the fiber network and service provider expectations under suspension of the rules requiring three complete and separate readings, request that it be read by title and published by summary. The motion was carried by the following vote: Aye – Councilors Burtenshaw, Francis, Freeman, Hally, Radford. Nay -None.

At the request of Councilor Hally presiding as Council Chair, the City Clerk read the ordinance by title only:

ORDINANCE NO. 3534

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; AMENDING TITLE 8, CHAPTER 13, REFINING THE CITY'S FIBER NETWORK AND THE CUSTOMER SERVICE EXPECTATIONS FOR INTERNET SERVICE PROVIDERS; AND PROVIDING SEVERABILITY, CODIFICATION, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

D. Public Works

- 1) Right of Way and Easement Vacation - Old Butte Road Stub Street

Director Fredericksen stated that the vacation is being sought by the adjacent property owners to accommodate proposed development.

The property is located on the east side of Old Butte Rd south of Broadway and north of Pancheri Dr.

It was moved by Councilor Burtenshaw, seconded by Councilor Hally to approve the vacation Ordinance under a suspension of the rules requiring three complete and separate readings and request that it be read by title. The motion was carried by the following vote: Aye – Councilors Hally, Burtenshaw, Dingman, Freeman, Francis, Radford. Nay - None.

At the request of Councilor Hally presiding as Council Chair, the City Clerk read the ordinance by title only:

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ORDINANCE NO. 3535

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, PROVIDING FOR THE VACATIONS OF RIGHT-OF-WAY LOCATED WITHIN THE CITY OF IDAHO FALLS AND LEGALLY DESCRIBED IN SECTION 1 OF THIS ORDINANCE; PROVIDING THAT TITLE TO SAID VACATED RIGHT-OF-WAY SHALL VEST AS SPECIFIED IN SECTION 2 OF THIS ORDINANCE; PROVIDING THAT THIS ORDINANCE SHALL BE IN FULL FORCE AND EFFECT FROM AND AFTER PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW.

E. Community Development Services

1) Final Plat, Development Agreement, and Reasoned Statement of Relevant Criteria and Standards, East River Townhomes Division No. 1.

Councilor Francis pointed out a discrepancy in the acreage for this final plat as listed on the Reasoned Statement of Relevant Criteria and Standards, Councilor Francis confused which final plat was being addressed and misspoke by giving the acreage for agenda item 5 E 2 Anderson Townhomes Division 1 instead of the East River Townhomes final plat. Director Sanner stood to correct Councilor Francis' error. Director Sanner gave the Council the correct revised acreage for East River Townhomes Division 1. He stated that the Reasoned Statement for East River Townhomes Division 1 should read 28.400 acres as opposed the document in the agenda packet that reads 27.354 acres.

It was moved by Councilor Burtenshaw, seconded by Councilor Francis to approve the Development Agreement for the Final Plat for East River Townhomes Division No. 1 and give authorization for the Mayor and City Clerk to sign said agreement summary. The motion was carried by the following vote: Aye – Councilors Hally, Radford, Francis, Burtenshaw, Freeman. Nay - None.

It was moved by Councilor Burtenshaw, seconded by Councilor Francis to accept the Final Plat for East River Townhomes Division No. 1 and give authorization for the Mayor, City Engineer, and City Clerk to sign said Final Plat. The motion was carried by the following vote: Aye – Councilors Burtenshaw, Hally, Radford, Freeman, Francis. Nay - None.

It was moved by Councilor Burtenshaw, seconded by Councilor Francis to approve the Reasoned Statement of Relevant Criteria and Standards for the Final Plat for East River Townhomes Division No. 1 with the adjustment of acreage being 28.4 and give authorization for the Mayor to execute the necessary documents. The motion was carried by the following vote: Aye – Councilors Hally, Francis, Radford, Burtenshaw, Freeman. Nay - None.

2) Final Plat, Development Agreement, and Reasoned Statement of Relevant Criteria and Standards, Anderson Townhomes Division No. 1.

Councilor Burtenshaw stated that we will need to clarify the acreage again in the Reasoned Statement of Relevant Criteria.

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It was moved by Councilor Burtenshaw, seconded by Councilor Francis to approve the Development Agreement for the Final Plat for Anderson Townhomes Division No. 1 and give authorization for the Mayor and City Clerk to sign said agreement. The motion was carried by the following vote: Aye – Councilors Freeman, Radford, Burtenshaw, Francis, Hally. Nay - None.

It was moved by Councilor Burtenshaw, seconded by Councilor Francis to accept the Final Plat for Anderson Townhomes Division No. 1 and give authorization for the Mayor, City Engineer, and City Clerk to sign said Final Plat. The motion was carried by the following vote: Aye – Councilors Francis, Freeman, Hally, Radford, Burtenshaw. Nay - None.

It was moved by Councilor Burtenshaw, seconded by Councilor Francis to approve the Reasoned Statement of Relevant Criteria and Standards for the Final Plat for Anderson Townhomes Division No. 1 with the clarification that the property is 1.033 acres and give authorization for the Mayor to execute the necessary documents. The motion was carried by the following vote: Aye – Councilors Freeman, Francis, Hally, Radford, Burtenshaw. Nay - None.

F. Municipal Services

1) Approval to Write-Off Unpaid Ambulance Service Accounts

Director Pam Alexander stated that every year we go through the write-off process and try to get it done by September 30th to make our receivables year-end close as accurate as possible. This evening she is bringing forward the amount of \$3,546,926.04 to reduce the Medicare and Medicaid allowable. She said when we have EMS service calls for Medicare and Medicaid patients we must bill with the published rates and then they are discounted back to the allowable rates, whether it be allowable under Medicare or Medicaid. That is approximately 57% of this total amount. The balance is the contractual arrangements we have with hospitals, collection agencies, deceased individuals with no known estate, and any individuals who have been awarded a bankruptcy and the approved hardships account. Director Alexander stated that this total amount is approximately 281 thousand dollars less than last year. That is with all the efforts from our ambulance committee which is chaired by our division Chief Jon Perry as well as Jennifer Strong from the Treasurer's office and Maria Escobar from the Fire Department. Councilor Hally asked if there is a deductible on Medicare. Director Alexander stated that it depends on the benefits plan they have. Councilor Radford asked what attributes to the \$300,000 improvement. Director Alexander stated that it is a collection effort. The Committee meets once a month and we meet with the collection agency (Professional Credit) quarterly and one thing we have been working with them on is the timing of things. During COVID we were able to leverage some of those checks coming in so we could help pay some of these bills for people that had an outstanding account. The collection agency Professional Credit can collect in all the States. Councilor Hally stated that it is important to realize that the City of Idaho Falls is audited and one requirement of an accurate audit is that your receivables are receivable and when they become non receivable you have to take action.

It was moved by Councilor Freeman, seconded by Councilor Francis to approve the write-off of unpaid ambulance service accounts for the calendar service dates of 2019, 2020, 2021, and 2022 determined as past statute or uncollectible for a total of \$3,546,926.04. The motion was carried by the following vote: Aye – Councilors Radford, Francis, Burtenshaw, Hally, Freeman. Nay - None.

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2) Approval to Write-Off Unpaid Utility Service Accounts

Director Alexander stated that this write-off for Unpaid Utility Services is something that they do every year. She said it is also a little less than last year's approved write-off request and is \$281,522.40 which is less than 1 percent of the total utility bills. Director Alexander stated that these are accounts that are authorized through the write-off policy mentioned in the previous write-off request. This request is for the calendar years of 2018 – 2022. Councilor Francis thanked Director Alexander for working on this. He said all these utilities are city public services and feel this is pretty good considering this is for 4 years 2018 to 2022.

It was moved by Councilor Francis, seconded by Councilor Burtenshaw to approve the write-off of \$281,522.40 in unpaid utility service accounts which have been determined as uncollectible for the calendar years 2018-2022. The motion was carried by the following vote: Aye – Councilors Radford, Freeman, Burtenshaw, Francis, Hally. Nay - None.

3) Approval to Write-Off Unpaid Miscellaneous Revenue Accounts

Director Alexander stated that these accounts are not utility service accounts and they are not EMS accounts. She said these accounts are similar to if there has been a traffic accident where some city property was damaged or it could be related to equipment. The uncollectible accounts are for the calendar years 2017 - 2022 and meet the terms of the City Service Delivery Account Write-Off Policy where no payment has been posted to the account within a four-year/five-year period; the City's contracted collection agency determined the account is uncollectible; the account is in the name of a deceased person with no known estate; or the Finance division or Department Director recommends an account write-off (in whole or part) because of hardship, collectability, payment schedule, difficulty of collection or another business reason. She stated that the total amount of write-off being requested is \$38,391.77.

It was moved by Councilor Francis, seconded by Councilor Burtenshaw to approve the write-off of \$38,391.77 in unpaid miscellaneous revenue accounts which have been determined as uncollectible. The motion was carried by the following vote: Aye – Councilors Hally, Burtenshaw, Freeman, Francis, Radford. Nay - None.

4) Quote 23-14, Restoring Civic Center Basement Dressing Rooms, and Restrooms

Director Alexander reminded Council members of the flood that happened on May 23rd this year. This request is to restore the Civic Center basement dressing rooms and restrooms to their original function following the May 23, 2023, flood to the facility in time for the fall performance season, beginning in October. On August 23, 2023, an opportunity to submit a quote was emailed to a minimum of three local vendors. The quote document included an opportunity for interested vendors for an on-site review of the project on Tuesday, August 29, 2023. Quotes were due on Friday, September 1, 2023, by 4:00 pm. The city received only one quote from Alan Clark Construction. Director Alexander stated that on September 1st we received correspondence and information from the city insurance company. She said they are going to be reviewing all these expenditures that we have and have informed us that we do have a \$25,000 deductible for flood insurance and with that they will determine what they will be reimbursing the City. Councilor Francis wondered what the amount they would pay. Director Alexander

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stated that she believes they reimbursed everything less the \$25,000 deductible but they have an adjuster looking at it now and will determine if the city was billed correctly and everything expended is reasonable and prudent. Councilor Freeman pointed out that it is the time of season coming up for the Civic Center and we need to get these dressing rooms and bathrooms in shape in the basement because that is where the people in the performances go so we need to get it done and we could not wait for the insurance company so we went ahead and started the process and it is good news that it sounds like they will be reimbursing us.

It was moved by Councilor Francis, seconded by Councilor Burtenshaw to approve the quote received from Alan Clark Construction for a total of \$132,055.00 to restore the dressing rooms and the restrooms in the basement of the Civic Center for the Performing Arts. The motion was carried by the following vote: Aye – Councilors Burtenshaw, Hally, Radford, Freeman, Francis. Nay - None.

5) Public Hearing for Proposed Fees for Fiscal Year 2023/24

Councilor Hally opened the public hearing.

Director Alexander stated that unfortunately when we had a fee hearing on August 10th, we noticed earlier that day that 11 Public Works Water division fees were inadvertently left off the proposed fee schedule that was published in the paper as required by state statute. She said what we had to do was another 14-day notice in advance of a public hearing for these 11 water fees. If these fees are approved, they will be adopted on Thursday, September 28th, and will be effective 2023/24 fiscal year October 1, 2023.

Councilor Hally requested that the proposed fee changes on the water corrections 2023 08 25 be included in the record. Councilor Hally asked for any members of the public who would like to speak regarding the fees.

No one appeared. Councilor Hally asked that all attachments be included in the minutes of the public hearing. Councilor Hally closed the hearing.

No action is required. Public hearing only.

G. City Attorney

1) Noise Ordinance.

Councilor Francis stated that he feels the premise here is that certain noises at certain times can be a public nuisance and the question is how to deal with that. Councilor Francis pointed out that what we have in front of us has been more than a year in the works and is a classic example of balancing public interest and compromising because we have a variety of needs and desires in the community and a variety of rights that have conflict. He said the balance of citizens desiring maintenance of a quiet community but understanding there are times when construction, music, and fireworks have a place. We have people involved in construction that may on occasion have to work (if we are not careful how we do this) in the middle of a hot day, making their work unhealthy for the individual workers and untenable. We have people who enjoy outdoor amplified music. We also have people who need to remove snow in the middle of the night so that the roads and parking lots are open to the public. Councilor Francis stated that other elements are part of this balancing and we have been working on it

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for a long time to make it as narrow as possible and deal with all the various groups as described and others.

Councilor Radford appreciates all the effort that has gone into this, particularly from Councilor Francis. Councilor Radford wanted to understand if this is an infraction and if someone has more than a few it becomes a misdemeanor. He wanted to know what the worst-case scenario is for the offender; would they go to jail? Mr. Kirkham stated that if you are found guilty of an infraction twice within one calendar year. He said the third offense would be considered a misdemeanor, at that point you would be entitled to a jury trial and be found guilty by your peers of violating the noise Ordinance for the third time. The Judge then would have the option if you were found guilty of imposing a sentence. The maximum sentence for any of the city's misdemeanors is a \$300 fine six months in jail or both. Councilor Radford was wondering if we could entertain a motion that included a sunset clause to revisit this Ordinance and see how it's going. Councilor Radford is concerned that the midnight music might be able to get a permit to have a special event with loud music. He said if you follow the letter of the law then that music concert should be over at midnight. Mr. Kirkham stated that this would only limit audible noise creating a noise that you can hear 50 feet from the property line that the sound is emanating from. Councilor Francis stated that the police do use their judgment but this helps them use their judgment and that is why this is so carefully crafted within several meetings with Captain Tisdale trying to make sure it would work with the police. Councilor Francis said that he understood from the police department that the current Noise Ordinance references disturbing the peace is too vague for the police and it is easier if we give them time. It was the consensus of the Council to not include the Sunset Clause however Staff will bring the Ordinance back to the Council in a year and a month from now.

It was moved by Councilor Francis, seconded by Councilor Burtenshaw to approve the Ordinance amending Title 5, Chapter 5 by adding Section 9 prohibiting nuisance noises to regulate the time, place, and manner of noise generated by a variety of activities and establishing penalties for violations, under a suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary. The motion was carried by the following vote: Aye – Councilors Burtenshaw, Francis, Freeman, Hally, Radford. Nay - None.

At the request of Councilor Hally presiding as Council Chair, the City Clerk read the ordinance by title only:

ORDINANCE NO. 3536

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; AMENDING TITLE 5, CHAPTER 4 BY ADDING SECTION 9 PROHIBITING NUISANCE NOISES TO REGULATE THE TIME, PLACE, AND MANNER OF NOISE GENERATED BY A VARIETY OF ACTIVITIES; ESTABLISHING PENALTIES FOR VIOLATIONS; PROVIDING SEVERABILITY, CODIFICATION, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

2) Changes to Certain On-street or Alley Parking Time Limits.

City Attorney Randy Fife stated that the Ordinance change came up because of some parking disputes and a parking ticket that was written last year. Mr. Fife stated that when he reviewed the Ordinance, he

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felt the language itself wasn't clear in what was trying to be regulated. He said the current Ordinance doesn't separate a vehicle from a motor vehicle or a trailer and this will just clean up what he believes the intent in the code has been for many years which is to regulate what vehicle can be parked on city streets outside of the downtown area and what is expected of a motorhome and what is expected of a trailer. This cleans it up so that it makes sense.

It was moved by Councilor Radford, seconded by Councilor Freeman to approve the Ordinance regulating on-street and alley parking of vehicles under a suspension of the rules requiring three complete and separate readings and request that it be read by title and published by summary. The motion was carried by the following vote: Aye – Councilors Francis, Freeman, Hally, Radford, Burtenshaw. Nay - None.

At the request of Councilor Hally presiding as Council Chair, the City Clerk read the ordinance by title only:

ORDINANCE NO. 3537

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; AMENDING TITLE 9, CHAPTER 4, DEFINING AND REGULATING STORAGE OF MOTOR VEHICLES, MOTORHOMES, AND TRAILERS ON PUBLIC STREETS AND ALLEYS; AND PROVIDING SEVERABILITY, CODIFICATION, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

3) Clarifying the use of pronouns in the City Code and exempting City employees and agents from prosecution for City Code violations when acting reasonably within the course of employment.

Randy Fife stated that these changes are at the beginning of our code. Mr. Fife stated that in reviewing the City's continuing commitment to diversity, equity, inclusivity, and accessibility relative to grants that we apply for and initiatives that the Federal Government has. It appeared that a little bit of change for pronouns could be done to avoid a discussion or a concern or a feeling of discrimination by those who don't agree that they are of a certain gender and so this makes it neutral to have pronouns that are meant to apply to any individual regardless of how they self-identify or how they are identified by others. Mr. Fife stated that another feature of this Ordinance is it changes a little bit about what happens when city workers/agents violate city codes as part of what they do for their job. Mr. Fife indicated that this would apply to things that are not egregious and things that are in the course and scope of their employment and are acting on behalf of the city and reasonably within the course and scope of what their task is rather than them being subject to prosecution but not have a penalty, they will not be prosecuted. Councilor Francis stated that when we discussed months ago the idea of pronouns in all our code, we were on a direction that as we modified Ordinances or created new ones, we would use neutral pronouns and wanted to know if this current proposal changed that goal. Mr. Fife stated that it does not change that goal but we use the word gender and gender has been the subject of discussion and some people believe they don't have a gender. Just taking the word out and saying it applies to all people regardless of sex, gender, gender identity, and gender expression makes it even more clear that what the Council is trying to accomplish in this code is neutrality.



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It was moved by Councilor Radford, seconded by Councilor Burtenshaw to approve the Ordinance clarifying the neutral use of pronouns in the City Code and exempting City employees and agents from City Code violation when acting reasonably with the course of employment under a suspension of the rules requiring three complete and separate readings and request that it be read by title and published by summary. The motion was carried by the following vote: Aye – Councilors Burtenshaw, Hally, Radford, Freeman, Francis. Nay - None.

At the request of Councilor Hally presiding as Council Chair, the City Clerk read the ordinance by title only:

ORDINANCE NO. 3538

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; AMENDING TITLE 1, CHAPTER 3, TO CLARIFY USE OF PRONOUNS IN CITY CODE; AMENDING TITLE 1, CHAPTER 4, TO CLARIFY EXEMPTION FROM PROSECUTION FOR CITY CODE VIOLATIONS FOR CITY EMPLOYEES AND AGENTS ACTING REASONABLY WITHIN COURSE AND SCOPE OF AUTHORITY; AND PROVIDING SEVERABILITY, CODIFICATION, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

4) Clarification that the City Forester is authorized to enforce City Code provisions regulating public and private tree public nuisances

Mr. Fife stated that looking at the Code it was unclear to people who are involved, who is responsible ultimately for the clearing of public nuisance related to our city forest (trees and shrubs). This makes it clear that public nuisances that are related to trees and shrubs are under the jurisdiction of Forester's decision-making. Mr. Fife gave some examples of what some of those nuisances may be including high weeds, tree limbs, and diseased trees are examples of some kinds of things that are in that chapter.

It was moved by Councilor Radford, seconded by Councilor Freeman to approve the Ordinance clarifying that the City Forester is authorized to enforce City Code provisions regulating public and private tree public nuisances under a suspension of the rules requiring three complete and separate readings and request that it be read by title and published by summary. The motion was carried by the following vote: Aye – Councilors Hally, Francis, Radford, Burtenshaw, Freeman. Nay - None.

At the request of Councilor Hally presiding as Council Chair, the City Clerk read the ordinance by title only:

ORDINANCE NO. 3539

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; AMENDING TITLE 8 CHAPTER 9, TO CLARIFY THE ROLE AND AUTHORITY OF THE IDAHO FALLS CITY FORESTER AND TO ALIGN AND CORRECT INTERNAL CODE REFERENCES TO THE CITY CODE, CODIFICATION, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

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5) Defining the word “quorum” and applying it to City public meetings and actions of the Council and City boards, committees, and commissions.

This Ordinance defines the word and concept of a "quorum" and applies it consistently to the various operations and decisions made by the Council and various City boards, committees, and commissions, to sustain confidence in City decisions and compliance with State open meetings requirements.

Mr. Fife explains to meet the requirement for the Open Meetings Law a quorum must be formed to have a public meeting. He indicated that sometimes there is confusion when you have a board and there are vacant positions and whether or not the vacant positions are counted or not counted when deciding whether you have half plus one. He says sometimes people don't know what is meant by a quorum. Mr. Fife feels that this will make it more clear how you count people for a quorum.

It was moved by Councilor Radford, seconded by Councilor Freeman to approve the Ordinance defining the word “quorum” and applying it to City public meetings and actions under a suspension of the rules requiring three complete and separate readings and request that it be read by title and published by summary. The motion was carried by the following vote: Aye – Councilors Freeman, Radford, Burtenshaw, Francis, Hally. Nay - None.

At the request of Councilor Hally presiding as Council Chair, the City Clerk read the ordinance by title only:

ORDINANCE NO. 3540

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; AMENDING TITLE I, CHAPTER 3, TO DEFINE "QUORUM" AND CONFORMING TITLE 2, CHAPTERS I THROUGH 12 WITH SUCH DEFINITION; AND PROVIDING SEVERABILITY, CODIFICATION, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

6) An Ordinance clarifying that the Board of Adjustment considers appeals of the City Building Official's decisions and reducing the number of Board members from seven to five.

This Ordinance clarifies that a duty of the City's Board of Adjustment includes consideration of any appeal of the City Building Official's decisions regarding a City-adopted building code, e.g., a City-adopted code promulgated by the International Code Council or a similar construction-related City Code. Appeals otherwise authorized by the Code will not be considered by the Board of Appeals. Reduction of the number of Board members from seven (7) to five (5) should make convening a quorum easier without compromising Board decision-making.

It was moved by Councilor Radford, seconded by Councilor Freeman to approve the Ordinance clarifying that the Board of Adjustment considers appeals of the City Building Official's decisions, and reducing the number of Board members from seven to five under a suspension of the rules requiring three complete and separate readings and request that it be read by title and published by summary. The motion was carried by the following vote: Aye – Councilors Hally, Radford, Francis, Burtenshaw, Freeman. Nay - None.

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At the request of Councilor Hally presiding as Council Chair, the City Clerk read the ordinance by title only:

ORDINANCE NO. 3541

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; AMENDING TITLE 2, CHAPTER 3, TO ESTABLISH THE BOARD OF ADJUSTMENT AS THE BODY TO CONSIDER APPEALS OF THE BUILDING OFFICIAL'S DECISIONS; REDUCE BOARD MEMBERSHIP TO FIVE; ELIMINATE THE REQUIREMENT THAT AT LEAST ONE BOARD MEMBER ALSO BE A MEMBER OF PLANNING AND ZONING COMMISSION; AND PROVIDING SEVERABILITY, CODIFICATION, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

7) Ordinance amending War Bonnet Roundup Rodeo Advisory Committee membership

The City's relationship with the Shoshone Bannock Tribes is precious and vital to the continuing success of the War Bonnet Roundup Rodeo. Currently, the War Bonnet Roundup Rodeo Advisory Committee requires that a member of the Shoshone Bannock Tribes be designated as one of its voting members. This requirement appears to have inadvertently and unnecessarily burdened the Tribes, which have asked that it be changed to allow Advisory Committee membership to be optional rather than required. The Ordinance honors the Tribes' request and also streamlines language regarding Advisory Committee members' breadth of knowledge.

Councilor Francis stated that he wanted to read a couple of the WHEREAS recitals from the Ordinance into the record. The following are the items read by Councilor Francis:

WHEREAS, the Tribes' support and participation in the War Bonnet Roundup brings to the event an irreplaceable richness, context, and heritage; and

WHEREAS, it is the Council's strong and sincere desire that the Tribes continue to contribute their wisdom, passion, cultural richness, talents, and enthusiasm to the City, the greater community, and the War Bonnet Roundup Rodeo.

Councilor Francis wants to emphasize that we welcome representatives from the Tribal Business Council to be part of the advisory committee but if this passes, that decision will be in their hands to make that decision. He stated that we very much want the tribes to be part of the Rodeo.

Mr. Fife stated that he misunderstood what the origin of the change was. On Monday (Work Session) he indicated that he thought that the tribes had asked for that change and that was corrected. He said he amended the recital but can see that the memo is still incorrect. He indicated that the memo still says that the tribe asked for the change and he does not believe that is correct as this was a conversation that was initiated by the city. Mr. Fife would like the record to reflect that the Ordinance is correct it is just the memo that did not get updated to reflect the correct explanation of the reason for the change.

It was moved by Councilor Radford, seconded by Councilor Francis to approve the Ordinance amending War Bonnet Roundup Rodeo Advisory Committee membership under a suspension of the rules requiring three complete and separate readings, request that it be read by title and published by summary. The



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motion was carried by the following vote: Aye – Councilors Burtenshaw, Francis, Freeman, Hally, Radford. Nay - None.

At the request of Councilor Hally presiding as Council Chair, the City Clerk read the ordinance by title only:

ORDINANCE NO. 3542

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; AMENDING TITLE 2, CHAPTER 4, REVISING THE STRUCTURE OF THE WAR BONNET ROUNDUP RODEO ADVISORY COMMITTEE; AND PROVIDING SEVERABILITY, CODIFICATION, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

3. Announcements

Councilor Francis emphasized that September 29th is City Day for the delegation from Tokai-Mura coming to Idaho Falls. He noted that at the Sister Cities Committee meeting this afternoon they emphasized that in Japan when the US delegation enters their Council room there is a standing ovation from the Council members and staff and is appreciated. He asked that anyone who can be at City Hall in the morning to take pictures would really be appreciated by the people coming from Japan.

4. Adjournment.

There being no further business, the meeting adjourned at 9:13 PM

s/ Corrin Wilde
Corrin Wilde, City Clerk

s/Rebecca L. Noah Casper
Rebecca L. Noah Casper, Mayor

Memorandum

File #: 23-297

City Council Meeting

FROM: Chris H Fredericksen
DATE: Wednesday, October 18, 2023
DEPARTMENT: Public Works

Subject

Easement Vacation - North Holmes Business Route Subdivision, Division No. 1

Council Action Desired

- ☒ Ordinance ☐ Resolution ☐ Public Hearing
☐ Other Action (Approval, Authorization, Ratification, etc.)

Approve the easement vacation Ordinance under a suspension of the rules requiring three complete and separate readings and request that it be read by title (or consider the ordinance on the first reading, reject the ordinance, or take other action deemed appropriate).

Description, Background Information & Purpose

The owner of the property in question has requested vacation of the easement depicted within the attachment to the Ordinance. Staff has reviewed the vacation request and recommends approval.

Alignment with City & Department Planning Objectives



This vacation supports the community-oriented result of well-planned growth and development by allowing the property owner to better utilize their property.

Interdepartmental Coordination

Other appropriate departments have reviewed and recommend approval of the proposed vacation.

Fiscal Impact

N/A

Legal Review

The vacation was prepared by the Legal Department.

2023-074

ORDINANCE NO. 2023-

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, PROVIDING FOR THE VACATION OF AN EASEMENT LOCATED WITHIN THE CITY OF IDAHO FALLS AND LEGALLY DESCRIBED IN SECTION 1 OF THIS ORDINANCE; PROVIDING THAT TITLE TO SAID VACATED EASEMENTS SHALL VEST AS SPECIFIED IN SECTION 3 OF THIS ORDINANCE; PROVIDING THAT THIS ORDINANCE SHALL BE IN FULL FORCE AND EFFECT FROM AND AFTER PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW.

WHEREAS, the owners would like to vacate an easement, in Lot 1, Block 1, of the North Holmes Business Route Subdivision, Division No. 1, to better facilitate the development of their property; and

WHEREAS, the utility providers have agreed to the vacation; and

WHEREAS, the Council believes such vacation to be expedient for the public good and to be in the best interest of the adjoining properties.

NOW THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF IDAHO FALLS, IDAHO, AS FOLLOWS:

SECTION 1. Vacation. All of that portion of a twenty foot (20') wide easement along the Northerly Boundary of Lot 1, Block 1 of the North Holmes Business Route Subdivision, Division No. 1, excepting therefrom the easterly fifteen feet (15') that is parallel with the westerly right-of-way line of Holmes Avenue.

SECTION 2. Exceptions from Vacation. Vacation of property described in Section 1 of this Ordinance shall not include any other easement or any franchise rights that are not described in Section 1 above.

SECTION 3. Easement Vacation. Council deems it expedient for the public good and to be in the best interests of the adjoining properties and declares that the property described in Section 1 of this Ordinance be in the same is hereby vacated in its entirety to Willow Creek Park, LLC., an Idaho limited liability company, whose address is 2184 Channing Way No. 227, Idaho Falls, ID 83404.

SECTION 4. Savings and Severability Clause. The provisions and parts of this Ordinance are intended to be severable. If any section, sentence, clause or phrase of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

SECTION 5. Publication. This Ordinance, or a summary thereof in compliance with Idaho Code,

shall be published once in the official newspaper of the City, and shall take effect immediately upon its passage, approval, and publication.

SECTION 6. Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval and publication.

PASSED BY THE COUNCIL AND APPROVED BY THE MAYOR this _____ day of _____, 2023.

ATTEST:

Corrin Wilde, City Clerk

Rebecca L. Noah Casper, Ph.D., Mayor

(SEAL)

STATE OF IDAHO)
) ss:
County of Bonneville)

I, CORRIN WILDE, CITY CLERK OF THE CITY OF IDAHO FALLS, IDAHO,
DO HEREBY CERTIFY:

That the above and foregoing is a full, true and correct copy of the Ordinance entitled: “AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, PROVIDING FOR THE VACATIONS OF EASEMENTS LOCATED WITHIN THE CITY OF IDAHO FALLS AND LEGALLY DESCRIBED IN SECTION 1 OF THIS ORDINANCE; PROVIDING THAT TITLE TO SAID VACATED EASEMENTS SHALL VEST AS SPECIFIED IN SECTION 3 OF THIS ORDINANCE; PROVIDING THAT THIS ORDINANCE SHALL BE IN FULL FORCE AND EFFECT FROM AND AFTER PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW.”

(SEAL)

Corrin Wilde
City Clerk

Parcel Map



October 18, 2023

1" = 50 ft



Pop Kroll Way

N Holmes Ave

Memorandum

File #: 23-295

City Council Meeting

FROM: Pam Alexander, Impact Fee Administrator
DATE: Thursday, October 12, 2023
DEPARTMENT: Municipal Services

Subject

Approve Impact Fee Waiver for Wasatch Development Group, Orchard Park Senior Living

Council Action Desired

- ☐ Ordinance
 ☐ Resolution
 ☐ Public Hearing
 ☒ Other Action (Approval, Authorization, Ratification, etc.)

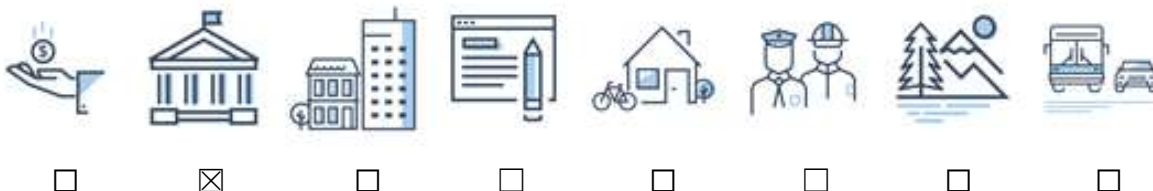
Approve the impact fee waiver from Wasatch Development Group for Orchard Park Senior Living for a total of \$48,564.62 (or take other action deemed appropriate).

Description, Background Information & Purpose

Section 10-8-8-C of the impact fee ordinance states: "Developments determined by the Council that provide affordable housing may be granted a waiver of a portion of the impact fee payment required, provided the exempt development's proportionate share of system improvements is funded through a general fund revenue source other than from impact fees collected."

On Tuesday, October 10, 2023, the Impact Fee Administrator presented an impact waiver request from Wasatch Development Group for Orchard Park Senior Living, a 55-plex building for a total of \$48,564.62. In the ensuing discussion, the Council requested that an application form/process be developed to include a written request or cover letter. The Council also requested that acceptance of additional waiver applications be abated until a secure funding source can be developed. The Council did express a willingness to render a decision on the Wasatch Development Group's waiver request. The request was placed on the new application form and a cover letter was attached.

Alignment with City & Department Planning Objectives



The impact fee waiver request promotes good governance by supporting policy compliance focused on community priorities.

Interdepartmental Coordination

Reviews have been conducted with all relevant city departments.

Fiscal Impact

Funds to support the approval of the impact fee waiver will be transferred from a general fund source to the proportionate share of Police, Fire, Parks, and Streets impact fees.

Legal Review

The City Attorney concurs that the Council action desired is within the city impact fee ordinance.

Impact Fee Waiver Application

Developer Name

Address

Contact Information

Developer Representative

Name of Development**Description of Development**

Please describe how your development complies with Idaho Falls Code Section 10-8-8-C1.

Approval is discretionary and contingent on a funding source.

Statement and acknowledgment section: Failure to develop housing as presented to Council, as determined by the Community Development Services Department Director, shall result in automatic cancellation of the approved waiver, and shall require payment of all waived fees within sixty (60) days following cancellation or all building permits and certificates of occupancy shall be revoked.

Developer Signature

Date

Reviewed by Impact Fee Administrator

Date

Proposed review date by City Council

Impact Fee Waiver Application

Wasatch Development Group**Developer Name**745 E. 25th Street, Idaho Falls, Idaho 83404**Address**Jayden.smith@netwasatch.com**Contact Information**Jayden Smith, Project Manager**Developer Representative**Orchard Park Senior Housing**Name of Development**

Description of Development

Please describe how your development complies with Idaho Falls Code Section 10-8-8-C1.

Wasatch Development Group is proposing the development of a 55-unit Senior Living development. All 55-units will be rent/income restricted at or below the 60% AMI using income averaging, per the guidelines established by the U.S. Department of Housing and Urban Development.

The project will provide housing at the rent/income levels for a period of no less than 40-years. A market study was completed by an MAI designated appraiser and the study identified a large need for senior affordable housing in Idaho Falls, with the LIHTC marketing reporting 0% vacancy rate and mos carrying a wait list. The study also revealed there is a net unmet demand for households 62+ of 1,650 units.

The LIHTC program dictates that all fees earned by developers are fixed. The impact fee abatement does not increase any fees for the developers but will help alleviate pressures from rising interest rates. Every dollar reduced in impact fees will go back to the project and help increase feasibility in an otherwise infeasible market. Rents are restricted by HUD, impairing cash flow, any reduction of soft costs allow us to build higher quality communities.

The estimated impact fees for the Orchard Park Senior Housing project (to be called Orchard Grove) project are projected to be \$161,882.05 (\$2,943.31 per dwelling unit) for all 55 units. Based on this calculation, Wasatch is requesting an impact fee waiver not to exceed \$48,564.62 (or total of 30% of the impact fee).

Approval is discretionary and contingent on a funding source.

Statement and acknowledgment section: Failure to develop housing as presented to Council, as determined by the Community Development Services Department Director, shall result in automatic cancellation of the approved waiver, and shall require payment of all waived fees within sixty (60) days following cancellation or all building permits and certificates of occupancy shall be revoked.

Attached letter PA 10/24/23**Developer Signature****Date**Pamela Alexander**Reviewed by Impact Fee Administrator**10-24-23**Date**Thursday, October 26, 2023**Proposed review date by City Council**



Orchard Park Senior Waiver Request

19th October 2023

Wasatch Development Group is proposing the development of 55 units of affordable multifamily housing along 25th street, Idaho Falls. All 55 units will be rent/income restricted at or below the 60% AMI using income averaging, per the guidelines established by the U.S. Department of Housing and Urban Development. The project will provide housing at these rent/income levels for a period of no less than 40 years.

Upon receipt of our market study ordered for the Orchard Park Senior project completed by an MAI designated Appraiser we found a large need for senior affordable housing in Idaho falls with the LIHTC market reporting a 0% vacancy rate and with most carrying a waiting list. Currently in the market there is a net unmet demand for households 62+ of 1,650 units. We hope that our project will help alleviate the pressures of rising costs of living for senior populations that fall under 60% AMI and can no longer afford market rate housing.

The LIHTC program dictates that all fees earned by developers are fixed. The impact fee abatement does not increase any fees for the developers but will help alleviate pressures from rising interest rates. Every dollar reduced in impact fees will go back to the project and help increase feasibility in an otherwise infeasible market. Rents are restricted by HUD, impairing cashflow, any reduction in soft costs allow us to build higher quality communities.

The estimated impact fees for the Orchard Park Senior (to be called Orchard Grove) project are projected to be \$161,882.05 (\$2,943.31 per dwelling unit) for all 55 units. Therefore, we request an impact fee waiver of \$48,564.62 (30% of total impact fees).

We appreciate your city's consideration of support for the development of Low-Income Housing.

Sincerely,
Jayden Smith
Project Manager
Jayden.smith@netwasatch.com

ORCHARD PARK - SENIOR LIVING

55-PLEX

745 EAST 25TH ST
IDAHO FALLS, ID 83404



CONSULTANTS / CONTACTS

Owner/Developer Wasatch Development Group Contact: Bracken Atkinson PHONE: (208) 342-0206		Mechanical Engineer PVE Contact: Justin Gibbs PHONE: (208) 329-8388	
Architect Architecture Belgique, Inc. Contact: Guillaume Belgique, AIA PHONE: (208) 342-8401		Electrical Engineer PVE Contact: Severin McJunkin PHONE: (208) 329-8388	
Structural Engineer McNeil Engineering Contact: Brian Warner PHONE: (208) 293-7760		Landscape Architect Horrocks Inc. Contact: Zach Scott PHONE: (208) 327-0223	
Civil Engineer Horrocks Inc. Contact: Caden Faberman PHONE: (208) 327-0223		Interior Design KJ Designs Contact: Torina Gardner PHONE: (208) 573-4182	



55-PLEX

ORCHARD PARK - 55 PLEX BUILDING
745 E 25th St.
IDAHO FALLS, IDAHO, 83404

55-PLEX

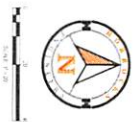
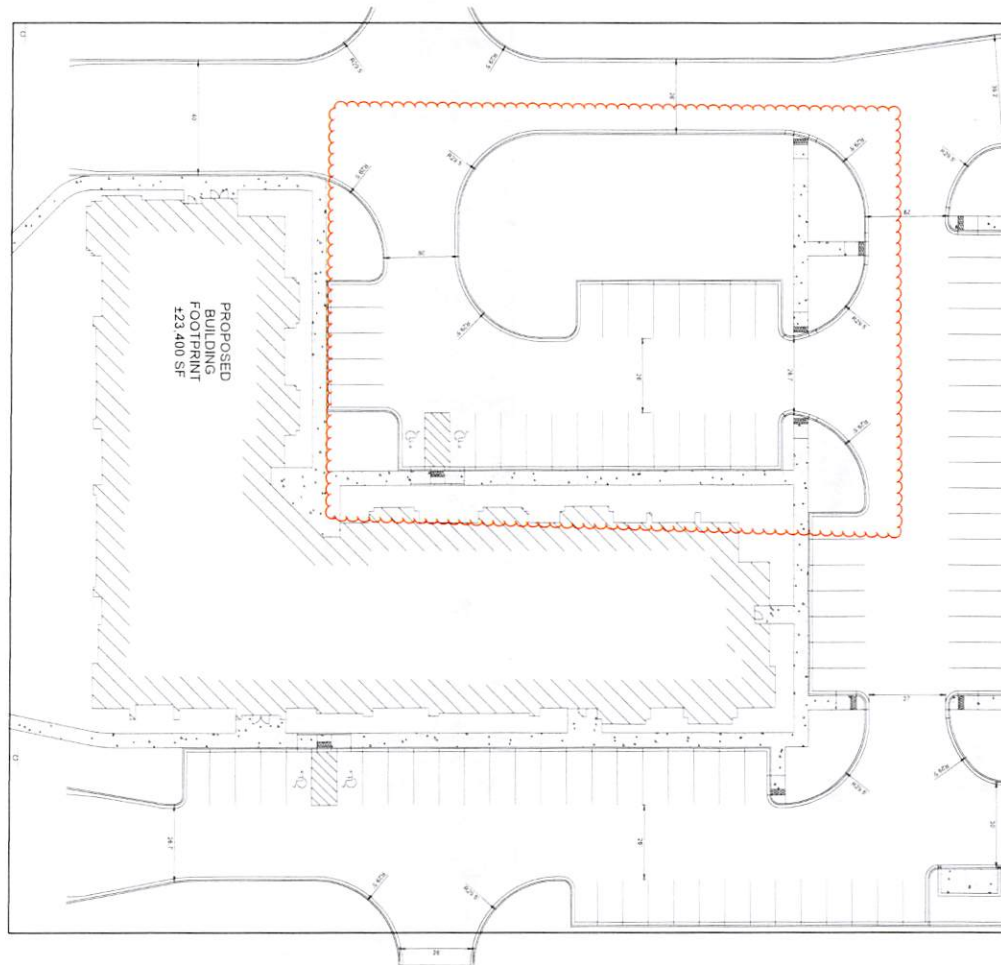
Date
April 18th, 2023

Sheet Title

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Sheet

Sheet Number

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PRELIMINARY
NOT FOR
CONSTRUCTION

EX

PAGE 6

ORCHARD PARK SENIOR LIVING

IDAHO FALLS, ID

SITE PLAN

EXHIBIT

DRAWING INFO		REVISIONS	
DATE	02/09/03	REV#	DATE
DESIGNER	TJM		
DRAWN	NMC		
CHECKED	GJF		
PROJECT	D-6964-22		

*SEE GENERAL NOTES & S&B

WARNING

IF THIS BAR DOES NOT
MEASURE 2" THEN
DRAWING IS NOT TO SCALE

HORROCKS
ENGINEERS

2194 Snake River Pkwy., Suite 205
Idaho Falls, ID 83402

(208) 522-1223

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rebuilt or replaced and ready for occupancy within two (2) years of removal or substantial damage. For the purposes of this Subsection, "substantial damage" shall mean damage from any cause or source whereby the cost of restoring the residential development housing unit or nonresidential development to a condition allowing use of occupancy would be equal to or exceeds fifty percent (50%) of the market value before the damage occurred.

2. Construction of an unoccupied, detached accessory structure, or addition of uses related to a residential development housing unit unless it can be clearly demonstrated that the use creates a significant impact on the capacity of system improvements.
3. Remodeling or repairing a residential development housing unit or a nonresidential development in a manner that does not increase the need for police or fire/EMS or parks and recreation or transportation public facilities.
4. Placing a temporary construction trailer or office on a lot.

B. An impact fee shall be assessed for installation of a modular building or manufactured home unless the fee payer can demonstrate (by documentation, such as utility bills and tax records), either:

1. That a modular building or manufactured home was legally in place on the lot or space prior to the effective date of this Chapter; or
2. That an impact fee has been paid previously for the installation of a modular building or manufactured home on that same lot or space.

 C. Developments determined by the Council that provide affordable housing may be ~~exempt from~~ granted a waiver of a portion of the impact fee requirement ~~payment required~~, provided that the exempt development's proportionate share of system improvements is funded through a general fund revenue source other than from impact fees collected.

1. Any waiver granted by the Council shall be based on the degree to which the development meets the following:

- 1 a. Current housing affordability guidelines published by the U.S. Department of Housing and Urban Development ("HUD") shall be used to determine whether residential development housing units in the development qualify as affordable housing.
- 2 b. Affordable housing projects are required to demonstrate that the projects will ~~shall~~ provide residential development housing units to eligible families based on HUD income and family size guidelines.
- 3 c. Providers of affordable residential development housing units shall demonstrate a long-term commitment to provide affordable housing for a period of not less than twenty (20) years.

- d. The developer shall demonstrate the need for the proposed development.
 - e. The number of dwelling units in the development shall be identified, along with those for which the waiver is sought.
 - f. Funding to offset the amount waived is available from a general City fund dedicated to support affordable housing.
- 2. No waiver shall exceed thirty percent (30%) of impact fee payment required for the development.
 - 3. Failure to develop housing as presented to Council, as determined by the Community Development Services Department Director, shall result in automatic cancellation of the approved waiver and shall require payment of all waived fees within sixty (60) days following cancellation or all building permits and certificates of occupancy shall be revoked.

D. Appeals of the Fee Administrator's determination shall be made as provided further in this Chapter.

10-8-9: CREDIT REIMBURSEMENTS.

A. All system improvements constructed, funded or contributed for police, fire/EMS, parks and recreation, and transportation capital improvements for which an impact fee is imposed, ~~over and above and which are in addition to~~ those public improvements normally and regularly required by the City in connection with new development, such as public street and right-of-way dedications; installation of public improvements required by the Subdivision Ordinance or this Code; etc., shall result in either a credit on future impact fees or reimbursement, at the fee payer's option, for such excess to be paid by future development that benefits from such system improvements. However, no credit or reimbursement shall be provided for:

- 1. ~~Project improvements~~ Improvements;
- 2. Any construction, funding or contribution not agreed to in writing by the City prior to commencement of such construction, funding or contribution; and
- 3. Any construction, funding or contribution of a type of capital improvements not included in the calculation of the applicable impact fee.
- 4. A park or open space within a City-approved Planned Unit Development or a park not included in a current City five (5) year capital improvement plan.

B. In the calculation of impact fees for a Project pursuant to this Chapter, credit shall be given for the present value of all tax and user fee revenue generated by the fee payer within the service area and used by the City for system improvements of the category for which the impact fee is being collected. If the amount of such credit exceeds the impact fee for a Project, the fee payer shall receive a credit on future impact fees.

Memorandum

File #: 23-298

City Council Meeting

FROM: Pam Alexander
DATE: Wednesday, October 18, 2023
DEPARTMENT: Municipal Services

Subject

Ordinance changing the name of the Idaho Falls Civic Center for the Performing Arts to the Frontier Center for the Performing Arts; standardizing references to the City Finance Manager/Treasurer; removing a Code reference to a non-existent Municipal Services Committee, and updating the Code to reflect current financial practices.

Council Action Desired

- ☒ Ordinance ☐ Resolution ☐ Public Hearing
☐ Other Action (Approval, Authorization, Ratification, etc.)

Approve the Ordinance changing the name of the Idaho Falls Civic Center for the Performing Arts to the Frontier Center for the Performing Arts; standardizing references to the City Finance Manager/Treasurer; removing a Code reference to a non-existent Municipal Services Committee, and updating the Code to reflect current financial practices, under suspension of the rules requiring three complete and separate readings and request that it be read by title and published by summary (or consider the Ordinance on the first reading and that it be read by title, reject the Ordinance, or take other action deemed appropriate).

Description, Background Information & Purpose

The proposed Ordinance reflects Council's recent agreement to rename the Idaho Falls Civic Center for the Performing Arts to the Frontier Center for the Performing Arts. It also standardizes Code references to a "Finance Manager/Treasurer" instead of a Controller, Treasurer, or similar designation in order to reflect current practice and to avoid possible confusion. The Ordinance also removes a Code reference to a "Municipal Services Committee", no longer extant and changes language in Title 1 Chapter 13, and Code Section 3-3-3(D) and (E) to reflect current City financial practices.

Alignment with City & Department Planning Objectives



Promotes good governance principles of clarity and consistency.

Interdepartmental Coordination

The Municipal Services Department worked with the Legal Department to develop the Ordinance.

Fiscal Impact

None.

Legal Review

The Ordinance was drafted and reviewed by the Legal Department.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; AMENDING TITLE 1, CHAPTER 13, AND CODE SECTIONS 3-3-3(D) AND (E) TO REMOVE A REFERENCE TO A NO-LONGER EXISTING MUNICIPAL SERVICES COMMITTEE AND TO REFLECT CURRENT FINANCIAL PRACTICES; CHANGING CODE REFERENCES FROM “CONTROLLER” AND “TREASURER” TO “FINANCIAL MANAGER/TREASURER”; AND AMENDING TITLE 2, CHAPTER 9 TO CHANGE THE NAME OF THE IDAHO FALLS CIVIC CENTER FOR THE PERFORMING ARTS TO THE FRONTIER CENTER FOR THE PERFORMING ARTS; PROVIDING SEVERABILITY, CODIFICATION, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

WHEREAS, this Ordinance corrects reference in Section 1-13-1(A) to a non-existent, “Municipal Services Committee” by removing the reference; and

WHEREAS, various references to a City “Controller” or “Treasurer” should be changed to “Finance Manager/Treasurer” to reflect current usage; and

WHEREAS, changes to Title 1, Chapter 13 and to Code Section 3-3-3(D) and (E) are needed to reflect current City financial practices; and

WHEREAS, Council recently entered into a long term agreement with Frontier Credit Union, a not-for-profit Idaho State-approved financial institution, that changed the name of the “Idaho Falls Civic Center for the Performing Arts” to the “Frontier Center for the Performing Arts”; and

WHEREAS, the City intends to abide by the terms of the naming agreement and to use the new name of the Center consistently; and

WHEREAS, the changes in this Ordinance reflect the City’s intentions and removes any confusing language which may occur in absence of the change to the Code.

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

SECTION 1: The City Code of the City of Idaho Falls, Idaho, is hereby amended as follows:
...

1-7-1: APPOINTMENT: The Mayor shall, subject to confirmation by the Council, appoint a city clerk, ~~treasurer~~finance manager/treasurer, city attorney, physician and such other appointive officers deemed necessary for the efficient operation of the City. The Mayor may suspend or remove any person from an appointive office, subject to the confirming vote of a majority of the

Council, and the Council may, by unanimous vote without the Mayor's concurrence, suspend or remove such officers.

...

1-9-2: BONDS: Before performing any duties of their respective offices, the following officers shall furnish an official bond in the following amounts:

Clerk	five thousand dollars (\$5,000)
Treasurer Finance Manager/Treasurer	five thousand dollars (\$5,000)

The bond required for the ~~Treasurer~~ Finance Manager/Treasurer shall be approved by the Council and shall be filed with the Clerk. The bond required for the Clerk shall be approved by the Council and shall be filed with the Mayor.

The public officials, officers, or employees of the City, who are required to provide a bond before entering upon the performance of their duties, shall, through the City's liability insurance coverage, be deemed to have coverage compliant with provisions of Idaho Code section 59-804 for the terms and responsibilities of such public officials, officers, or employees, to the extent required by the Idaho Code bonding requirements for public officials. The fee for the required bonds shall be paid by the City and shall be deemed by the Mayor and the Council to have been executed by such public officials, officers, and employees.

...

1-13-1: PRESENTATION AND ALLOWANCE OF CLAIMS:

- (A) All claims for payment for goods or services for which a written purchase order or contract has been duly approved or authorized by the Council shall be filed with the ~~Controller~~ Finance Manager/Treasurer prior to payment thereof. ~~All such claims shall be reviewed by the Controller and if found correct, shall be certified to and approved by the Municipal Services Committee prior to submission to the Council.~~
- (B) All bills shall be accepted, certified for payment and paid within sixty (60) calendar days after the billing is delivered to the ~~Controller~~ Finance Manager/Treasurer, unless the claimant and the City have agreed by written contract for a longer period of time in which payment is to be made.
- (C) All claims, accounts or invoices shall state in detail the nature of each item for which payment is sought, the date the same became due and shall be accompanied by ~~an affidavit~~ statement of the claimant or ~~his-their~~ authorized agent ~~stating-confirming~~ that the service was performed or that the article was furnished as therein stated or that the liability has accrued ~~and that the same is a just and correct statement of the claim.~~

~~(D) All claims for which payment has not been made within the time frame set forth above shall bear interest at the rate provided in Section 63-3045, Idaho Code, unless a different rate of interest or date of accrual has been agreed upon in writing between the City and the claimant.~~

~~(E)~~ Unless otherwise agreed in writing, no payment shall be made for partial deliveries or partial

completion of any services.

(F) Upon presentation of the claim to the Council, the claim may be allowed in whole or in part, and if rejected, it shall not be again considered by the Council except upon a majority vote of the ~~whole~~ Council to reconsider the claim.

(GE) Payment of such claims shall in all other respects conform to the ~~provisions of~~ Idaho Code ~~Section 67-2302~~.

~~1-13-2: TORT CLAIMS: All claims for damages against the City shall be filed with the Clerk within the time and in the manner specified by Chapter 9, Title 6, Idaho Code. When the claim is filed, the Clerk shall date stamp the claim and execute an acknowledgment of the receipt of the claim. A claim shall be considered filed upon delivery of the claim to the Clerk and upon delivery to the claimant of a date stamped, acknowledged copy of the claim.~~

~~1-13-3: ACCEPTANCE OF PAYMENT: Whenever the Council orders payment of any claim, whether in whole or in part, acceptance of any warrant or check by the claimant shall be considered a settlement in full of said claim, and the same shall not be presented for further allowance, unless upon an affirmative vote of four members of the Council.~~

~~1-13-4: PAYMENT OF CLAIMS: All claims allowed against the City shall be paid by warrant or check drawn upon the Treasurer, and signed by the Mayor, with the corporate seal of the City affixed thereto. Such warrants or checks shall also contain a statement of the amount of the appropriation and such other information as will adequately identify the claim.~~

~~1-13-5: REGISTER OF WARRANTS: The Clerk shall keep a register of all warrants drawn on the Treasurer showing the number, the date and the name of the payee, for what drawn, and upon what fund. Upon the return of the canceled warrant, the Clerk shall note in the register the date of their return.~~

~~1-13-6: PAYMENT OF REGISTERED WARRANTS: The Treasurer shall keep a register of the warrants showing the number, date, amount of each warrant, the name of the payee, for what drawn, the funds on which drawn, the date of presentment, the date of payment, and the amount paid thereon. Should any warrant be presented for payment and sufficient funds are not available to pay the same, the Treasurer shall sign the warrant and endorse thereon the words: "Presented but not paid for want of funds," giving the date of presentation and specifying the rate of interest such warrant shall draw. All warrants shall be paid in the order of presentation and registered by the Treasurer out of the appropriate funds. All warrants shall be canceled by the Treasurer when paid and shall be returned to the Clerk.~~

~~1-13-7: CANCELED WARRANTS TO BE FILED: Canceled warrants returned by the Treasurer shall be filed in the office of the Clerk.~~

1-13-~~82~~: DESIGNATION OF DEPOSITORIES: ~~The West One Bank, the First Security Bank of Idaho, the First Interstate Bank, the Bank of Commerce, and the Valley Bank are hereby designated as the official depositories of the City. Notwithstanding the foregoing, the~~ The Council may designate shall direct the Finance Manager/Treasurer to designate official depositories

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utilized by the City pursuant to established City policy ~~other depositories~~ by ordinance or resolution.

~~1-13-9: DEPOSIT OF PUBLIC FUNDS BY TREASURER: Except where public moneys in the custody of the Treasurer at any one time are less than \$1,000, the Treasurer shall deposit, and at all times keep on deposit, in such designated depositories, all public moneys coming into their hands. In no case shall the deposit or deposits of public funds of the City in such depositories exceed at any one time in the aggregate the total of the capital and surplus or reserves and unallocated or undivided earnings, as applicable of any such depository.~~

~~1-13-10: CERTIFICATION OF DEPOSITORIES BY COUNCIL: Not less than once every six (6) months the City Council shall certify to the Treasurer the capital and surplus or reserves and unallocated or undivided earnings, as applicable, of each public depository into which public moneys have been deposited. Such certificates shall be immediately served on the Treasurer following their approval by the City Council.~~

~~1-13-11:~~ INVESTMENT OF IDLE FUNDS: The ~~Treasurer~~ Finance Manager/Treasurer is hereby authorized and empowered to invest surplus or idle funds of the City in any investment permitted by Idaho Code Section 67-1210, and interest received on all such investments, unless otherwise required by law or ordinance, shall be paid into the general fund of the City.

~~1-13-12:~~ COMPLIANCE WITH STATE LAW: The deposit and investment of all public moneys of the City shall conform in all respects to the Idaho Public Depository Law, as set forth in Chapter 1, Title 57, Idaho Code.

...

2-1-12: EXCLUSIVE CONTROL OF LIBRARY FUNDS AND PROPERTY: The Board shall prepare and adopt an annual budget, stating anticipated revenues and expenditures, indicating what support and maintenance of the Library will be required for review and approval by the Council for the ensuing year.

All funds for the Library shall be in the custody of the City ~~Treasurer~~ Finance Manager/Treasurer and shall be used only for Library purposes. The Board shall have control of Library expenditures. Money shall be paid for Library purposes, only upon properly authenticated vouchers of the Board. The Board shall not make expenditures or incur indebtedness in any year in excess of the amount appropriated for Library purposes. The Board may hold a separate checking account to be used to pay petty cash expenses of the Library. This account shall be audited along with other Library funds.

...

3-3-3: RESPONSIBILITIES OF DEPARTMENT: The Municipal Services Department shall have the following responsibilities and authority:

...

(D) Custody of all moneys belonging to the City and rendering of a monthly report under oath showing the state of the balance of all monies and funds belonging to the City; managing and depositing all City funds; and having charge of all funds and records of Local

Improvement Districts; investing all public funds in a sound, prudent and lawful manner and keeping a record of all unpaid checks ~~or warrants~~ of the City ~~in cooperation with the Clerk~~; keeping a record of all outstanding bonds against the City ~~in cooperation with the Clerk~~, showing the amount of each, to whom the bonds were issued and when any bonds are purchased, paid or cancelled; collecting all utility revenue, and performing all other duties imposed upon the office by law;

- (E) Maintenance of all financial records ~~in cooperation with the Clerk~~, in accordance with generally accepted accounting practices, audit requirements, and as required by law, regulations, and City policy;

...

4-1-2: ISSUANCE OF LICENSES:

- (A) The Clerk shall prepare license forms for licenses issued under this Title. The license shall specify the holder's name, the type of business licensed, the principal place of business of the licensee and the expiration date of the license. The Clerk shall account for all licenses signed by the Mayor, shall countersign the licenses and deliver the licenses to licensees. The Clerk shall collect all license fees and promptly deliver them to the City ~~Treasurer~~ Finance Manager/Treasurer. The City ~~Treasurer~~ Finance Manager/Treasurer shall issue a receipt for any license fees received from the Clerk.

...

7-9-12: DEFINITIONS: The words and terms used in this Sign Code shall have the meanings indicated below.

...

OFFICER: Includes officers and boards in charge of departments and the members of such boards, and such references as to the Clerk or City ~~Treasurer~~ Finance Manager/Treasurer, as the case may be applicable.

...

7-10-3: AMENDMENTS AND ADDITIONS TO THE INTERNATIONAL FIRE CODE:

...

- (J) Subsection 113.8 Payment of permits, licenses and fees shall be adopted as follows:

All costs, fees, and payments associated with any permit or license provided for in the Fire Code shall be paid to the City of Idaho Falls City ~~Treasurer~~ Finance Manager/Treasurer's Office or as otherwise specified by the Fire Department.

...

8-5-1: DEFINITIONS: Certain terms used in this Chapter shall have the meanings ascribed below:

...

CITY UTILITY BILLING OFFICE: The City office, under the direction of the City ~~Treasurer~~

[Finance Manager/Treasurer](#), that has the responsibility for billing services for City utilities.

...

8-12-6: ESTABLISHMENT OF AIRPORT PFC FUND: A fund known as the Airport PFC Fund is hereby established into which all revenues derived from the collection of PFC's shall be deposited. The City ~~Controller~~[Finance Manager/Treasurer](#) shall maintain a separate account for each approved Project for which PFC revenue has been approved by the Administrator. The accounting record shall identify the PFC revenue received from the collecting carriers, interest earned on such revenue, the amounts used on each approved project and the amount reserved for currently approved projects.

8-12-7: AUDIT OF AIRPORT PFC FUND: At least annually during any period in which a PFC is collected, held or used, the City ~~Controller~~[Finance Manager/Treasurer](#) shall obtain an audit of said fund by an accredited independent public accountant. The accountant shall express an opinion of the fairness and reasonableness of the procedures for receiving, holding and using PFC revenue. The accountant shall also express an opinion whether the quarterly report required under Section 158.63 of the Regulations fairly represents the net transactions within said fund. The audit may be performed specifically for the fund or conducted as part of an audit under the Single Agency Audit Act of 1983 (31 U.S.C. Section 7501, et seq.), provided the Airport PFC Fund is specifically addressed by the auditor. Upon request, a copy of the audit shall be provided to each collecting carrier that remitted PFC revenue to the City in the period covered by the audit, and to the Administrator.

...

8-13-14: BILLINGS: Billings for fiber optic access shall be rendered based upon the terms and conditions of the customer's Network agreement(s) or, if there is no agreement that governs the billing conditions the customer will be billed following the standard City utility billing policies, practices, and rates as set from time to time by Resolution of the Council. Billings shall be deemed paid upon receipt at the office of the City ~~Treasurer~~[Finance Manager/Treasurer](#). Bills may be rounded to the nearest even dollar.

...

9-4-25: NOTICE OF PARKING VIOLATIONS OUTSIDE OF THE DOWNTOWN AREA:

...

(C) Any person issued a parking notice may enter an admission in the following ways:

- (1) Depositing the notice of violation with the amount of penalty stated thereon in any collection box designated by the Police Department;
- (2) Mailing the notice of violation with the amount of the penalty stated thereon to the address indicated on the notice; or
- (3) Presenting the notice together with the amount of the penalty indicated thereon at the office of the City ~~Treasurer~~[Finance Manager/Treasurer](#).

...

SECTION 2: Title 2, Chapter 9 of the City Code of the City of Idaho Falls, Idaho, is hereby amended as follows:

2-9-1: ESTABLISHMENT: The ~~Idaho Falls Civic~~Frontier Center for the Performing Arts Advisory Committee (“Committee”) is hereby established. The Mayor, with the consent of the Council, shall appoint no less than three (3) nor more than five (5) City residents to serve on the Committee as voting members. The Committee shall also include, as non-voting ex officio members, at least one (1) member of the Council; one (1) member of the Municipal Services Department; the current manager of the ~~Idaho Falls Civic~~Frontier Center for the Performing Arts; and one (1) member who is a current employee of Idaho Falls School District 91 with knowledge of Idaho Falls High School functions and interests.

2-9-2: PURPOSE: The Committee shall study the function and operation of the ~~Idaho Falls Civic~~Frontier Center for the Performing Arts and advise and assist the Director of the Municipal Services Department in the development of a long-term financial and facility plan to improve and sustain the viability of the ~~Idaho Falls Civic~~Frontier Center for the Performing Arts.

2-9-3: DUTIES: The Committee shall seek funding, donations, and present recommendations, consistent with available City funds, to the Director of the Municipal Services Department, as necessary in connection with the ongoing maintenance and successful operation of the ~~Idaho Falls Civic~~Frontier Center for the Performing Arts. The Committee shall also report its recommendations and activities from time to time to the Mayor and Council, at Council’s request.

...

SECTION 3. Savings and Severability Clause. The provisions and parts of this Ordinance are intended to be severable. If any section, sentence, clause, or phrase of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Ordinance.

SECTION 4. Codification Clause. The Clerk is instructed to immediately forward this Ordinance to the codifier of the official municipal code for proper revision of the Code.

SECTION 5. Publication and Effective Date. This Ordinance, or a summary thereof in compliance with Idaho Code, shall be published once in the official newspaper of the City, and shall take effect immediately upon its passage, approval, and publication.

PASSED by the City Council and APPROVED by the Mayor of the City of Idaho Falls, Idaho, this ____ day of _____, 2023.

ATTEST:

CITY OF IDAHO FALLS, IDAHO

CORRIN WILDE, CITY CLERK

REBECCA L. NOAH CASPER, Ph.D., MAYOR

(SEAL)

STATE OF IDAHO)
) ss:
County of Bonneville)

I, CORRIN WILDE, CITY CLERK OF THE CITY OF IDAHO FALLS, IDAHO, DO HEREBY CERTIFY:

That the above and foregoing is a full, true and correct copy of the Ordinance entitled, “AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; AMENDING TITLE 1, CHAPTER 13, AND CODE SECTIONS 3-3-3(D) AND (E) TO REMOVE A REFERENCE TO A NO-LONGER EXISTING MUNICIPAL SERVICES COMMITTEE AND TO REFLECT CURRENT DEPARTMENT PRACTICES; CHANGING CODE REFERENCES FROM “CONTROLLER” AND “TREASURER” TO “FINANCIAL MANAGER/ TREASURER” ; AND AMENDING TITLE 2, CHAPTER 9 TO CHANGE THE NAME OF THE IDAHO FALLS CIVIC CENTER FOR THE PERFORMING ARTS TO THE FRONTIER CENTER FOR THE PERFORMING ARTS; PROVIDING SEVERABILITY, CODIFICATION, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.”

CORRIN WILDE, CITY CLERK

(SEAL)

Memorandum

File #: 23-299

City Council Meeting

FROM: Wade Sanner, Director; on behalf of the Idaho Falls Redevelopment Agency
DATE: Thursday, October 19, 2023
DEPARTMENT: Community Development Services

Subject

Resolution approving the Eligibility Report for the Northgate Mile Area Urban Renewal District

Council Action Desired

- ☐ Ordinance ☒ Resolution ☐ Public Hearing
☐ Other Action (Approval, Authorization, Ratification, etc.)

Approve the Resolution approving the Eligibility Report for the Northgate Mile Area Urban Renewal District and give authorization for the Mayor and City Clerk to execute the necessary documents (or take other action deemed appropriate).

Description, Background Information & Purpose

Attached is a resolution approving the Eligibility Report for the Northgate Mile Area Urban Renewal District. This is the first step required by Idaho Statute in creating a new urban renewal district. The report reviews the criteria for establishing a district and determines which of the criteria are met for the site. The statute requires that only one of the criteria be met. If the Council approves the report, the Idaho Falls Redevelopment Agency (IFRA) will then be authorized to draft an urban renewal district plan, which will also come back for Council approval. The IFRA board reviewed this report on September 21, 2023, and approved the document. It is now being presented for Council approval.

Alignment with City & Department Planning Objectives



The policies in the plan are consistent with many policies and goals related to Good Governance, Growth, Sustainability, and Livable Communities.

Interdepartmental Coordination

NA

Fiscal Impact

NA

Legal Review

The City Attorney's Office has reviewed the resolution to ensure it is accordance with applicable law.

RESOLUTION NO. 2023-____

A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, DETERMINING A CERTAIN AREA WITHIN THE CITY, ALSO REFERRED TO AS THE NORTHGATE MILE AREA, TO BE A DETERIORATED AREA AND/OR A DETERIORATING AREA AS DEFINED BY IDAHO CODE SECTIONS 50-2018(8), (9) AND 50-2903(8); DIRECTING THE URBAN RENEWAL AGENCY OF THE CITY OF IDAHO FALLS, IDAHO, ALSO KNOWN AS THE IDAHO FALLS REDEVELOPMENT AGENCY, TO COMMENCE THE PREPARATION OF AN URBAN RENEWAL PLAN SUBJECT TO CERTAIN CONDITIONS, WHICH PLAN MAY INCLUDE REVENUE ALLOCATION PROVISIONS FOR ALL OR PART OF THE AREA; AND PROVIDING THAT THIS RESOLUTION BE EFFECTIVE UPON ITS PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW.

WHEREAS, on July 6, 1966, the Idaho Falls City Council (the “City Council”) and the Mayor of Idaho Falls, Idaho, created the Urban Renewal Agency of the City of Idaho Falls, Idaho, also known as the Idaho Falls Redevelopment Agency, an independent public body, corporate and politic, authorized under the authority of 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 (hereinafter the “Act”), a duly created and functioning urban renewal agency for Idaho Falls, Idaho, hereinafter referred to as the “Agency;” and

WHEREAS, the City Council, on October 14, 2004, after notice duly published, conducted a public hearing on the River Commons Urban Renewal Plan (the “River Commons Plan”); and

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 2256 on October 14, 2004, approving the River Commons Plan, making certain findings, and establishing the River Commons revenue allocation area (the “River Commons Project Area”); and

WHEREAS, the City Council, on December 11, 2014, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Eagle Ridge Urban Renewal Project (the “Eagle Ridge Plan”); and

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 2978 on December 11, 2014, approving the Eagle Ridge Plan, making certain findings, and establishing the Eagle Ridge revenue allocation area (the “Eagle Ridge Project Area”); and

WHEREAS, the City Council, on November 9, 2017, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Jackson Hole Junction Urban Renewal Project (the “Jackson Hole Junction Plan”); and

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3142 on November 9, 2017, approving the Jackson Hole Junction Plan, making certain findings, and establishing the Jackson Hole Junction revenue allocation area (the “Jackson Hole Junction Project Area”); and

WHEREAS, the City Council, on November 10, 2022, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Pancheri East Bank Urban Renewal Project (“Pancheri East Bank Plan”); and

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3492 on November 10, 2022, approving the Pancheri East Bank Plan, making certain findings, and establishing the Pancheri East Bank Plan revenue allocation area (the “Pancheri East Bank Project Area”); and

WHEREAS, the City Council, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Anderson Bush Urban Renewal Project (“Anderson Bush Plan”); and

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3508 on March 30, 2023, approving the Anderson Bush Plan, making certain findings, and establishing the Anderson Bush Plan revenue allocation area (the “Anderson Bush Project Area”); and

WHEREAS, the Agency Board approved the Urban Renewal Plan for the Stanley Boge Urban Renewal Project (the “Proposed Stanley Boge Plan”) including the Stanley Boge revenue allocation area (the “Proposed Stanley Boge Project Area”) at its meeting on July 20, 2023. The Proposed Stanley Boge Plan will be considered by the City Council on October 26, 2023, or thereafter; and

WHEREAS, the above referenced existing and proposed urban renewal plans are collectively referred to as the “Existing Urban Renewal Plans” and their respective existing and proposed revenue allocation project areas are collectively referred to as the “Existing Project Areas;” and

WHEREAS, it has become apparent that additional property within the City may be deteriorating and/or deteriorated and should be examined as to whether such an area is eligible for urban renewal planning purposes; and

WHEREAS, on May 18, 2023, the Agency adopted Resolution No. 2023-09 approving a Memorandum of Understanding (“MOU”) with Middle R Holdings, LLC, an Idaho limited liability company, which inter alia required Middle R Holdings, LLC to deposit certain funds to advance fund certain costs and fees related to the preparation and processing of an eligibility report; and

WHEREAS, Middle R Holdings, LLC has made the necessary deposit as required by the MOU; and

WHEREAS, in or around August 2023, the Agency engaged the services of Brad Cramer, MPA, AICP of Perspective Planning & Consulting, to commence an eligibility study and preparation of an eligibility report of an area approximately 29 acres in size, in the central portion of the City, generally along the Northgate Mile and is bordered by the Union Pacific Railroad on the west,

Higbee Avenue to the east, Cleveland Street to the south, and College Street to the north (the “Study Area”). The Study Area is south and east of the former stockyard property, which is now the site of the new Idaho Falls Police Station. All parcels in the Study Area are located within the City limits; and

WHEREAS, the Agency obtained the Northgate Mile Eligibility Study, dated September 2023 (the “Report”), a copy of which is attached hereto as **Exhibit A**, which examined the Study Area for the purpose of determining whether such area was a deteriorating area and/or a deteriorated area as defined by Idaho Code Sections 50-2018(8), (9) and 50-2903(8); and

WHEREAS, pursuant to Idaho Code Sections 50-2018(8), (9) and 50-2903(8), which define the qualifying conditions of a deteriorating area and deteriorated area, many of the conditions necessary to be present in such an area are found in the Study Area, including:

- a. The presence of a substantial number of deteriorated or deteriorating structures; deterioration of site;
- b. predominance of defective or inadequate street layout;
- c. faulty lot layout in relation to size, adequacy, accessibility or usefulness/obsolete platting;
- d. diversity of ownership;
- e. insanitary or unsafe conditions;
- f. outmoded street patterns;
- g. unsuitable topography;
- h. age or obsolescence;
- i. lack of correlation of the area with other areas of the City by streets and modern traffic requirements;
- j. conditions which retard development of the area;
- k. economic disuse or underdeveloped property; and
- l. existence of conditions which endanger life or property by fire and other causes;

WHEREAS, the Study Area includes open space/open land; and

WHEREAS, under the Act, a deteriorated area includes any area which is predominantly 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. *See*, Idaho Code § 50-2903(8)(c); and

WHEREAS, Idaho Code §§ 50-2018(9), 50-2903(8) and 50-2008(d) list the additional conditions applicable to open land areas, including open land areas to be acquired by the Agency, which are the same or similar to the conditions set forth in the definitions of “deteriorating area” and “deteriorated area;” and

WHEREAS, while the Study Area is not predominantly open, the Report addresses the findings concerning including open land within any urban renewal area as defined in Idaho Code Sections 50-2018(9), 50-2903(8)(c), and 50-2008(d); and

WHEREAS, the effects of the listed conditions cited in the Report result in economic underdevelopment of the area, substantially impairs or arrests the sound growth of a municipality,

constitutes an economic or social liability, and is a menace to the public health, safety, morals or welfare in its present condition or use; and

WHEREAS, the Agency on September 21, 2023 adopted Resolution No. 2023-18 (a copy of which is attached hereto to **Exhibit B**) accepting the Report and authorizing the Chair of the Agency to transmit the Report to the City Council requesting its consideration for the designation of an urban renewal area and requesting the City Council direct the Agency to prepare an urban renewal plan for the Study Area which plan may include a revenue allocation provision as allowed by law; and

WHEREAS, under the Law and Act, Idaho Code Sections 50-2903(8)(f) and 50-2018(8) and (9), the definition of a deteriorating area 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 except for an agricultural operation that has not been used for three (3) consecutive years; and

WHEREAS, the Study Area does not include parcels subject to such consent; and

WHEREAS, the Report includes a preliminary analysis concluding the base assessment roll value for the Study Area along with the base assessment roll value for the Existing Project Areas and the proposed revenue allocation area do not exceed 10% of the current assessed valuation of all taxable property within the City; and

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; and

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; and

WHEREAS, it is desirable and in the best public interest that the Agency prepare an urban renewal plan for the area identified as the Study Area in the Report located in the city of Idaho Falls, county of Bonneville, state of Idaho.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF IDAHO FALLS, IDAHO, AS FOLLOWS:

Section 1. That the City Council finds and declares that the above statements are true and correct.

Section 2. That the City Council finds and declares that:

(a) the Study Area described in the Report, attached hereto as **Exhibit A**, is a deteriorated area or a deteriorating area existing in the City as defined by Chapters 20 and 29, Title 50, Idaho Code, as amended, and qualifies as an urban renewal project and justification exists for designating the area as appropriate for an urban renewal project;

(b) there is a need for the Agency, an urban renewal 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) the area identified as the Study Area in the Report is determined to be a deteriorated area or a deteriorating area, or a combination thereof, and such area is designated as appropriate for an urban renewal project; and

(d) the rehabilitation, conservation, development and redevelopment, or a combination thereof, of such area is necessary in the interest of the public health, safety, and welfare of the residents of the City.

Section 3. That the City Council hereby directs the Agency to commence the planning process to prepare an urban renewal plan for all or a portion of the Study Area, and for consideration of the urban renewal plan 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.

Section 4. That this Resolution shall be in full force and effect immediately upon its adoption and approval.

This Resolution shall be in full force and effect from and after its passage by the Council.

ADOPTED and effective this _____ day of _____, 2023.

	CITY OF IDAHO FALLS, IDAHO _____ Rebecca L. Noah Casper, Ph. D., Mayor
ATTEST: _____ Corrin Wilde, City Clerk	

(SEAL)

STATE OF IDAHO)
) ss:
County of Bonneville)

I, CORRIN WILDE, CITY CLERK OF THE CITY OF IDAHO FALLS, IDAHO, DO
HEREBY CERTIFY:

That the above and foregoing is a full, true and correct copy of the
Resolution entitled, “A RESOLUTION OF THE CITY OF IDAHO
FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE
OF IDAHO, DETERMINING A CERTAIN AREA WITHIN THE CITY
TO BE A DETERIORATED AREA AND/OR A DETERIORATING
AREA AS DEFINED BY IDAHO CODE SECTIONS 50-2018(8), (9)
AND 50-2903(8); DIRECTING THE URBAN RENEWAL AGENCY
OF THE CITY OF IDAHO FALLS, ALSO KNOWN AS THE IDAHO
FALLS REDEVELOPMENT AGENCY, TO COMMENCE THE
PREPARATION OF AN URBAN RENEWAL PLAN SUBJECT TO
CERTAIN CONDITIONS, WHICH PLAN MAY INCLUDE REVENUE
ALLOCATION PROVISIONS FOR ALL OR PART OF THE AREA;
AND PROVIDING THAT THIS RESOLUTION BE EFFECTIVE
UPON ITS PASSAGE, APPROVAL, AND PUBLICATION
ACCORDING TO LAW.”

(SEAL)

Corrin Wilde, City Clerk

Exhibit A

Northgate Mile Eligibility Study

Exhibit B
Agency Resolution No. 2023-18 (without Exhibits)

4883-8893-1457, v. 1

RESOLUTION NO. 2023-18

BY THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF
IDAHO FALLS, IDAHO:

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF THE CITY OF IDAHO FALLS, IDAHO, ALSO KNOWN AS THE IDAHO FALLS REDEVELOPMENT AGENCY, ACCEPTING THAT CERTAIN REPORT ON ELIGIBILITY FOR CERTAIN PROPERTY REFERRED TO AS THE NORTHGATE MILE AREA AS AN URBAN RENEWAL AREA AND REVENUE ALLOCATION AREA AND JUSTIFICATION FOR DESIGNATING THE AREA AS APPROPRIATE FOR AN URBAN RENEWAL PROJECT; TO MAKE ANY NECESSARY TECHNICAL CHANGES TO THE REPORT; AUTHORIZING AND DIRECTING THE CHAIRMAN OR ADMINISTRATOR TO TRANSMIT THE REPORT AND THIS RESOLUTION TO THE CITY COUNCIL OF THE CITY OF IDAHO FALLS REQUESTING ITS CONSIDERATION FOR DESIGNATION OF AN URBAN RENEWAL AREA AND SEEKING FURTHER DIRECTION FROM THE COUNCIL; AND PROVIDING AN EFFECTIVE DATE.

THIS RESOLUTION, made on the date hereinafter set forth by the Urban Renewal Agency of the City of Idaho Falls, Idaho, also known as the Idaho Falls Redevelopment Agency, an independent public body, corporate and politic, authorized under the authority of 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 (hereinafter the "Act"), a duly created and functioning urban renewal agency for Idaho Falls, Idaho, hereinafter referred to as the "Agency."

WHEREAS, the City Council (the "City Council") of the city of Idaho Falls, Idaho (the "City"), after notice duly published, conducted a public hearing on the River Commons Urban Renewal Plan (the "River Commons Plan");

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 2256 on October 14, 2004, approving the River Commons Plan, making certain findings and establishing the River Commons revenue allocation area (the "River Commons Project Area");

WHEREAS, the City Council, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Eagle Ridge Urban Renewal Project (the “Eagle Ridge Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 2978 on December 11, 2014, approving the Eagle Ridge Plan, making certain findings and establishing the Eagle Ridge revenue allocation area (the “Eagle Ridge Project Area”);

WHEREAS, the City Council, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Jackson Hole Junction Urban Renewal Project (the “Jackson Hole Junction Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3142 on November 9, 2017, approving the Jackson Hole Junction Plan, making certain findings, and establishing the Jackson Hole Junction revenue allocation area (the “Jackson Hole Junction Project Area”);

WHEREAS, the City Council, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Pancheri East Bank Urban Renewal Project (“Pancheri East Bank Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3492 on November 10, 2022, approving the Pancheri East Bank Plan, making certain findings, and establishing the Pancheri East Bank Plan revenue allocation area (the “Pancheri East Bank Project Area”);

WHEREAS, the City Council, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Anderson Bush Urban Renewal Project (“Anderson Bush Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3508 on March 30, 2023, approving the Anderson Bush Plan, making certain findings, and establishing the Anderson Bush Plan revenue allocation area (the “Anderson Bush Project Area”);

WHEREAS, the Agency Board approved the Urban Renewal Plan for the Stanley Boge Urban Renewal Project (the “Proposed Stanley Boge Plan”) including the Stanley Boge revenue allocation area (the “Proposed Stanley Boge Project Area”) at its meeting on July 20, 2023. The Proposed Stanley Boge Plan will be considered by the City Council fall 2023;

WHEREAS, the above referenced existing and proposed urban renewal plans are collectively referred to as the “Existing Urban Renewal Plans” and their respective existing and proposed revenue allocation project areas are collectively referred to as the “Existing Project Areas;”

WHEREAS, it has become apparent that additional property within the City may be deteriorating and/or deteriorated and should be examined as to whether such an area is eligible for urban renewal planning purposes;

WHEREAS, on May 18, 2023, the Agency adopted Resolution No. 2023-09 approving a Memorandum of Understanding (“MOU”) with Middle R Holdings, LLC, an Idaho limited liability company, which inter alia required Middle R Holdings, LLC to deposit certain funds to advance fund certain costs and fees related to the preparation and processing of an eligibility report;

WHEREAS, Middle R Holdings, LLC has made the necessary deposit as required by the MOU;

WHEREAS, in or around August 2023, the Agency engaged the services of Brad Cramer, MPA, AICP of Perspective Planning & Consulting, to commence an eligibility study and preparation of an eligibility report of an area approximately 29 acres in size, in the central portion of Idaho Falls, generally along the Northgate Mile and is bordered by the Union Pacific Railroad on the west, Higbee Avenue to the east, Cleveland Street to the south, and College Street to the north (the “Study Area”). The Study Area is south and east of the former stockyard property, which is now the site of the new Idaho Falls Police Station. All parcels in the Study Area are located within the City limits;

WHEREAS, the Agency has obtained the Northgate Mile Eligibility Study, dated September 2023 (the “Report”), a copy of which is attached hereto as **Exhibit A**, which examined the Study Area for the purpose of determining whether such area was a deteriorating area and/or a deteriorated area as defined by Idaho Code Sections 50-2018(8), (9) and 50-2903(8);

WHEREAS, pursuant to Idaho Code Sections 50-2018(8), (9) and 50-2903(8), which define the qualifying conditions of a deteriorating area and deteriorated area, many of the conditions necessary to be present in such an area are found in the Study Area, including:

- a. The presence of a substantial number of deteriorated or deteriorating structures; deterioration of site;
- b. predominance of defective or inadequate street layout;
- c. faulty lot layout in relation to size, adequacy, accessibility or usefulness/obsolete platting;
- d. diversity of ownership;
- e. insanitary or unsafe conditions;
- f. outmoded street patterns;
- g. unsuitable topography;
- h. age or obsolescence;
- i. lack of correlation of the area with other areas of the City by streets and modern traffic requirements;
- j. conditions which retard development of the area;
- k. economic disuse or underdeveloped property; and
- l. existence of conditions which endanger life or property by fire and other causes;

WHEREAS, the Study Area includes open space/open land;

WHEREAS, under the Act, a deteriorated area includes any area which is predominantly

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. *See* Idaho Code § 50-2903(8)(c);

WHEREAS, Idaho Code §§ 50-2018(8), (9), 50-2903(8) and 50-2008(d) list additional conditions applicable to open land areas, including open land areas to be acquired by the Agency, which are the same or similar to the conditions set forth in the definitions of “deteriorating area” and “deteriorating area;”

WHEREAS, while the Study Area is not predominantly open, the Report addresses the findings concerning including open land within any urban renewal area as defined in Idaho Code Sections 50-2018(9), 50-2903(8)(c), and 50-2008(d);

WHEREAS, the effects of the listed conditions cited in the Report result in economic underdevelopment of the area, substantially impairs or arrests the sound growth of a municipality, constitutes an economic or social liability, and is a menace to the public health, safety, morals or welfare in its present condition or use;

WHEREAS, under the Law and Act, Idaho Code Sections 50-2903(8)(f) and 50-2018(8) and (9), the definition of a deteriorating area 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 except for an agricultural operation that has not been used for three (3) consecutive years;

WHEREAS, the Study Area does not include parcels subject to such consent;

WHEREAS, the Report includes a preliminary analysis concluding the base assessment roll value for the Study Area along with the combined base assessment roll values for the Existing Project Areas do not exceed 10% of the current assessed valuation of all taxable property within the City;

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, the Agency Board finds it in the best public interest to accept the Report.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE BOARD OF COMMISSIONERS OF THE IDAHO FALLS REDEVELOPMENT AGENCY OF IDAHO FALLS, IDAHO, AS FOLLOWS:

Section 1. That the above statements are true and correct.

Section 2. That the Agency Board acknowledges acceptance and receipt of the Report, attached hereto as “**EXHIBIT A**”, recognizing technical changes or corrections which may be required before transmittal to the City Council for its consideration.

Section 3. That there are one or more areas within the City that are a deteriorating area or a deteriorated area as defined by Idaho Code Sections 50-2018(8), (9) and 50-2903(8).

Section 4. That one such area is the Study Area, which is approximately 29 acres in size in the central portion of Idaho Falls, generally along the Northgate Mile and is bordered by the Union Pacific Railroad on the west, Higbee Avenue to the east, Cleveland Street to the south, and College Street to the north.

Section 5. That the rehabilitation, conservation, development and redevelopment, or a combination thereof, of such area is necessary in the interest of the public health, safety, and welfare of the residents of the City.

Section 6. That the Chair of the Agency Board of Commissioners or the Administrator, are hereby authorized to transmit the Report to the City Council requesting that the City Council:

- a. Determine whether the Study Area identified in the Report qualifies as an urban renewal project and there is justification for designating the area, as appropriate, for an urban renewal project; and
- b. If such designation is made, whether the Agency should proceed with the preparation of an urban renewal plan for the area, which plan may include a revenue allocation provision as allowed by law.

Section 7. That this Resolution shall be in full force and effect immediately upon its adoption and approval.


PASSED By the Idaho Falls Redevelopment Agency of the city of Idaho Falls, Idaho, on September 21, 2023. Signed by the Chair of the Board of Commissioners and attested by the Secretary to the Board of Commissioners, on September 21, 2023.

APPROVED:

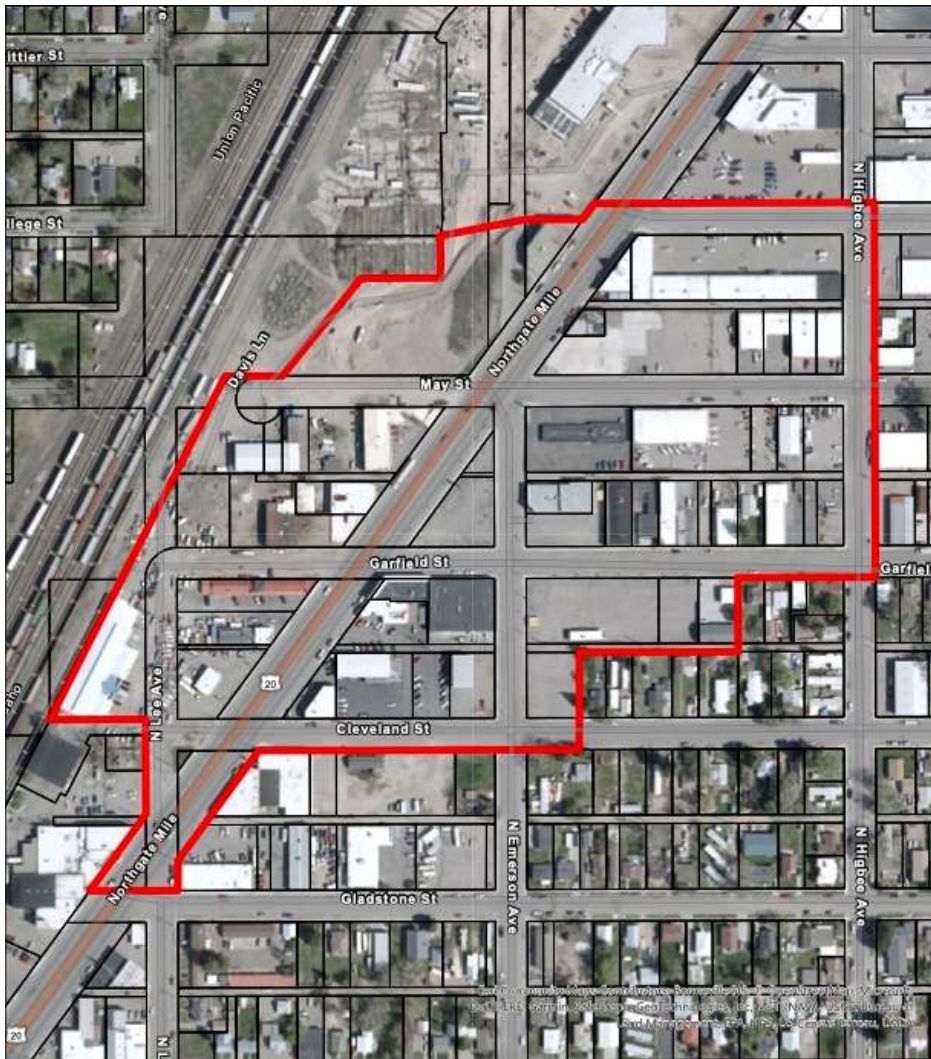
By: 

Lee Radford, Chair

ATTEST:

By: 

Terri Gazdik, Secretary
4865-8798-2975, v. 1



NORTHGATE MILE ELIGIBILITY STUDY

IDAHO FALLS REDEVELOPMENT AGENCY

*Report by Brad Cramer, MPA, AICP
with assistance of Brian Stevens, Idaho Falls Community Development Services
September, 2023*



PERSPECTIVE
PLANNING & CONSULTING

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EXECUTIVE SUMMARY

Executive Summary

This report is a review of the approximately 29 acres (Study Area) in the central portion of Idaho Falls to determine its eligibility to become an Urban Renewal Area (URA) under the Idaho Urban Renewal Law of 1965 and Local Economic Development Act, which are described in more detail below. The Study Area is generally along the Northgate Mile and is bordered by the Union Pacific Railroad on the west, Higbee Avenue to the east, Cleveland Street to the south, and College Street to the north. The Study Area is south and east of the former stockyard property, which is now the site of the new Idaho Falls Police Station. These boundaries are depicted on Map 1 on page 4. Other than some small properties owned by the City on the northern boundary and the various rights-of-way and alleys, the Study Area is in private ownership. Streets within the Study Area include Northgate Mile, Cleveland Street, Garfield Street, May Street, College Street, Lee Avenue, Emerson Avenue, and Higbee Avenue.

A significant amount of study of this area was conducted previously as part of the *Northgate/1st Street Area-Wide Plan* (referred to throughout this document as the AWP). This document was funded by an EPA Brownfields grant awarded to the City. Although it was consulted heavily for the preparation of the report, the author also conducted multiple walking and driving surveys of the area to verify which conditions remained the same.

The Idaho Urban Renewal Law of 1965, which comprises Chapter 20, Title 50 of Idaho Code as amended, and the Local Economic Development Act, comprising Chapter 29, Title 50 of Idaho Code as amended, outline the statutory criteria for determining whether an area is eligible to become a URA. To be eligible, a site must be determined to be a deteriorating and/or deteriorated area by meeting at least one of these statutory criteria. The review of the Study Area determined that the area meets at least one of the criteria and is, therefore, eligible to be an urban renewal project. Eligibility requirements met include:

1. **Deteriorating structures and infrastructure at the site.** Fifteen (15) structures appear to be at least partially vacant. Many of these, and others which are still occupied, show signs of deterioration such as broken windows, sagging roofs and awnings, failed paint and other exterior material, cracked asphalt, and substantial weed growth. The public infrastructure shows a prevalence of deteriorating or crumbling sidewalks, curbs, and gutters, as well as deterioration of streets in some areas. The alleyways appear unmaintained with tall weeds and accumulation of trash and debris.
2. **Outmoded street patterns and inadequate street layout.** For the most part, the street network in the area is a traditional grid pattern on a north/south axis. However, when Northgate Mile was constructed, it bisected the area on a diagonal moving from the southwest to the northeast. This created several awkwardly angled intersection, including areas where intersection of streets to the east of Northgate intersect too close to other intersections with Northgate Mile. Further, while the grid pattern still lends itself well to certain types of development, shallow lot depths and alleyways

EXECUTIVE SUMMARY

are challenging when considering modern zoning development standards. These can be overcome, but as a current condition of the area, they are a challenge.

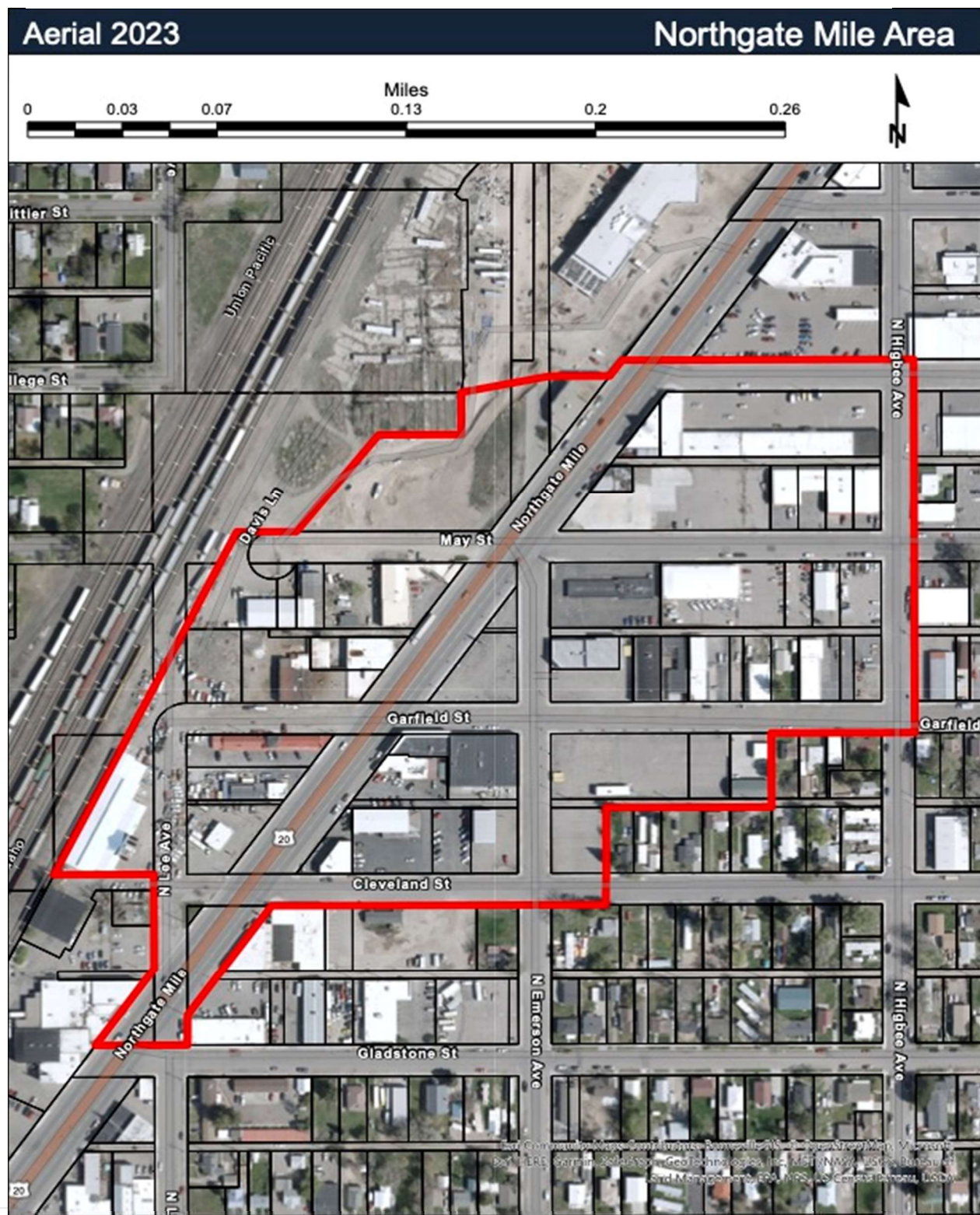
3. **Diversity of ownership.** According to Bonneville County tax records, there are 25 different owners of approximately 17 acres of privately held lands in the Study Area. The largest holdings by a single owner is less than three acres, and even this is not a single parcel. If redevelopment requires assemblage of land, which will very likely be the case, diversity of ownership of land poses a significant challenge.
4. **Insanitary or unsafe conditions.** 11 sites in the Study Area were identified in the AWP as brownfields or potential brownfield sites. This can mean contaminants exist either in the soils or the buildings on the site. Redevelopment will likely have extraordinary expense in properly addressing these issues. Further, as noted in more detail below, the buildings are aging and many likely do not meet modern building codes and accessibility standards, creating potentially unsafe conditions.
5. **Unsuitable topography due to elevation and basalt rock.** While rock may not be present in the entire Study Area, it is especially pronounced in the northern portion of the Study Area. This is evidenced by the sometimes-severe changes in elevation. This is especially notable on the west side of Northgate Mile, although topography changes are also seen on the east side.
6. **Age or obsolescence of the area.** The average age of buildings in the area is over 50 years. Several are more than 80 years old. These buildings are unlikely to meet current building and safety codes or accessibility standards. Redevelopment of such issues can be costly. Further, many of the water lines in the area are both of insufficient size and material and need to be upgraded. Many of the roads, curbs, gutters, and sidewalks are deteriorating due to age and lack of maintenance.
7. **Conditions which retard development of the area and impair the sound growth of the municipality.** Although it may seem repetitive, there are several issues which retard the development of the area. These include diminishing traffic counts, challenging intersections, deteriorating infrastructure, aging buildings, undeveloped rights-of-way, lack of code enforcement of weeds and outdoor storage, and high vacancy rates. According to the community health assessment, this area also scored lowest in the City for health indicators. Contributing factors included higher crime rates, lower incomes, and lower property values. Because the Study Area is in the central part of the City, abandonment and deterioration of the area devalues millions of dollars in public investments in infrastructure in exchange for new roads and utility lines elsewhere in the City.
8. **Economic underdevelopment of the area.** The Study Area used to be a main travel and commercial corridor of the City as a primary route to Yellowstone. From the 1950's to the early 1980's there were many thriving businesses, including an active stockyard, restaurants, auto

EXECUTIVE SUMMARY

dealerships, and others. Although some of those businesses remain today, a survey of the area shows high vacancy rates as businesses have moved closer to the Grand Teton Mall, which was constructed in 1984, and the auto dealerships have moved to the I-15/Sunnyside interchange, completed in the late 2000's. 15 of the structures in the area now appear to be at least partially vacant.

EXECUTIVE SUMMARY

Map 1: Study Area



BACKGROUND INFORMATION

Background Information

IDAHO FALLS REDEVELOPMENT AGENCY

The Idaho Falls Urban Renewal Agency (Agency) is the urban renewal agency of the City of Idaho Falls. The Mayor, with the confirmation of the City Council, has appointed seven individuals to the Idaho Falls Redevelopment Agency:

Lee Radford, Chair;
Brent Thompson, Vice-Chair
Christopher Harvey
Terri Gazdik, Secretary
Tom Hally
Kirk Larsen
John Walker

The Agency, originally created on July 6, 1966, was re-established by the Mayor and Council on October 20, 1988, for the purpose of eliminating blight in the Snake River Urban Renewal District (formerly Lindsay Boulevard Urban Renewal District). The Snake River Urban Renewal District expired in 2018. The Pancheri-Yellowstone Urban Renewal District ("Pancheri District") was terminated after eleven years in 2019. The Agency now administers five urban renewal/revenue allocation areas: River Commons, Eagle Ridge, Jackson Hole Junction, Pancheri East Bank, and Anderson Bush.

Wade Sanner, Director of Community Development Services (CDS) for the City of Idaho Falls, serves as the Executive Director of the Agency. Elam & Burke, P.A. is the legal counsel. Brad Cramer, with the assistance of the CDS staff, has been engaged to prepare an eligibility report to determine if the Yellowstone Square Study Area meets the criteria for consideration as an urban renewal area (URA).

URBAN RENEWAL BACKGROUND INFORMATION

In response to federal programs funding redevelopment of "blighted" urban areas in the mid-twentieth century, Idaho passed the Idaho Urban Renewal Law of 1965. The law authorized Idaho Municipalities to identify deteriorating areas within their communities and to use federal grant monies to improve and, if necessary, redevelop these areas. Support for such federal expenditures dissipated and eventually ended in the early 1970's. With the loss of federal support, states needed another tool to assist cities to redevelop deteriorating areas and to participate in the economic vitality of their communities. Idaho cities have a significant financial challenge in responding to the infrastructure demands of growth along with the ongoing need to maintain the existing physical plant in good repair. Idaho cities face stringent constitutional limitations and near total dependence upon state legislative action to provide funding. An Idaho city's access to funding sources and the ability to employ effective financing mechanisms such as general obligation bonding severely constrain capital investment strategies.

BACKGROUND INFORMATION

Tools available to cities in Idaho Code Title 50, Chapters 20 and 29, the Urban Renewal Law of 1965 and the Local Economic Development Act, respectively, are some of the few available to assist communities in their efforts to support economic vitality. New sources of State support are not likely to become available in the foreseeable future, thus the Idaho Falls Redevelopment Agency's on-going interest in exploring the potential for establishing additional urban renewal/revenue allocation areas is appropriate.

PURPOSE OF THE REPORT

The purpose of this report is to determine if the Study Area meets the criteria outlined in Idaho statutes, Idaho Code Sections 50-2018(8), (9), and 50-2903(8), for a URA. This report is the first step to assist the Idaho Falls City Council determine if there is a need for creating a URA in a portion or all of the Study Area.

STEPS IN CREATING A URA AND REVENUE ALLOCATION AREA (RAA)

If an urban renewal agency is in existence in a community, the creation of an urban renewal area, including a revenue allocation area (required for use of tax increment financing), begins with an eligibility report for a designated area within the community. The central question for an eligibility report whether the Study Area has at least one of the statutory characteristics which must be found to be considered eligible for urban renewal activities. These characteristics or criteria are:

1. The presence of a substantial number of deteriorated or deteriorating structures and deterioration of site [50-2018(9), 50-2903(8)(b) and (8)(c), and 50-2008(d)(4)(2)],
2. Age or obsolescence [50-2018(8) and 50-2903(8)(a)],
3. Predominance of defective or inadequate street layout [50-2018(9) and 50-2903(8)(b)],
4. Outmoded street patterns [50-2008(d)(4)(2)],
5. Need for correlation of area with other areas of municipality by streets and modern traffic requirements [50-2008(d)(4)(2)],
6. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness; obsolete platting [50-2018(9), 50-2903(8)(b) and (8)(c)], and 50-2008(d)(4)(2)]
7. Unsuitable topography [50-2008(d)(4)(2)],
8. Insanitary or unsafe conditions [50-2018(9), 50-2903(8)(b)],
9. Diversity of ownership [50-2018(9), 50-2903(8)(b) and (8)(c), and 50-2008(d)(4)(2)],
10. Tax or special assessment delinquency [50-2018(9), 50-2903(8)(b)], and 50-2008 (d)(4)(2)]
11. Defective or unusual conditions of title [50-2018(9), 50-2903(8)(b) and (8)(c), and 50-2008(d)(4)(2)],
12. Existence of conditions which endanger life or property by fire and other causes [50-2018(9), 50-2903(8)(b)],
13. Substantially impairs or arrests the sound growth of a municipality and is a menace to the public health, safety, morals or welfare [50-2018(9), 50-2903(8)(b) and 8(c)],
14. Conditions which retard development of the area [50-2008(d)(4)(2)], and
15. Results in economic underdevelopment of the area [50-2903(8)(b)] and economic disuse [50-2008(d)(4)(2)].

BACKGROUND INFORMATION

If it is determined the Study Area has characteristics which meet one or more of the statutory criteria listed above, the Agency may accept the eligibility report and request its consideration by the governing body. No URA can be formed unless the City Council adopts a resolution finding the area under consideration is deteriorated or deteriorating due to such characteristics, the redevelopment of the area is necessary for the welfare of the residents, and the area is appropriate for an urban renewal project.

The resolution approved by City Council authorizes the Agency to prepare a plan for the proposed urban renewal area. The urban renewal area plan is to include the following with specificity:

1. A statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable property within the municipality;
2. A statement listing the kind, number, and location of all proposed public works or improvements within the revenue allocation area;
3. An economic feasibility study;
4. A detailed list of estimated project costs;
5. A fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds are repaid, upon all taxing districts levying taxes upon property on the revenue allocation area;
6. A description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred;
7. A termination date for the plan and revenue allocation area as provided for in section 50-2903(20), Idaho Code. In determining the termination date, the plan shall recognize that the agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the urban renewal plan;
8. A description of the disposition or retention of any assets of the agency upon the termination date. Provided however, nothing herein shall prevent the agency from retaining assets or revenues generated from such assets as long as the agency shall have resources other than revenue allocation funds to operate and manage such assets;

Once the plan is prepared and approved by the Agency, it is forwarded to the City Council. Prior to the public hearing before the City Council, the City Council forwards the plan to the City Planning and Zoning Commission for its determination that the plan conforms to the City's comprehensive plan. At least thirty (30) days prior to the public hearing, a copy of the notice and plan is distributed to the taxing entities overlapping the boundaries of the proposed district. After receiving the recommendation of the commission, and after notice fully published, the public hearing is held. The City Council must approve an urban renewal plan, including revenue allocation financing provisions, by an ordinance. If the ordinance is adopted by the City Council, a copy of the ordinance with legal description of the RAA is distributed to all the overlapping taxing entities, county officials and the State Tax Commission.

By state statute, following adoption of the ordinance, the RAA is effective January 1, of the year in which it is adopted. The RAA has a maximum life of twenty years under Idaho statutes. The urban renewal agency implements the plan adopted by the City Council.

HISTORY OF THE STUDY AREA

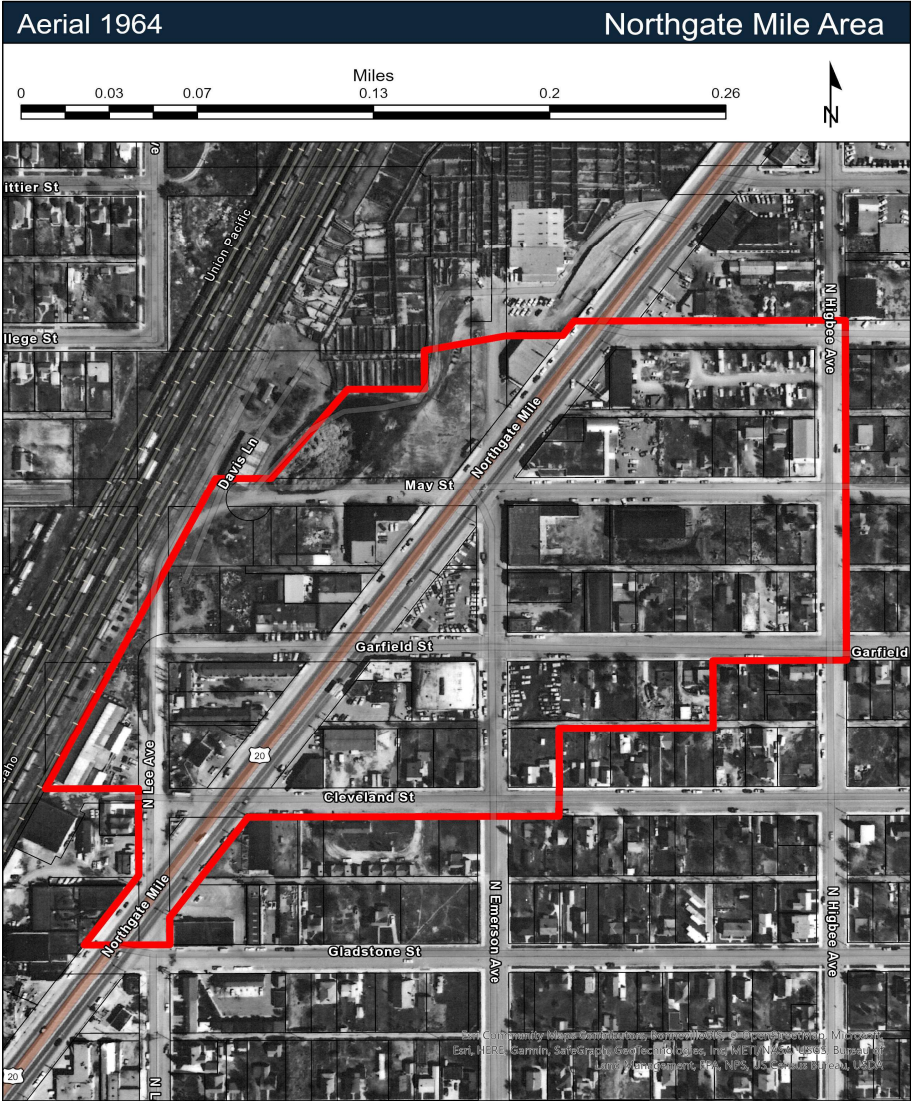
History of the Study Area

The Study Area covers a portion of what is known in Idaho Falls as the Northgate Mile. Constructed in the 1940's as part of the Yellowstone Highway, the new roadway helped build a bustling commercial center just outside of the historic downtown. The area is still home to a number of iconic businesses, signs, and landmarks which continue to serve as reminders of the commercial strength that once existed. Some of these include the stockyards built 1933, which were north of the Study Area and have now largely been demolished to make way for the City's new police station, North Hi-Way Café, which opened in 1934 and claims to be the oldest continuously operating restaurant, and Scottie's Drive-In, built in 1964 and one of only three remaining sites of what was a national chain. Although outside the Study Area, Northgate Mile also boasted the Pinecrest Golf Course, Elks Lodge (both of which are still open), a Sears store, which later became the site of the Country Club Mall and now the Fred Meyer Shopping Center, and a number of other restaurants and longstanding auto dealerships. Much of this growth took place between the 1940's and 1970's, while Northgate was the central corridor through town for both locals and tourists travelling to the National Parks to the north.

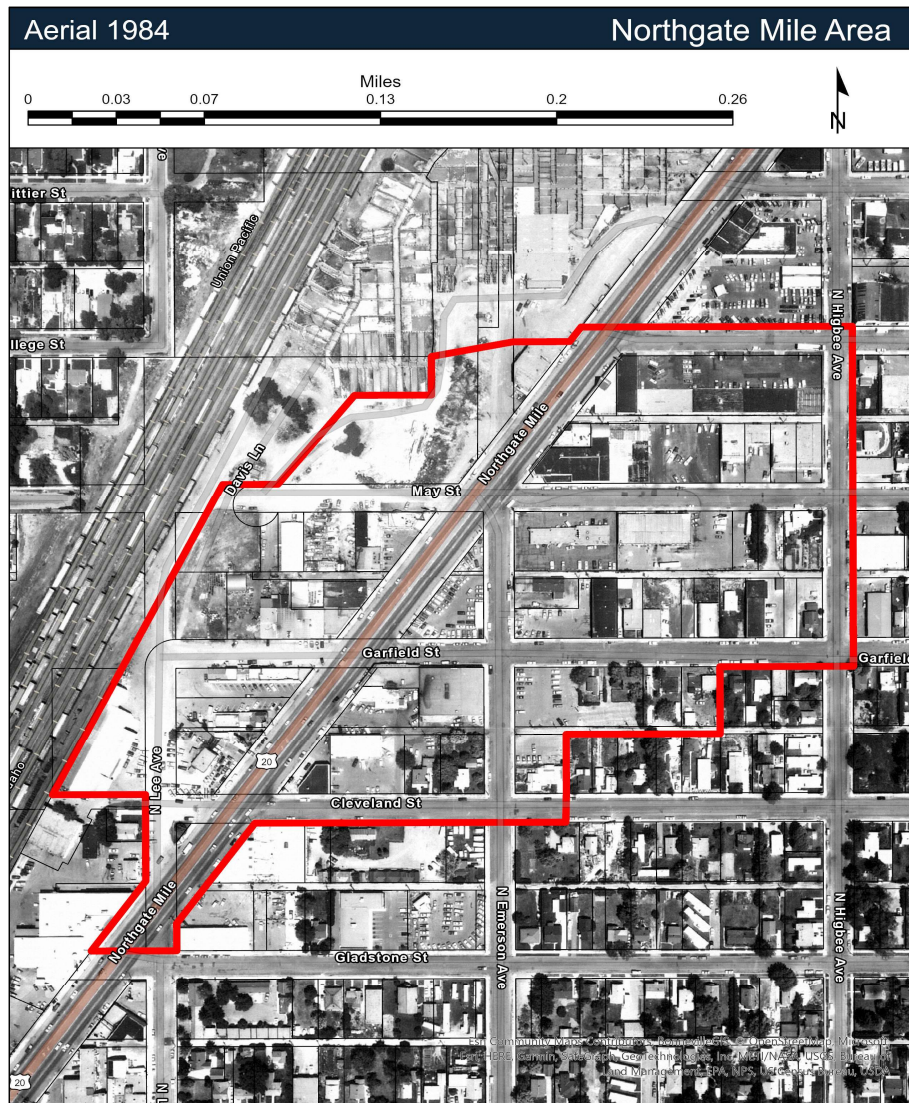
However, as with many central business districts, the area began to decline in the mid-1980's following the opening of a regional hospital and the Grand Teton Mall on the east side of town. From that time to present day, many businesses, especially the big box stores, theaters, and restaurants moved to the newer and developing area. Although some of the long-standing businesses noted above remain, one of the last mainstays, the Ron Sayer Auto Group dealerships, which included Dodge, Chrysler, Jeep, and Ram, vacated the area in 2022 in favor of new locations at the Sunnyside Road and I-15 interchange. Today, as described in more detail below, traffic counts along this main road have drastically reduced from even 20 years ago, and vacant and deteriorating buildings abound.

This is not to say there isn't reinvestment in the area. As already noted, the City of Idaho Falls is constructing a new police station on the former stockyards site. This multi-million dollar investment has injected new confidence in the area, which has resulted in some minor upgrades to buildings and new purchases of property by interested investors. However, in reviewing the existing state of the public infrastructure and the challenges caused by the location of Northgate Mile and it's odd splitting of the Study Area into two unequal sides, as well as the presence of basalt in certain areas, there are significant challenges. The City has proposed a new vision for the area in its AWP. But achieving this vision will require significant public and private investment as well as careful planning.

HISTORY OF THE STUDY AREA



HISTORY OF THE STUDY AREA



CURRENT CONDITIONS IN THE STUDY AREA

Current Conditions in the Study Area

ECONOMIC UNDERDEVELOPMENT OF THE STUDY AREA

Although the Study Area was once a main thoroughfare and remains home to a number of iconic businesses, two windshield surveys of the area showed significant underdevelopment of the area. 15 commercial structures appear to be at least partially vacant and 11 structures showed signs of significant deterioration. The uses that remain, other than the nostalgic mainstays of North Hi-Way Café and Scotties, are car sales lots, auto repair, some small service businesses, and a small amount of specialty retail such as Infinity Coins and a kitchen supply store.

The most recent major investment in the surrounding area is the new City police station, which is nearing completion. This project has drawn renewed interest to the area, but a number of factors as discussed further in this report make redevelopment challenging. To date, other investments have been small facelifts to existing buildings. Finally, while there is significant existing public infrastructure to serve properties as they redevelop, there are also areas which will require installation or upgrades of infrastructure, in particular on the west side of Northgate Mile.

TOPOGRAPHY AND GEOLOGY

One of the challenges of the Study Area is the geologic maps available online split the area, and in so doing leave out most of the land within the boundary. Developers have also not yet dug test holes to determine if rock is present and at what depth. To fill this gap, it is helpful to compare the *Geologic Map of the Idaho Falls North Quadrangle, Bonneville County*, 2011, prepared by William M. Phillips and John A. Welhan (Figure 1) with the City of Idaho Falls' topographic map (Map 2) together as shown on page 12. The southernmost portion of Figure 1 shows the northern portion of the Study Area. The Qbst label denotes Basalt of Shattuck Butte. This type of basalt is common to the area and other portions of Idaho Falls. This area of basalt corresponds with the topographic map which shows a rise in elevation moving from south to north across the Study Area. Although the depth of the basalt is not known, its presence is evident based on the maps and the changes in elevation of the roadways in the Study Area. Basalt in other areas of Idaho Falls has proven to be a detriment to development due to the difficulty and high cost of removal and backfill. The majority of the remainder of the Study Area is shown as Qg, or areas of alluvium soils, which are more suitable for development.

CURRENT CONDITIONS IN THE STUDY AREA

Map 2: Surface Terrain

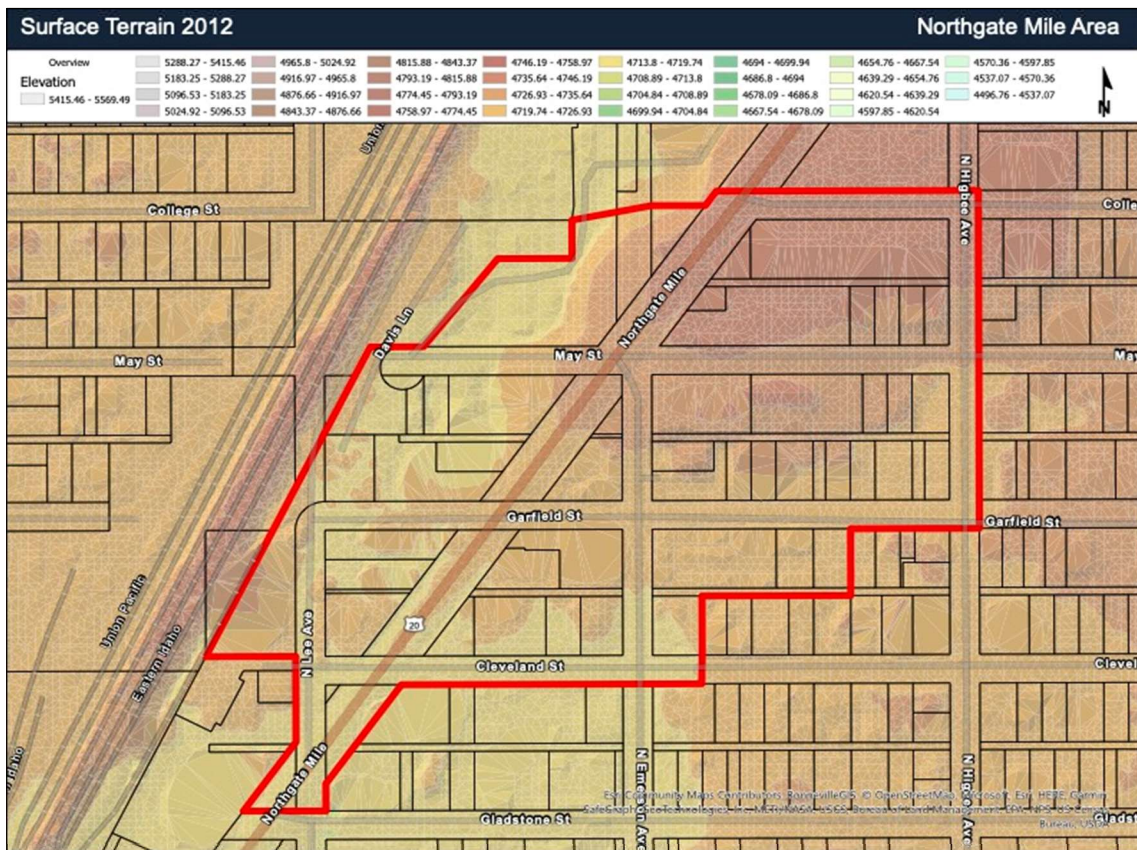
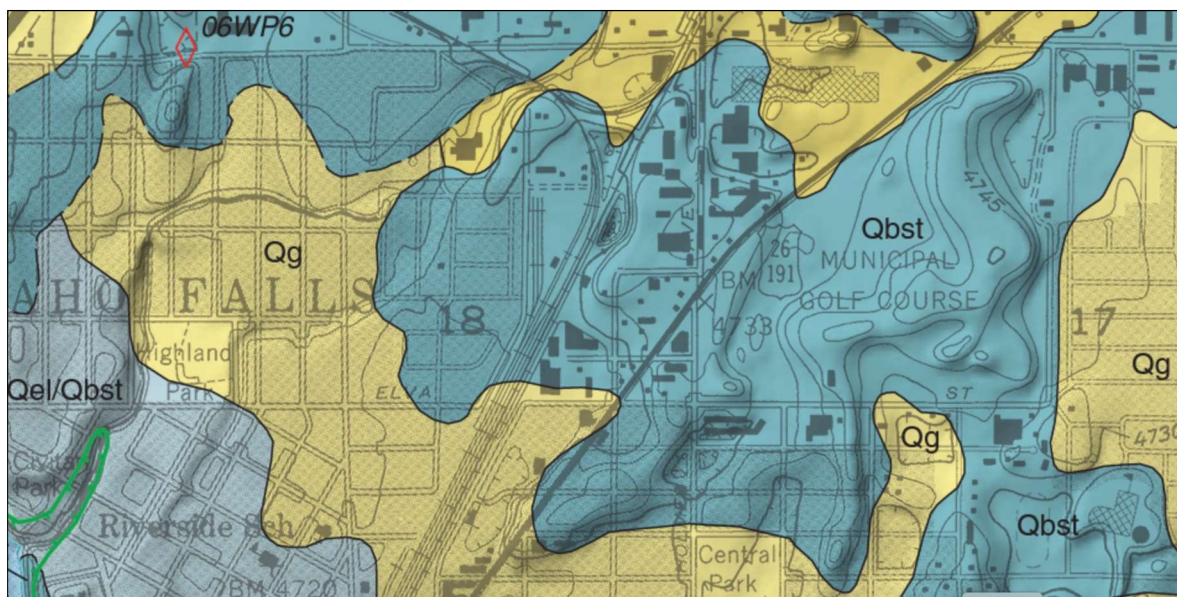


Figure 1: Geologic Map of the Idaho Falls North Quadrangle, Bonneville County, 2011



CURRENT CONDITIONS IN THE STUDY AREA

STREETS

The Study Area’s street network is primarily a traditional grid pattern on a north/south axis with Yellowstone Highway, or Northgate Mile, functioning as a principal arterial. However, like other portions of the Idaho Falls’ core, the north/south grid is bisected on a diagonal by Northgate Mile which runs parallel to the railroad on the western boundary of the Study Area. Although Northgate Mile provides high traffic volumes and visibility to many of the businesses, this diagonal bisection of the street network creates several intersections at odd angles. In conversation with the City’s engineer, Kent Fugal, these intersections are not safe, especially given the lack of visibility created by zero setback development and the high speeds of traffic on Northgate Mile. This issue is also covered in the AWP. Examples of these odd and unsafe intersections are shown on Map 3, highlighted in the orange circles.

Besides the safety issues at the intersections, the diagonal of Northgate combined with the north/south grid creates several parcels that are triangular in shape, making them difficult to develop. The most prominent example of this issue is one of the former parking lots for the Ron Sayer dealerships as noted on Map 3, highlighted in green. To further complicate this parcel, it is divided by a public alley. Although this was functional for a parking lot with no structures, new building construction would be extremely challenging.

An additional issue with the street network is evident on the west side of Northgate Mile. North Lee, Garfield, Cleveland, and May Streets have never been developed with asphalt, curb, gutter, or sidewalk. This creates a number of situations where developed lots don’t have frontage to a developed street. It has also led to misuse of the right-of-way. The North Lee right-of-way, for example, is currently being used for vehicle storage by an adjacent business. This lack of curb and gutter also means there is nothing to properly channel water to the City’s drainage system, creating higher risk of damage to properties from flooding, especially in winter. Finally, the railroad bisects North Lee between Garfield and May, eliminating connection between the two streets other than via Northgate Mile.

In terms of traffic generation, as noted above Northgate Mile is a principal arterial, carrying the highest traffic volumes. However, counts show that traffic is decreasing in the area. According to the Idaho Transportation Department’s Annual Average Daily Traffic (AADT) map, counts have dropped by almost half since 2000 as shown in Table 1. This is further evidence of the underperforming economy of the area due, in part, to rising vacancies as businesses move to more prime retail areas along Sunnyside Road, Hitt Road, and others.

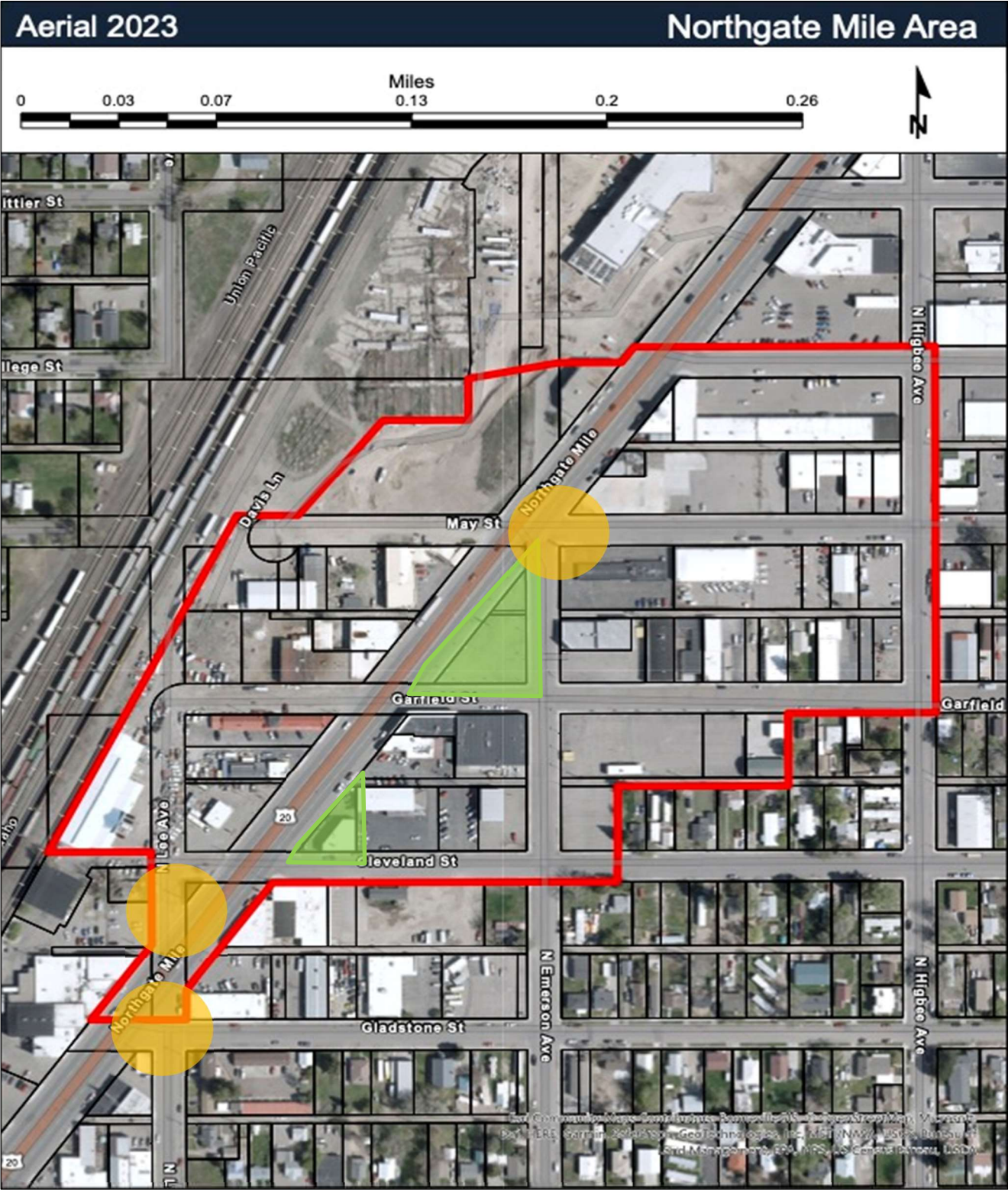
Table 1: Northgate Mile Annual Average Daily Traffic Counts

YEAR	AVERAGE DAILY TRAFFIC
2000	22,000
2010	18,000
2022	12,500

Source: ITD AADT Maps
<https://iplan.maps.arcgis.com/apps/webappviewer/index.html?id=e8b58a3466e74f249cca6aad30e83ba2>

CURRENT CONDITIONS IN THE STUDY AREA

Map 3: Challenging Parcels and Intersections

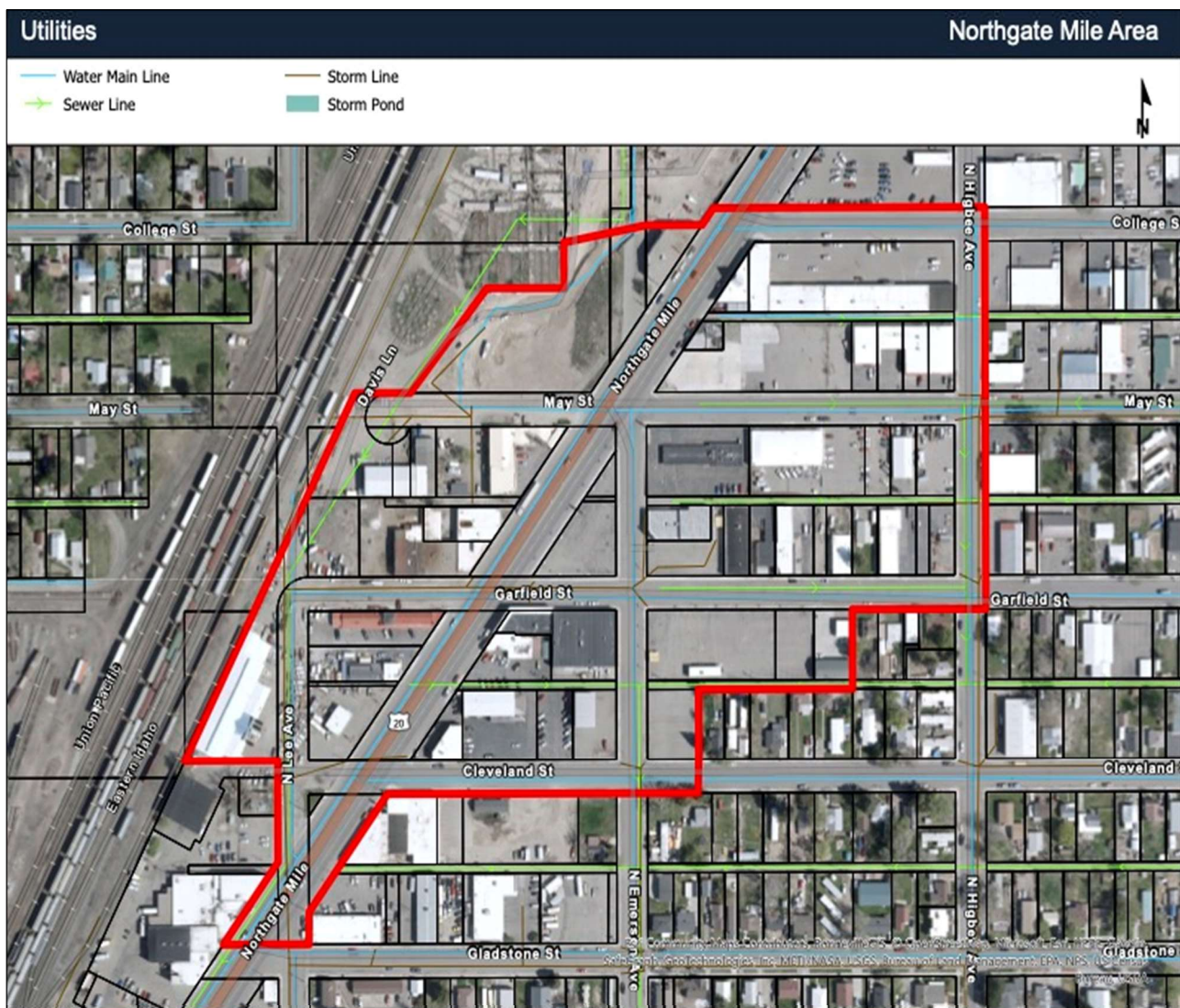


CURRENT CONDITIONS IN THE STUDY AREA

UTILITIES

Utilities serving the Study Area are shown in Map 4. According to the AWP, “City staff did not indicate capacity concerns to support infill and redevelopment projects. The project team reviewed GIS based utility line data to identify areas with serviceability gaps – this study did not include a future demand or capacity analysis. Most properties have service lines in the adjacent rights-of-way and future development projects can tap into these lines (pg. 126).” Although capacity may not be an issue for the larger Northgate area, there are several concerns with the water system in the Study Area boundaries. There are lines which are of insufficient size and material and need to be upgraded. In the Northgate Mile right-of-way, the water line is

Map 4: Utilities



CURRENT CONDITIONS IN THE STUDY AREA

cast iron, which the City prefers to upgrade, and also should be upgraded from a 10-inch to a 12-inch line. Other lines which need to be upsized and upgraded to ductile iron include:

- In College between Northgate and Higbee
- In Higbee between College and May
- In May between Higbee and Northgate
- In Lee between Gladstone and the alley between May and Garfield
- In Garfield between Northgate and Lee
- A small line connecting Northgate to Cleveland

LOT LAYOUT

As noted in the Streets section, the area is developed in a traditional grid pattern, with the railroad running at a diagonal on the western boundary and Northgate mile paralleling the railroad, bisecting the Study Area and creating odd angles and lots. The street network creates triangular shaped lots, or cuts off portions of lots that would normally have been rectangular had the grid pattern fully developed. Buildings along these angles tend to follow the trajectory of the lot lines or, alternatively, square up the buildings and create awkward patches of asphalt that don't meet today's parking standards.

In addition to the odd shapes, as noted above, there are lots on the west side of Northgate Mile which don't front developed streets. The building on the south side of Garfield, which houses Muddy's Bar, a pet grooming shop, and a tattoo parlor, instead faces a private parking lot on the south. If Garfield is developed it will therefore have the rear of the building at a zero setback facing the street rather than a welcoming storefront. What this layout and scenario also creates is too many access points onto Northgate Mile. These access points to the lots are not consistent with the spacing requirements from the *2012 Access Management Plan* produced by the Bonneville Metropolitan Planning Organization (BMPO), which the City uses to approve new driveways.

Finally, although the lots in the grid pattern area are platted and organized, they were platted over 100 years ago. The lots are only 125 feet deep between the right-of-way and alley. Given modern zoning standards, this can make development difficult. For example, a parking stall and drive aisle will take up 44 feet. Any landscaping requirements can further reduce available space for buildings. Fortunately, the Central Commercial (CC) zone, which is the predominant zoning designation in the Study Area, anticipates these challenges and does not require setbacks in most circumstances. There are still challenges compared with new, large commercial lots, but with careful planning and design, assembly of land, and potential use of alleyways, some of these may be overcome.

BUILDINGS AND SITE CONDITIONS

Although there has been some recent reinvestment in the area, most notably the City of Idaho Falls' new police station, many of the buildings and much of the infrastructure is deteriorating. There are 44 structures found through the County GIS parcel map in the Study Area which have a date of construction listed. The average age of the structures is 53 years. There are four structures listed as over 80 years old.

CURRENT CONDITIONS IN THE STUDY AREA

Only 16 structures are newer than 50 years old. Though some of these structures may have some historic value, they are also likely not up to current building codes, energy efficiency standards, or ADA standards.

Asphalt, curb, gutter and sidewalk in the area shows consistent evidence of deterioration. Code and weed enforcement in the area appears to be lacking with significant growth on vacant lots and in alleys. There are 15 commercial structures (not including accessory buildings) which appear to be at least partially vacant. 11 of these buildings show signs of deterioration. Appendix A is a collection of photos documenting examples of infrastructure and buildings showing signs of deterioration or vacancy in the Study Area.

LAND USE

Map 5 shows most of the Study Area is zoned Central Commercial (CC), a zone originally developed for the downtown area, but in the 2017 updates to the zoning ordinance was applied more broadly to areas which developed with short or no setbacks on a traditional grid pattern street. There is a small, approximately two acre area, on the northwest corner of the Study Area that is zoned Industrial and Manufacturing (IM). Generally, the land uses in the area reflect the zoning. The current land uses in the area are shown on Map 6, although a walkthrough of the area showed more vacancy than depicted on the map. The predominant land use is labeled as retail trade. There are also significant amounts of services and a few parcels showing industrial and manufacturing and transportation, communication and utilities (TCU).

COMPREHENSIVE PLAN AND FUTURE DEVELOPMENT

Imagine I.F: A Plan to Move Idaho Falls Forward Together is the City's comprehensive plan. The future land use map on page 73 of the document identifies the Study Area as Urban Core, which is described as:

...the central area which functions as the City core and areas within or in close proximity to Downtown and South Downtown. The Urban Core also includes legacy residential subdivisions platted in a traditional grid pattern. These subdivisions tend to be characterized by taller structures, mixed use buildings, pedestrian-oriented movement of people, commercial and entertainment enterprises. All housing types, civic buildings, town squares and transit stations are typical, but vary between neighborhoods. (*Imagine IF, page 68*)

The Study Area was also identified in a background document supporting the comprehensive plan titled *City of Idaho Falls Healthy Community Assessment*. This report evaluated census tracts in the City for 28 overall health data points. The Study Area was identified as a Tier 1 area, which are geographic areas which are the highest risk areas for poor overall health. According to the report, the Study Area and surrounding neighborhoods showed substandard conditions, especially in housing, lower median incomes, and higher crime rates.

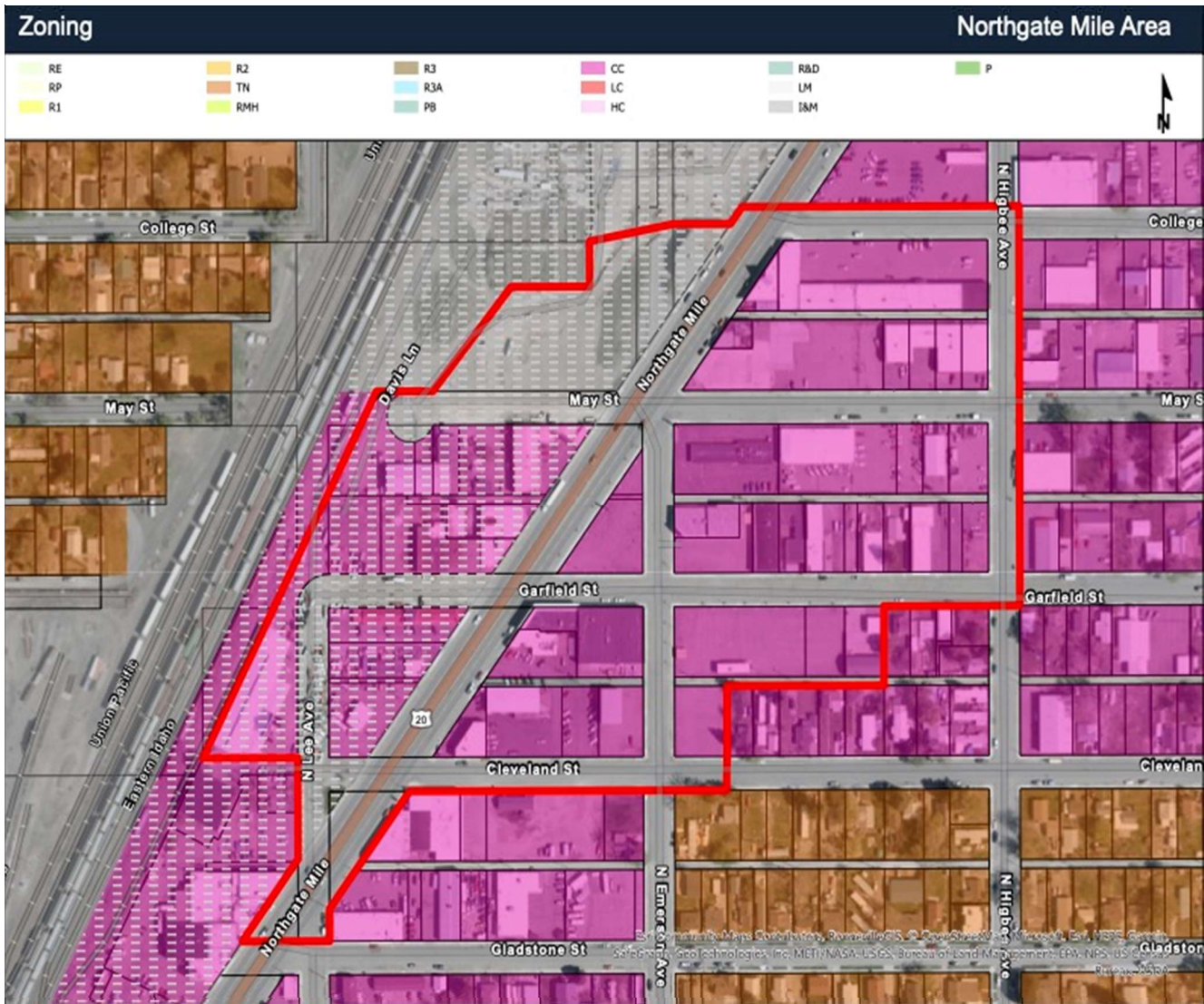
The Study Area was reviewed extensively as part of the AWP funded by an EPA Brownfield grant. It was identified as an area with significant redevelopment potential and designated as the "Civic Center" with goals to recruit commercial infill and redevelopment projects, allow mixed-use development, create internal street and pedestrian linkages, promote building orientation to streets, and create a public plaza at May

CURRENT CONDITIONS IN THE STUDY AREA

Street. For transportation improvements, the plan recommended adding trees to the Northgate Mile streetscape, adding wayfinding and signage, adding buffered bicycle lanes, adding decorative lighting, enhancing the intersection of Cleveland and May Streets, and exploring opportunities to vacate streets and challenging intersections.

Each of the above concepts was explored deeper complete with a concept site plan in *Civic Activity Center Revitalization Planning Study: An implementation component of the Northgate/1st Street Area-Wide Planning Study.* The summary description of the Civic Center states:

Map 5: Current Zoning



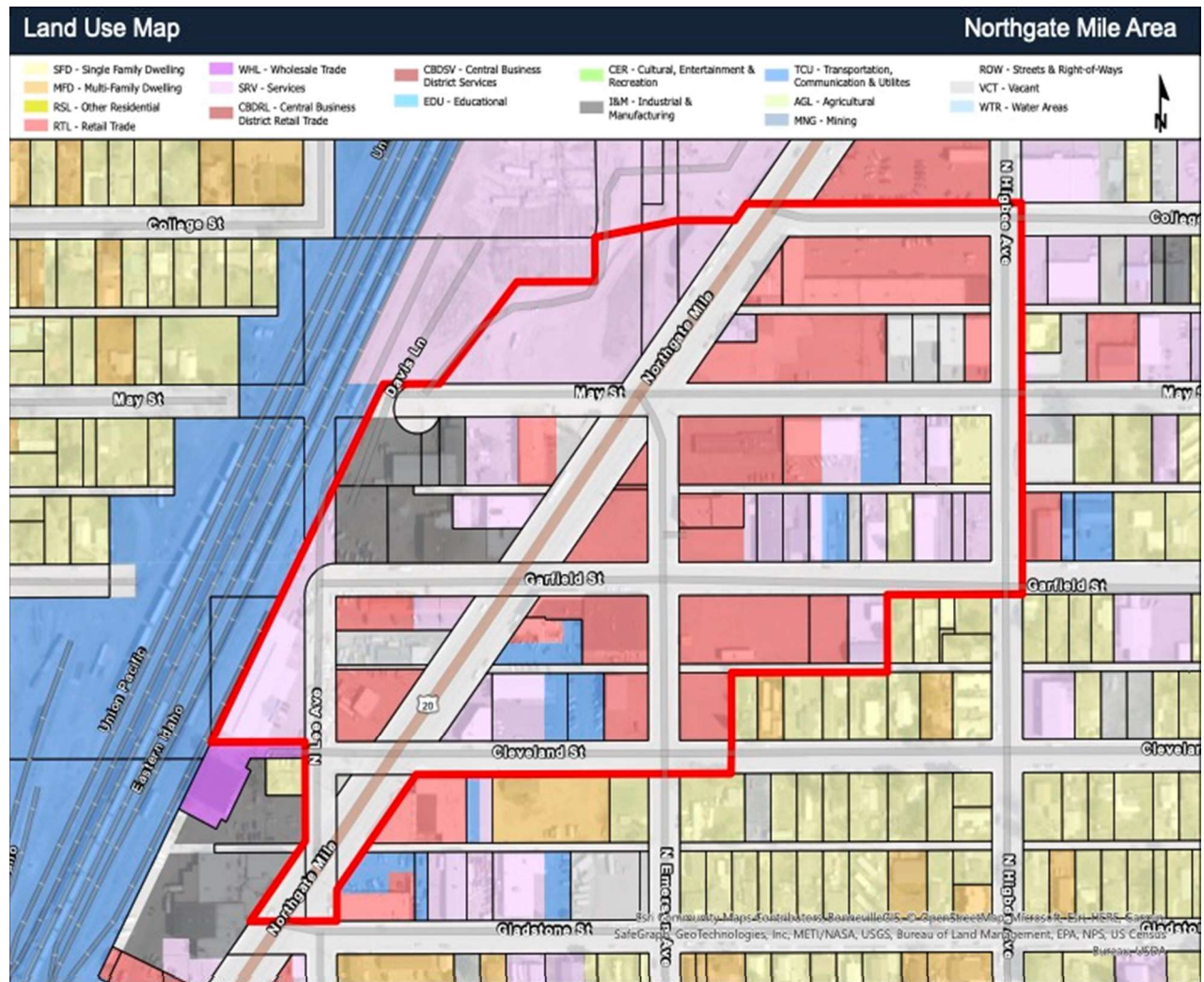
CURRENT CONDITIONS IN THE STUDY AREA

As described in the Area Wide Plan (AWP) document, the former stockyards and the surrounding blocks at Northgate Mile and May Street are envisioned to revitalize to form the Civic Activity Center. The future Idaho Falls Police Station will be the primary anchor (in construction) and sited on the former stockyards property. Future land uses/tenants included professional office, small scale retail, restaurants, housing, and light manufacturing (indoor). The Police Station represents a catalyst project that will activate the immediate area – other urban infill projects will add additional activity. The otherwise vacant/underutilized storefronts along Northgate Mile will be adaptively repurposed for commercial, office, or even, residential tenants. The Civic Activity Center will emerge as a key destination along Northgate Mile. The streetscape and building orientations will mimic a traditional “main street” and there will be an emphasis on pedestrian-scale mixed-use projects that bring more economic diversity to the corridor.”

Each of these reports and plans depict a revitalized Northgate Mile with a mix of uses, improved facilities that make the area more pedestrian friendly, and build on the history of the area. To accomplish these goals, significant improvements to infrastructure and aging buildings will be required.

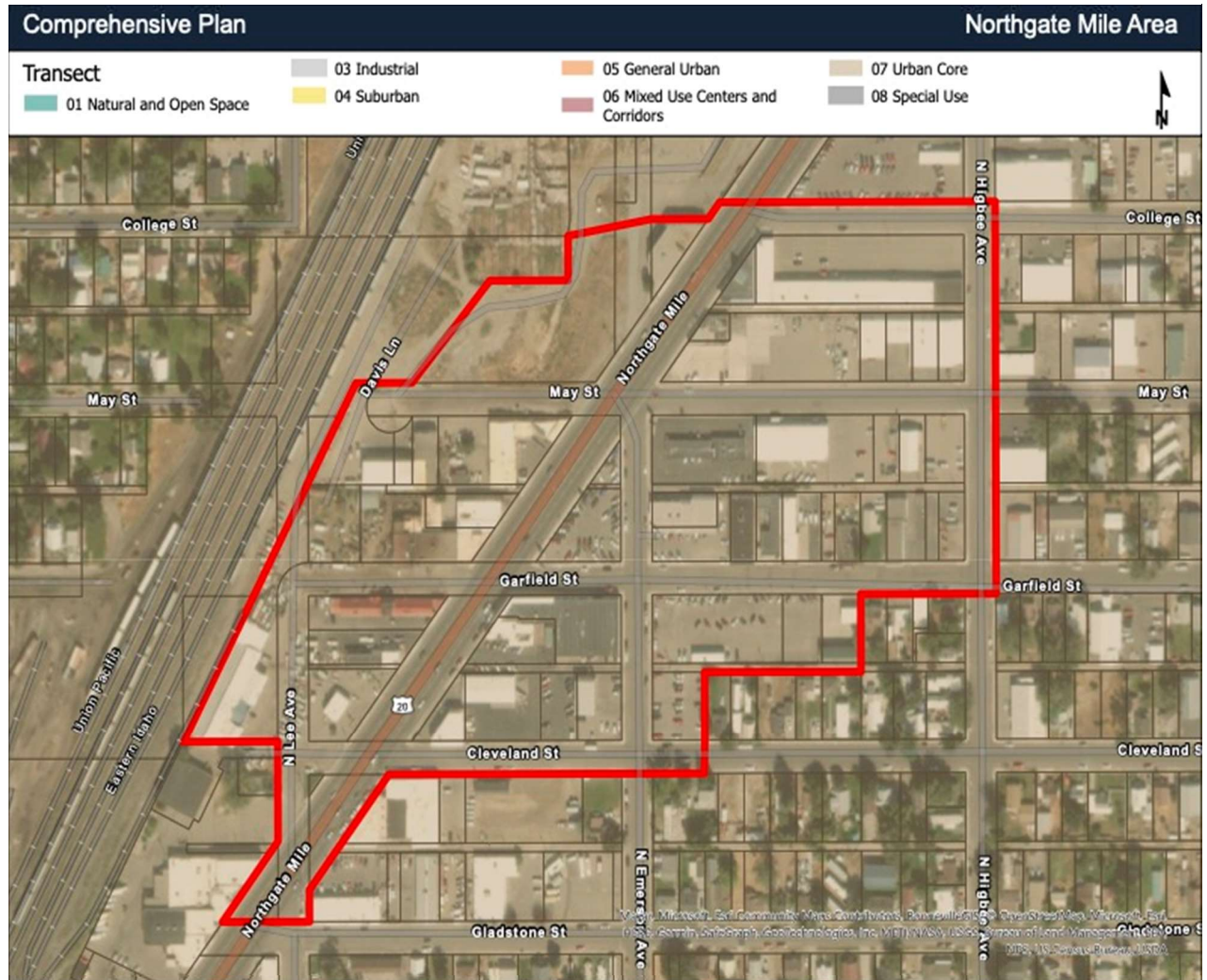
CURRENT CONDITIONS IN THE STUDY AREA

Map 6: Land Use



CURRENT CONDITIONS IN THE STUDY AREA

Map 7: Comprehensive Plan Future Land Use Map



CURRENT CONDITIONS IN THE STUDY AREA

OPEN LAND ANALYSIS

The Study Area, including those portions without paving or buildings, has been subject to substantial levels of development. The Study Area is not a traditional “greenfield” area and does not include agricultural land. While there are no single parcels vacant and large enough for modern development, there are several vacant sites throughout the Study Area. These could support small developments or land could be assembled to create larger parcels for development.

Idaho Code Section 50-2903(8)(c) states: “[a]ny 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.”

The eligibility criteria set forth in Idaho Code Section 50-2903(8)(c) for predominantly open land areas mirror or are the same as those criteria set forth in Idaho Code Sections 50-2018(9) and 50-2903(8)(b). “Diversity of ownership” is the same, while “obsolete platting” appears to be equivalent to “faulty lot layout in relation to size, adequacy, accessibility, or usefulness.” “Deterioration of structures or improvements” is the same or similar to “a substantial number of deteriorated or deteriorating structures” and “deterioration of site or other improvements.” There is also an additional qualification that the provisions of Idaho Code Section 50-2008(d) shall apply to open areas.

Idaho Code Section 50-2008 primarily addresses the urban renewal plan approval process and Idaho Code Section 50-2008(d)(4) sets forth certain conditions and findings for agency acquisition of open land as follows:

The urban renewal plan will afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the urban renewal area by private enterprise: provided, that if the urban renewal area consists of an area of open land to be acquired by the urban renewal agency, such area shall not be so acquired unless (1) if it is to be developed for residential uses, the local governing body shall determine that a shortage of housing of sound standards and design which is decent, safe and sanitary exists in the municipality; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the municipality, or (2) if it is to be developed for nonresidential uses, the local governing body shall determine that such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, which acquisition may require the exercise of governmental action, as provided in this act, because of defective or unusual conditions of title, diversity of ownership, tax delinquency, improper subdivision, outmoded street patterns, deterioration of site, economic disuse, unsuitable topography or faulty lot

CURRENT CONDITIONS IN THE STUDY AREA

layouts, the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area.

In sum, there is one set of findings if the area of open land is to be acquired and developed for residential uses and a separate set of findings if the land is to be acquired and developed for nonresidential uses.

Basically, open land areas may be acquired by an urban renewal agency and developed for nonresidential uses if such acquisition is necessary to solve various problems, associated with the land or the infrastructure, that have delayed the area's development. These problems include defective or usual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, and faulty lot layout. All the stated conditions are included in one form or another in the definition of a deteriorated area and/or a deteriorating area set forth in Idaho Code Sections 50-2903(8)(b) and 50-2018(9). The conditions listed only in Section 50-2008(d)(4)(2) (the open land section) include economic disuse, unsuitable topography, and "the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area."

The conclusion of this discussion concerning open land areas is that the area qualifies if any of the eligibility conditions set forth in Idaho Code Sections 50-2018(9) and 50-2903(8)(b) apply. Alternatively, the area under consideration qualifies if any of the conditions listed only in Idaho Code Section 50-2008(d)(4)(2) apply. As set forth in greater detail above, economic disuse, unsuitable topography, deteriorating structures, and deteriorating site conditions including curb, gutter and sidewalks are all conditions which delay development of the Study Area.

Based on the above analysis, while the Study Area does not appear to be "predominantly open land," which is not a defined term, and is not "greenfield" or agricultural operations, conditions found within the study area include unsuitable topography, economic disuse, and deteriorating structures and site improvements, and therefore, the open land condition is satisfied.

TEN PERCENT LIMITATION AND ASSESSED VALUATION WITHIN REVENUE ALLOCATION AREA

In addition to the eligibility criteria discussed in this report, Idaho statutes limit the combined base assessment rolls of the existing and proposed RAAs to ten percent of the current assessed valuation of all taxable property within the municipality. Idaho Code Section 50-2903(15) states:

"Revenue allocation area" means that portion of an urban renewal area...where the equalized assessed valuation (as shown on the taxable property assessment rolls) of which the local governing body has determined, on and as a part of the urban renewal plan, is likely to increase as a result of the initiation of an urban renewal project....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.

CURRENT CONDITIONS IN THE STUDY AREA

The Data Processing Department of Bonneville County provided the City of Idaho Falls assessed value as well as the adjusted base of the existing urban renewal areas.

Table 2: Statutory Ten Percent Limitation Analysis

AREA	ASSESSED VALUE	PERCENTAGE
City of Idaho Falls	\$8,434,935,991	
	Adjusted Base	
River Commons District	\$131,823	
Eagle Ridge District	\$7,343,365	
Jackson Hole Junction District	\$523,128	
Anderson Bush District	\$6,425,722	
Pancheri East Bank District	\$6,949,228	
Stanley Boge (Proposed District)	\$43,456,835	
Yellowstone Square (Proposed District)	\$9,533,697	
Proposed Northgate Mile District	\$8,630,988	
Total Assessed Base URAs	\$82,994,786	0.98%

SOURCE: Bonneville County Data Processing, August, 2023. PM106-2023 Annual Assessed Value, Real Property, Personal Property, Mobile Home. URD055, Urban Renewal by Pin within TAG, August, 2023. Yellowstone Square and Northgate Mile assessed values based on Idaho Falls GIS system and Bonneville County Parcel Viewer, 2023.

The total combined adjusted base assessment rolls of the existing RAAs and the proposed Stanley Boge District, Yellowstone Square District, and Northgate Mile District will not exceed the estimated ten percent limit of \$843,493,599. The combined rolls are estimated to be 0.98% using the 2023 assessed values.

FINDINGS

Findings

To find a Study Area is eligible for the creation of a URA and RAA, the Study Area must contain one or more of the statutory criteria spelled out in Idaho Code Sections 50-2018(8), (9), and 50-2903(8), and to the extent there is open land, the statutory criteria in Idaho Code Section 50-2903(8)(c). Below are the criteria and a brief discussion of the findings. The Study Area was part of the larger AWP, which included a review of the area against urban renewal criteria. For this section of the eligibility report, the AWP was reviewed and compared with current conditions observed during multiple windshield surveys. Where conditions remained the same as noted in the AWP, quotations and references are used. The full AWP review of urban criteria can be found in Appendix D of the AWP.

THE PRESENCE OF A SUBSTANTIAL NUMBER OF DETERIORATING OR DETERIORATED STRUCTURES AND DETERIORATION OF SITE

The age and vacancy of existing buildings and poor condition of many of the streets, curbs, gutters, and sidewalks showed the Study Area contains a significant level of deterioration of both buildings and infrastructure. In a windshield survey, 15 commercial buildings were observed to be at least partially vacant, four of which show signs of significant deterioration. Further, there are 11 properties identified as brownfield or potential brownfield sites. This criterion is met.

PREDOMINANCE OF DEFECTIVE OR INADEQUATE STREET LAYOUT

While much of the area is a traditional grid pattern layout, the presence of Northgate Mile and the railroad which bisect the Study Area creates defective intersections and street patterns and disconnected rights-of-ways. The majority of the street network on the west side of Northgate Mile is undeveloped and being misused. There are also deficiencies in bicycle and pedestrian facilities and connectivity. In particular, there are no safe routes to cross Northgate Mile. This criterion is met.

FAULTY LOT LAYOUT IN RELATIONSHIP TO SIZE, ADEQUACY, ACCESSIBILITY, OR USEFULNESS. OBSOLETE PLATTING

Although the lots are platted, they were developed before current zoning standards, which makes them, in many cases, too small to meet parking and landscaping requirements. In situations where lots could be assembled under one owner, this issue could be resolved. However, as noted in the street section, the diagonal streets create difficult lots due to their odd shapes and angles. There are also lots that are surrounded on all sides by streets making them more difficult to develop under current standards. As noted in the AWP, "Many of the non-residential parcels along the primary corridors are shallow in depth (some average less than 130-feet) which further limits the redevelopment capacity for these properties when applying the applicable zoning requirements. The City and State access management standards also preclude many of the non-residential properties along primary streets to obtain new driveway access –

FINDINGS

commercial viability is severely reduced for properties without direct driveway access and where there is a lack of other multimodal options (e.g., sidewalks, transit, bicycle lanes) (Appendix D)." This criterion is met.

DIVERSITY OF OWNERSHIP

There are 50 unique parcels in the area. There are also 25 separate owners. Further, of the approximately 17 acres of privately held land in the Study Area, the largest land holder controls only 2.87 acres. This suggests that additional property assembly will be necessary in order to effectively redevelop the area. This criterion is met.

DEFECTIVE OR UNUSUAL CONDITIONS OF TITLE

The research done for this eligibility study did not address this issue and, therefore, did not reveal any defective titles. This criterion is not met.

TAX DELINQUENCY ASSESSMENT EXCEEDING THE VALUE OF LAND

The research completed for this study did not address this issue and, therefore, did not reveal any defective titles. This criterion is not met.

INSANITARY OR UNSAFE CONDITIONS

As shown on Map 8 on page 27, the Study Area includes 11 brownfield sites. These are documented in the AWP. These properties likely include hazardous building materials and potential soil contaminants. There were also 11 buildings evidence of significant deterioration. This criterion is met.

OUTMODED STREET PATTERNS

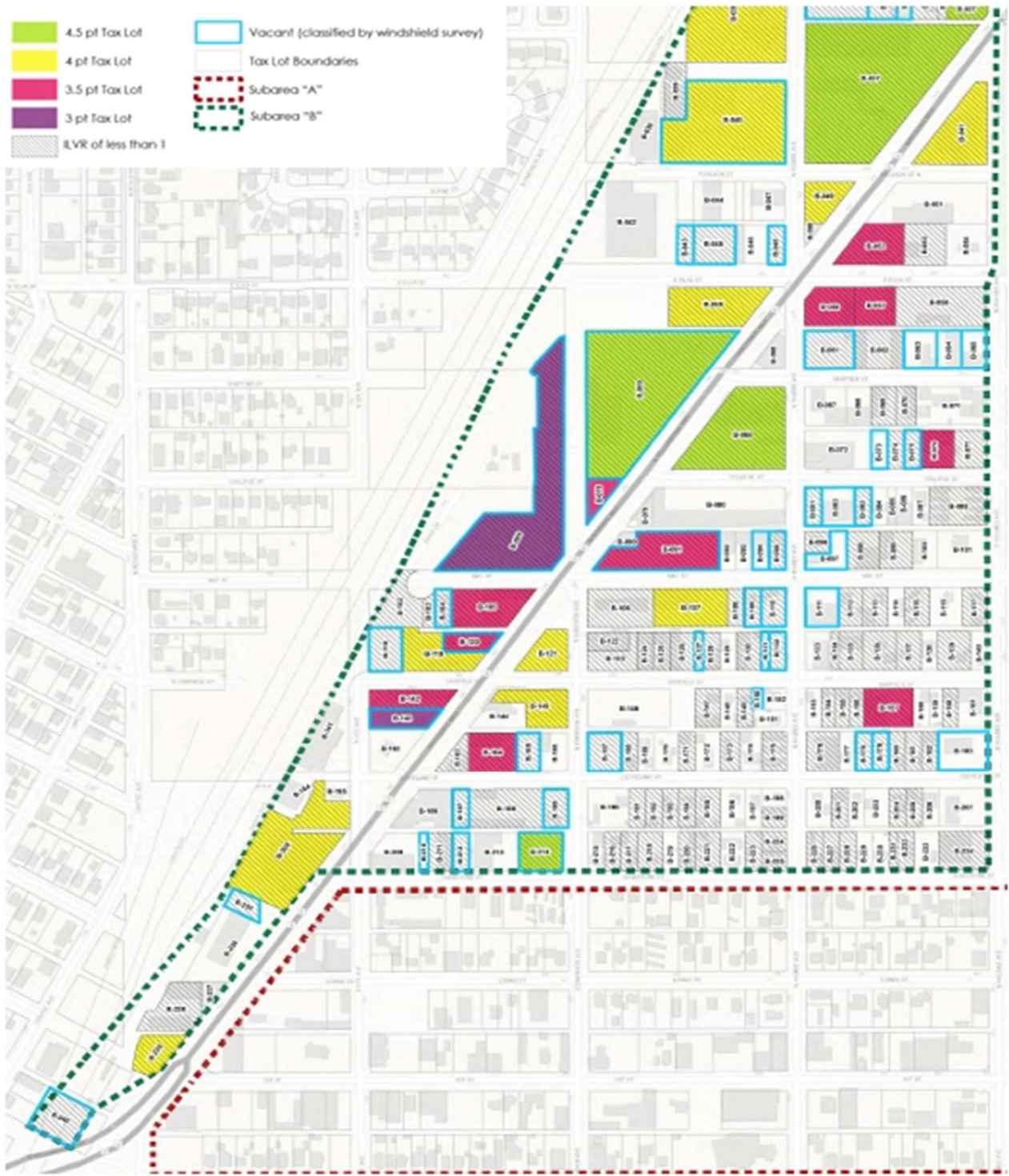
For the type of development identified for the area in *Imagine IF* and the *Civic Center* report, the grid pattern is appropriate for the area. The challenge with the area is Northgate Mile, which runs diagonal to the grid, creating unsafe intersections. The AWP also pointed out, and the windshield surveys confirmed, "a lack of adequate pavement striping to distinguish travel lanes from street parking and shoulders (Appendix D)." There pedestrian facilities are also lacking, including only narrow, deteriorating sidewalks and no crossings of Northgate Mile in the Study Area. This criterion is met.

UNSUITABLE TOPOGRAPHY

The southern portion of the site is suitable for development, with typical soils and elevations. However, as the site moves north, there is significant rise in elevation due to subsurface basalt making development and redevelopment of the area difficult. This criterion is met.

FINDINGS

Map 8: Brownfield Site Map from AWP



FINDINGS

AGE OR OBSOLESCENCE

Most of the existing buildings are over 50 years old. A walking survey of the area revealed at least 15 of the buildings are at least partially vacant. These buildings likely do not meet current building codes or energy efficiency standards. As noted in the AWP, "Many of these buildings were constructed before life/safety and ADA standards – this creates a potential economic hardship to bring these buildings up to current standards to allow for new uses (Appendix D)." This criterion is met.

NEED FOR CORRELATION OF THE AREA STREETS WITH OTHER AREAS OF THE MUNICIPALITY

For vehicular traffic, Northgate Mile provides adequate access as an arterial roadway to the north and south. Holmes Avenue, which lies just to the east of the Study Area, also provides adequate connection to the north and south of the City. 1st Street, and arterial roadway to the south and Elva, a collector just to the north of the Study Area, provide connection to the eastern part of the City. There is no connection in the Study Area to the western portion of the City as such a road would have to cross the railroad. To go west, a traveler must take circuitous routes either to the north or south. However, there are also no identifiable, feasible options within the Study Area to connect west. Finally, although there are sufficient routes to access other parts of the City, connections to these arterials are hampered by confusing intersections and poor access management.

In terms of bicycle and pedestrian connection, there are more severe limitations. Connections to and along arterials are available only via narrow, deteriorating sidewalks. New bicycle and pedestrian pathways and facilities exist to the north and east of the Study Area, along the Pinecrest Golf Course and Idaho Canal, which connect with the City's larger network, but access to these facilities is inadequate. As noted elsewhere, there are no pedestrian crossings of Northgate Mile in the Study Area. There is also limited connection to the downtown area south of the Study Area. This criterion is met.

CONDITIONS WHICH RETARD THE DEVELOPMENT OF THE AREA

Traffic along Northgate Mile has decreased by almost half over the past 20 years. This is indicative of the relocation of businesses to busier retail areas. Most recently, the new car dealerships which lined Northgate have relocated to Sunnyside Road, leaving behind vacant buildings and parking areas and some used car dealerships. The unfinished and disconnected roadways on the west side of Northgate also discourage development. Finally, there are no good pedestrian crossing options across Northgate, making the area auto-oriented with high speed traffic. This is not conducive to the vision portrayed in the comprehensive plan and area-wide study for this neighborhood. Many of the lot sizes are also too small for modern development standards. Property assemblage will require dealing with multiple owners and vacation or crossing of alleys. This criterion is met.

ECONOMIC DISUSE OR UNDERDEVELOPED PROPERTY

Northgate Mile, while still home to some iconic buildings and businesses, has declined steadily over the past 20-25 years as businesses have moved to other areas of the City. There are vacant, deteriorating buildings

FINDINGS

and parcels. Declining traffic counts and little housing in the immediate area no longer provide the support necessary for sustainable retail businesses. With the construction of the police station, there is renewed interest in the area, but present conditions do not yet reflect that interest. This criterion is met.

SUBSTANTIALLY IMPAIRS OR ARRESTS THE SOUND GROWTH OF THE MUNICIPALITY

High vacancy rates and deteriorating conditions create negative circumstances including higher crime and lower property values. The plans for this area show vibrant mixed uses with the feel similar to that of downtown. The present conditions and low investment are not conducive to that vision. Further, as noted in the AWP, many of the deteriorating parcels have, "low improvement to land value ratios meaning that the property is worth more than their structure (Appendix D)." These conditions, along with market conditions which have driven economic growth to other parts of the City leave behind a significant state of deterioration in a part of the City where there are already significant investments in public infrastructure. This leads to lower tax and enterprise revenues to support this infrastructure. This criterion is met.

EXISTENCE OF CONDITIONS WHICH ENDANGER LIFE OR PROPERTY BY FIRE AND OTHER CAUSES

There are assumed conditions noted above such as buildings which do not meet current fire codes. Also, because of the topography and presence of basalt there is potential for flooding, especially at times when snow is melting but ice still exists on property surfaces causing sheet flows of water. This is especially problematic on the west side of Northgate Mile where buildings exist, but curb, gutter, sidewalk, and streets have never been constructed. This creates higher risk of damage to properties due to flooding. This criterion is met.

CONCLUSION

Conclusion

The Northgate Mile Study Area and proposed RAA meets one or more of the criteria for eligibility under Idaho Code Sections 50-2018(8) and (9) and 50-2903(8). The Study Area is deteriorating and underutilized. There are opportunities for development, but without substantial investment, these visions are difficult to achieve. These investments will need to be both public and private; the demolition or redevelopment of old structures, improvements to the street network, and bicycle and pedestrian enhancements will require public and private partnerships. Table 3 summarizes the findings of eligibility for the Study Area.

Table 3: Summary of Eligibility Criteria

CRITERION	CRITERION MET	CHARACTERISTICS SUPPORTING FINDING
Substantial deterioration of site	Yes	There is substantial evidence of deteriorating buildings and public infrastructure.
Defective street layout or inadequate street layout	Yes	Although the grid pattern creates good connectivity, the bisecting of the site by Northgate Mile creates difficult and unsafe intersections. There is also insufficient spacing to meet modern access management requirements. On the west side of Northgate Mile, streets are unimproved and being misused by adjacent property owners. The railroad also disconnects the streets and, therefore, the properties in that area.
Faulty lot layout/Obsolete platting	Yes	Lots on the grid pattern are insufficient in size to meet current zoning requirements and modern building standards. Properties on the west side of Northgate do not have access to improved streets.
Diversity of ownership	Yes	There are 25 land owners controlling the 17 acres of privately held land. The largest acreage of land controlled by

CONCLUSION

CRITERION	CRITERION MET	CHARACTERISTICS SUPPORTING FINDING
		one owner is 2.87, and even this is broken up by streets.
Unusual conditions of title	No	Not reviewed as part of this study
Tax delinquency	No	Not reviewed as part of this study
Unsafe conditions	Yes	11 properties were identified in the AWP as brownfield sites. There is also evidence of deterioration such as broken windows and outdoor storage which create unsafe conditions.
Outmoded street patterns	Yes	For certain types of development, the grid pattern can work. However, for the type of redevelopment anticipated, the alleys between blocks create shallow lots. Also, as noted elsewhere, Northgate Mile diagonally crosses the Study Area, creating difficult and unsafe intersections along the main corridor.
Unsuitable topography	Yes	There is evidence of basalt towards the northern portion of the site.
Age or obsolescence	Yes	Most of the buildings are more than 50 years old. They are likely constructed with hazardous building materials and do not meet modern building codes, energy efficiency standards, or ADA standards.
Lack of correlation with streets in municipality	Yes	For vehicular traffic, the network is generally adequate for connecting the Study Area to other parts of the City. However, there are no good connections to the west. Also, bicycle and pedestrian facilities are inadequate and do not connect with the larger community system.

CONCLUSION

CRITERION	CRITERION MET	CHARACTERISTICS SUPPORTING FINDING
Conditions which retard development of the area	Yes	The street and deterioration noted above, inadequate lot sizes, and vacancy rates all contribute to lack of activity and development in the area.
Economic disuse or underdevelopment of the area	Yes	There are significant vacancies in the Study Area. Not only buildings, but empty parcels which could be developed. Recent vacancies of car dealerships have left large, open lots in the area.
Arrests or impairs the sound growth of the municipality	Yes	The Study Area is identified as high risk on community health markers. It's deterioration in center of the City, where large public investments have already been made, becomes a drain on resources to maintain the area.
Existence of conditions which enganger life or property by fire and other causes	Yes	Aging buildings likely do not meet modern Fire Codes. Lack of curb, gutter, sidewalks, and streets on the west side of Northgate Mile create higher risk of property damage due to flooding, especially in spring as snow melts.

SOURCES

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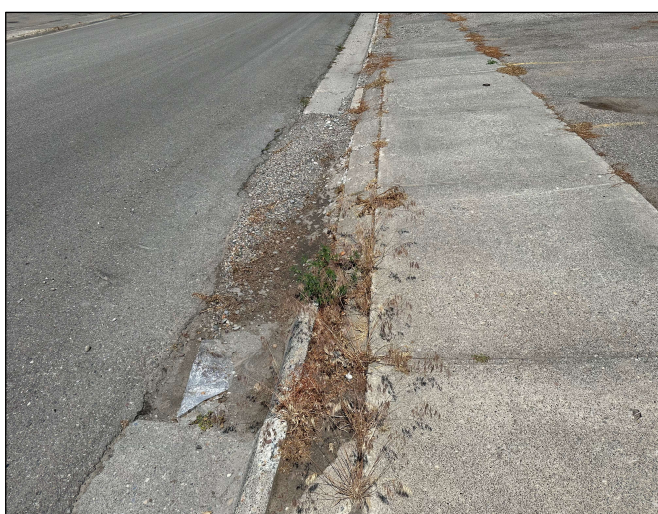
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APPENDIX A: SITE PHOTOS

Appendix A: Site Photos



APPENDIX A: SITE PHOTOS



APPENDIX A: SITE PHOTOS



APPENDIX A: SITE PHOTOS



APPENDIX A: SITE PHOTOS



Memorandum

File #: 23-301

City Council Meeting

FROM: Wade Sanner, Director; on behalf of the Idaho Falls Redevelopment Agency
DATE: Thursday, October 19, 2023
DEPARTMENT: Community Development Services

Subject

Resolution approving the Eligibility Report for the Yellowstone Square Urban Renewal District

Council Action Desired

☐ Ordinance ☒ Resolution ☐ Public Hearing
☐ Other Action (Approval, Authorization, Ratification, etc.)

Approve the Resolution approving the Eligibility Report for the Yellowstone Square Urban Renewal District and give authorization for the Mayor and City Clerk to execute the necessary documents (or take other action deemed appropriate).

Description, Background Information & Purpose

Attached is a resolution approving the Eligibility Report for the Yellowstone Square Urban Renewal District. This is the first step required by Idaho Statute in creating a new urban renewal district. The report reviews the criteria for establishing a district and determines which of the criteria are met for the site. The statute requires that only one of the criteria be met. If the Council approves the report, the Idaho Falls Redevelopment Agency (IFRA) will then be authorized to draft an urban renewal district plan, which will also come back for Council approval. The IFRA board reviewed this report on September 21, 2023 and approved the document. It is now being presented for Council approval.

Alignment with City & Department Planning Objectives



The policies in the plan are consistent with many policies and goals related to Good Governance, Growth, Sustainability, and Livable Communities.

Interdepartmental Coordination

NA

Fiscal Impact

NA

Legal Review

The City Attorney's Office has reviewed the resolution to ensure it is accordance with applicable law.

RESOLUTION NO. 2023-____

A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, DETERMINING A CERTAIN AREA WITHIN THE CITY, ALSO REFERRED TO AS THE YELLOWSTONE SQUARE AREA, TO BE A DETERIORATED AREA AND/OR A DETERIORATING AREA AS DEFINED BY IDAHO CODE SECTIONS 50-2018(8), (9) AND 50-2903(8); DIRECTING THE URBAN RENEWAL AGENCY OF THE CITY OF IDAHO FALLS, IDAHO, ALSO KNOWN AS THE IDAHO FALLS REDEVELOPMENT AGENCY, TO COMMENCE THE PREPARATION OF AN URBAN RENEWAL PLAN SUBJECT TO CERTAIN CONDITIONS, WHICH PLAN MAY INCLUDE REVENUE ALLOCATION PROVISIONS FOR ALL OR PART OF THE AREA; AND PROVIDING THAT THIS RESOLUTION BE EFFECTIVE UPON ITS PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW.

WHEREAS, on July 6, 1966, the Idaho Falls City Council (the “City Council”) and the Mayor of Idaho Falls, Idaho, created the Urban Renewal Agency of the City of Idaho Falls, Idaho, also known as the Idaho Falls Redevelopment Agency, an independent public body, corporate and politic, authorized under the authority of 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 (hereinafter the “Act”), a duly created and functioning urban renewal agency for Idaho Falls, Idaho, hereinafter referred to as the “Agency;” and

WHEREAS, the City Council, on October 14, 2004, after notice duly published, conducted a public hearing on the River Commons Urban Renewal Plan (the “River Commons Plan”); and

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 2256 on October 14, 2004, approving the River Commons Plan, making certain findings, and establishing the River Commons revenue allocation area (the “River Commons Project Area”); and

WHEREAS, the City Council, on December 11, 2014, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Eagle Ridge Urban Renewal Project (the “Eagle Ridge Plan”); and

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 2978 on December 11, 2014, approving the Eagle Ridge Plan, making certain findings, and establishing the Eagle Ridge revenue allocation area (the “Eagle Ridge Project Area”); and

WHEREAS, the City Council, on November 9, 2017, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Jackson Hole Junction Urban Renewal Project (the “Jackson Hole Junction Plan”); and

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3142 on November 9, 2017, approving the Jackson Hole Junction Plan, making certain findings, and establishing the Jackson Hole Junction revenue allocation area (the “Jackson Hole Junction Project Area”); and

WHEREAS, the City Council, on November 10, 2022, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Pancheri East Bank Urban Renewal Project (“Pancheri East Bank Plan”); and

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3492 on November 10, 2022, approving the Pancheri East Bank Plan, making certain findings, and establishing the Pancheri East Bank Plan revenue allocation area (the “Pancheri East Bank Project Area”); and

WHEREAS, the City Council, on March 30, 2023, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Anderson Bush Urban Renewal Project (“Anderson Bush Plan”); and

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3508 on March 30, 2023, approving the Anderson Bush Plan, making certain findings, and establishing the Anderson Bush Plan revenue allocation area (the “Anderson Bush Project Area”); and

WHEREAS, the Agency Board approved the Urban Renewal Plan for the Stanley Boge Urban Renewal Project (the “Proposed Stanley Boge Plan”) including the Stanley Boge revenue allocation area (the “Proposed Stanley Boge Project Area”) at its meeting on July 20, 2023. The Proposed Stanley Boge Plan will be considered by the City Council on October 26, 2023, or thereafter; and

WHEREAS, the above referenced existing and proposed urban renewal plans are collectively referred to as the “Existing Urban Renewal Plans” and their respective existing and proposed revenue allocation project areas are collectively referred to as the “Existing Project Areas;” and

WHEREAS, it has become apparent that additional property within the City may be deteriorating and/or deteriorated and should be examined as to whether such an area is eligible for urban renewal planning purposes; and

WHEREAS, on June 15, 2023, the Agency adopted Resolution No. 2023-10 approving a Memorandum of Understanding (“MOU”) with Yellowstone Square Development LLLP, an Idaho limited liability limited partnership, which inter alia required Yellowstone Square Development LLLP to deposit certain funds to advance fund certain costs and fees related to the preparation and processing of an eligibility report; and

WHEREAS, Yellowstone Square Development LLLP has made the necessary deposit as required by the MOU; and

WHEREAS, the Agency engaged the services of Renee R. Magee, AICP to commence an eligibility study and preparation of an eligibility report of an area approximately 42 acres in size, in northern Idaho Falls, east of Holmes Avenue, north of East Anderson Street, and northwest of

Yellowstone Highway. Hemmert Avenue is a portion of the eastern boundary (the “Study Area”). All parcels in the Study Area are located within the City limits; and

WHEREAS, the Agency obtained the Yellowstone Square Eligibility Study, dated September 2023 (the “Report”), a copy of which is attached hereto as **Exhibit A**, which examined the Study Area for the purpose of determining whether such area was a deteriorating area and/or a deteriorated area as defined by Idaho Code Sections 50-2018(8), (9) and 50-2903(8); and

WHEREAS, pursuant to Idaho Code Sections 50-2018(8), (9) and 50-2903(8), which define the qualifying conditions of a deteriorating area and deteriorated area, many of the conditions necessary to be present in such an area are found in the Study Area, including:

- a. The presence of a substantial number of deteriorated or deteriorating structures; deterioration of site;
- b. faulty lot layout in relation to size, adequacy, accessibility or usefulness/obsolete platting;
- c. unsuitable topography;
- d. age or obsolescence;
- e. conditions which retard development of the area; and
- f. economic disuse or economic underdevelopment of the area;

WHEREAS, the Study Area includes open space/open land; and

WHEREAS, under the Act, a deteriorated area includes any area which is predominantly 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. *See*, Idaho Code § 50-2903(8)(c); and

WHEREAS, Idaho Code §§ 50-2018(9), 50-2903(8) and 50-2008(d) list the additional conditions applicable to open land areas, including open land areas to be acquired by the Agency, which are the same or similar to the conditions set forth in the definitions of “deteriorating area” and “deteriorated area;” and

WHEREAS, while the Study Area is not predominantly open, the Report addresses the findings concerning including open land within any urban renewal area as defined in Idaho Code Sections 50-2018(9), 50-2903(8)(c), and 50-2008(d); and

WHEREAS, the effects of the listed conditions cited in the Report result in economic underdevelopment of the area, substantially impairs or arrests the sound growth of a municipality, constitutes an economic or social liability, and is a menace to the public health, safety, morals or welfare in its present condition or use; and

WHEREAS, the Agency on September 21, 2023 adopted Resolution No. 2023-17 (a copy of which is attached hereto to **Exhibit B**) accepting the Report and authorizing the Chair of the Agency to transmit the Report to the City Council requesting its consideration for the designation of an urban renewal area and requesting the City Council direct the Agency to prepare an urban renewal plan for the Study Area which plan may include a revenue allocation provision as allowed by law; and

WHEREAS, under the Law and Act, Idaho Code Sections 50-2903(8)(f) and 50-2018(8) and (9), the definition of a deteriorating area 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 except for an agricultural operation that has not been used for three (3) consecutive years; and

WHEREAS, the Study Area does not include parcels subject to such consent; and

WHEREAS, the Report includes a preliminary analysis concluding the base assessment roll value for the Study Area along with the base assessment roll value for the Existing Project Areas and the proposed revenue allocation area do not exceed 10% of the current assessed valuation of all taxable property within the City; and

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; and

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; and

WHEREAS, it is desirable and in the best public interest that the Agency prepare an urban renewal plan for the area identified as the Study Area in the Report located in the city of Idaho Falls, county of Bonneville, state of Idaho.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF IDAHO FALLS, IDAHO, AS FOLLOWS:

Section 1. That the City Council finds and declares that the above statements are true and correct.

Section 2. That the City Council finds and declares that:

(a) the Study Area described in the Report, attached hereto as **Exhibit A**, is a deteriorated area or a deteriorating area existing in the City as defined by Chapters 20 and 29, Title 50, Idaho Code, as amended, and qualifies as an urban renewal project and justification exists for designating the area as appropriate for an urban renewal project;

(b) there is a need for the Agency, an urban renewal 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) the area identified as the Study Area in the Report is determined to be a deteriorated area or a deteriorating area, or a combination thereof, and such area is designated as appropriate for an urban renewal project; and

(d) the rehabilitation, conservation, development and redevelopment, or a combination thereof, of such area is necessary in the interest of the public health, safety, and welfare of the residents of the City.

Section 3. That the City Council hereby directs the Agency to commence the planning process to prepare an urban renewal plan for all or a portion of the Study Area, and for consideration of the urban renewal plan 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.

Section 4. That this Resolution shall be in full force and effect immediately upon its adoption and approval.

This Resolution shall be in full force and effect from and after its passage by the Council.

ADOPTED and effective this _____ day of _____, 2023.

	CITY OF IDAHO FALLS, IDAHO _____ Rebecca L. Noah Casper, Ph. D., Mayor
ATTEST: _____ Corrin Wilde, City Clerk	

(SEAL)

STATE OF IDAHO)
) ss:
County of Bonneville)

I, CORRIN WILDE, CITY CLERK OF THE CITY OF IDAHO FALLS, IDAHO, DO
HEREBY CERTIFY:

That the above and foregoing is a full, true and correct copy of the
Resolution entitled, “A RESOLUTION OF THE CITY OF IDAHO
FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE
OF IDAHO, DETERMINING A CERTAIN AREA WITHIN THE CITY
TO BE A DETERIORATED AREA AND/OR A DETERIORATING
AREA AS DEFINED BY IDAHO CODE SECTIONS 50-2018(8), (9)
AND 50-2903(8); DIRECTING THE URBAN RENEWAL AGENCY
OF THE CITY OF IDAHO FALLS, IDAHO, ALSO KNOWN AS THE
IDAHO FALLS REDEVELOPMENT AGENCY, TO COMMENCE
THE PREPARATION OF AN URBAN RENEWAL PLAN SUBJECT
TO CERTAIN CONDITIONS, WHICH PLAN MAY INCLUDE
REVENUE ALLOCATION PROVISIONS FOR ALL OR PART OF
THE AREA; AND PROVIDING THAT THIS RESOLUTION BE
EFFECTIVE UPON ITS PASSAGE, APPROVAL, AND
PUBLICATION ACCORDING TO LAW.”

(SEAL)

Corrin Wilde, City Clerk

Exhibit A

Yellowstone Square Eligibility Study

Exhibit B
Agency Resolution No. 2023-17 (without Exhibits)

4875-2359-4625, v. 1

RESOLUTION NO. 2023-17

BY THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF
IDAHO FALLS, IDAHO:

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF THE CITY OF IDAHO FALLS, IDAHO, ALSO KNOWN AS THE IDAHO FALLS REDEVELOPMENT AGENCY, ACCEPTING THAT CERTAIN REPORT ON ELIGIBILITY FOR CERTAIN PROPERTY REFERRED TO AS THE YELLOWSTONE SQUARE AREA AS AN URBAN RENEWAL AREA AND REVENUE ALLOCATION AREA AND JUSTIFICATION FOR DESIGNATING THE AREA AS APPROPRIATE FOR AN URBAN RENEWAL PROJECT; TO MAKE ANY NECESSARY TECHNICAL CHANGES TO THE REPORT; AUTHORIZING AND DIRECTING THE CHAIRMAN OR ADMINISTRATOR TO TRANSMIT THE REPORT AND THIS RESOLUTION TO THE CITY COUNCIL OF THE CITY OF IDAHO FALLS REQUESTING ITS CONSIDERATION FOR DESIGNATION OF AN URBAN RENEWAL AREA AND SEEKING FURTHER DIRECTION FROM THE COUNCIL; AND PROVIDING AN EFFECTIVE DATE.

THIS RESOLUTION, made on the date hereinafter set forth by the Urban Renewal Agency of the City of Idaho Falls, Idaho, also known as the Idaho Falls Redevelopment Agency, an independent public body, corporate and politic, authorized under the authority of 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 (hereinafter the “Act”), a duly created and functioning urban renewal agency for Idaho Falls, Idaho, hereinafter referred to as the “Agency.”

WHEREAS, the City Council (the “City Council”) of the city of Idaho Falls, Idaho (the “City”), after notice duly published, conducted a public hearing on the River Commons Urban Renewal Plan (the “River Commons Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 2256 on October 14, 2004, approving the River Commons Plan, making certain findings and establishing the River Commons revenue allocation area (the “River Commons Project Area”);

WHEREAS, the City Council, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Eagle Ridge Urban Renewal Project (the “Eagle Ridge Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 2978 on December 11, 2014, approving the Eagle Ridge Plan, making certain findings and establishing the Eagle Ridge revenue allocation area (the “Eagle Ridge Project Area”);

WHEREAS, the City Council, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Jackson Hole Junction Urban Renewal Project (the “Jackson Hole Junction Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3142 on November 9, 2017, approving the Jackson Hole Junction Plan, making certain findings, and establishing the Jackson Hole Junction revenue allocation area (the “Jackson Hole Junction Project Area”);

WHEREAS, the City Council, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Pancheri East Bank Urban Renewal Project (“Pancheri East Bank Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3492 on November 10, 2022, approving the Pancheri East Bank Plan, making certain findings, and establishing the Pancheri East Bank Plan revenue allocation area (the “Pancheri East Bank Project Area”);

WHEREAS, the City Council, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Anderson Bush Urban Renewal Project (“Anderson Bush Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3508 on March 30, 2023, approving the Anderson Bush Plan, making certain findings, and establishing the Anderson Bush Plan revenue allocation area (the “Anderson Bush Project Area”);

WHEREAS, the Agency Board approved the Urban Renewal Plan for the Stanley Boge Urban Renewal Project (the “Proposed Stanley Boge Plan”) including the Stanley Boge revenue allocation area (the “Proposed Stanley Boge Project Area”) at its meeting on July 20, 2023. The Proposed Stanley Boge Plan will be considered by the City Council fall 2023;

WHEREAS, the above referenced existing and proposed urban renewal plans are collectively referred to as the “Existing Urban Renewal Plans” and their respective existing and proposed revenue allocation project areas are collectively referred to as the “Existing Project Areas;”

WHEREAS, it has become apparent that additional property within the City may be deteriorating and/or deteriorated and should be examined as to whether such an area is eligible for urban renewal planning purposes;

WHEREAS, on June 15, 2023, the Agency adopted Resolution No. 2023-10 approving a Memorandum of Understanding (“MOU”) with Yellowstone Square Development LLLP, an Idaho limited liability limited partnership, which inter alia required Yellowstone Square Development LLLP to deposit certain funds to advance fund certain costs and fees related to the preparation and processing of an eligibility report;

WHEREAS, Yellowstone Square Development LLLP has made the necessary deposit as required by the MOU;

WHEREAS, the Agency engaged the services of Renee R. Magee, AICP to commence an eligibility study and preparation of an eligibility report of an area approximately 42 acres in size, in northern Idaho Falls, east of Holmes Avenue, north of East Anderson Street, and northwest of Yellowstone Highway. Hemmert Avenue is a portion of the eastern boundary (the “Study Area”). All parcels in the Study Area are located within the City limits;

WHEREAS, the Agency has obtained the Yellowstone Square Eligibility Study, dated September 2023 (the “Report”), a copy of which is attached hereto as **Exhibit A**, which examined the Study Area for the purpose of determining whether such area was a deteriorating area and/or a deteriorated area as defined by Idaho Code Sections 50-2018(8), (9) and 50-2903(8);

WHEREAS, pursuant to Idaho Code Sections 50-2018(8), (9) and 50-2903(8), which define the qualifying conditions of a deteriorating area and deteriorated area, many of the conditions necessary to be present in such an area are found in the Study Area, including:

- a. The presence of a substantial number of deteriorated or deteriorating structures; deterioration of site;
- b. faulty lot layout in relation to size, adequacy, accessibility or usefulness/obsolete platting;
- c. unsuitable topography;
- d. age or obsolescence;
- e. conditions which retard development of the area; and
- f. economic disuse or economic underdevelopment of the area;

WHEREAS, the Study Area includes open space/open land;

WHEREAS, under the Act, a deteriorated area includes any area which is predominantly 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. *See* Idaho Code § 50-2903(8)(c);

WHEREAS, Idaho Code §§ 50-2018(8), (9), 50-2903(8) and 50-2008(d) list additional conditions applicable to open land areas, including open land areas to be acquired by the Agency, which are the same or similar to the conditions set forth in the definitions of “deteriorating area” and “deteriorated area;”

WHEREAS, while the Study Area is not predominantly open, the Report addresses the

findings concerning including open land within any urban renewal area as defined in Idaho Code Sections 50-2018(9), 50-2903(8)(c), and 50-2008(d);

WHEREAS, the effects of the listed conditions cited in the Report result in economic underdevelopment of the area, substantially impairs or arrests the sound growth of a municipality, constitutes an economic or social liability, and is a menace to the public health, safety, morals or welfare in its present condition or use;

WHEREAS, under the Law and Act, Idaho Code Sections 50-2903(8)(f) and 50-2018(8) and (9), the definition of a deteriorating area 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 except for an agricultural operation that has not been used for three (3) consecutive years;

WHEREAS, the Study Area does not include parcels subject to such consent;

WHEREAS, the Report includes a preliminary analysis concluding the base assessment roll value for the Study Area along with the combined base assessment roll values for the Existing Project Areas do not exceed 10% of the current assessed valuation of all taxable property within the City;

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, the Agency Board finds it in the best public interest to accept the Report.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE BOARD OF COMMISSIONERS OF THE IDAHO FALLS REDEVELOPMENT AGENCY OF IDAHO FALLS, IDAHO, AS FOLLOWS:

Section 1. That the above statements are true and correct.

Section 2. That the Agency Board acknowledges acceptance and receipt of the Report, attached hereto as “**EXHIBIT A**”, recognizing technical changes or corrections which may be required before transmittal to the City Council for its consideration.

Section 3. That there are one or more areas within the City that are a deteriorating area or a deteriorated area as defined by Idaho Code Sections 50-2018(8), (9) and 50-2903(8).

Section 4. That one such area is the Study Area, which is approximately 42 acres in size in northern Idaho Falls, east of Holmes Avenue, north of East Anderson Street, and northwest of Yellowstone Highway. Hemmert Avenue is a portion of the eastern boundary.

Section 5. That the rehabilitation, conservation, development and redevelopment, or a combination thereof, of such area is necessary in the interest of the public health, safety, and welfare of the residents of the City.

Section 6. That the Chair of the Agency Board of Commissioners and the Administrator, are hereby authorized to transmit the Report to the City Council requesting that the City Council:

- a. Determine whether the Study Area identified in the Report qualifies as an urban renewal project and there is justification for designating the area, as appropriate, for an urban renewal project; and
- b. If such designation is made, whether the Agency should proceed with the preparation of an urban renewal plan for the area, which plan may include a revenue allocation provision as allowed by law.

Section 7. That this Resolution shall be in full force and effect immediately upon its adoption and approval.

PASSED By the Idaho Falls Redevelopment Agency of the city of Idaho Falls, Idaho, on September 21, 2023. Signed by the Chair of the Board of Commissioners and attested by the Secretary to the Board of Commissioners, on September 21, 2023.

APPROVED:

By: 

Lee Radford, Chair

ATTEST:

By: 

Terri Gazdik, Secretary

4880-1437-4015, v. 1



Yellowstone Square Eligibility Study

Idaho Falls Redevelopment Agency

September, 2023

Report by Renee R. Magee, AICP

with assistance of Brian Stevens, Idaho Falls Community Development Services

Executive Summary

This report examines approximately 42 acres (referred to as the “study area”) in northern Idaho Falls east of Holmes Avenue, north of East Anderson Street, and northwest of Yellowstone Highway. Hemmert Avenue is a portion of the eastern boundary. The study area is comprised of primarily the former Fred Meyers shopping center, now known as Yellowstone Square. Approximately 35 acres of the study area is in private ownership: the rest of the study area contains the rights-of-way for East Anderson Street, Yellowstone Highway, Hemmert Avenue, and a short alley north of Anderson Street. The study area is outlined on the cover sheet and on page 2.

To be eligible to be considered a deteriorating area and/or a deteriorated area, one or more criteria as outlined in Idaho statutes must be applicable to the study area. At least one of the statutory criteria has been met in the study area, and, therefore, the study area is eligible for an urban renewal project under the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended, and the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended. The primary reasons for this finding are:

1. **Economic underdevelopment of the area and economic disuse.** Beginning in the early 1970’s, the study area was one of two primary retail shopping areas in Idaho Falls. After the Grand Teton Mall was built in 1984, retail businesses and customers began to move to 17th Street. By the 1990’s, vacancies became significant in the Country Club Mall, which was southwest of the study area, and in the study area where the Fred Meyer store anchored a shopping center roughly 200,000 square feet in size. Fred Meyer, an American chain based in Portland, Oregon, decided to leave its department store in the study area, demolish the Country Club Mall, and construct a big-box store combining a super-market and its department store. Unfortunately, Fred Meyer would not lease its former department store in the study area to new users. The remaining stores in the study area began to struggle, and eventually all of the businesses left the study area. The once vibrant shopping center was essentially vacant until light industrial uses began to occupy the spaces. Four buildings in the study area remain vacant, and property values are depressed.
2. **Deteriorating structures and site.** Most of the smaller commercial buildings fronting on either Anderson Street or Yellowstone Highway, arterial streets, are vacant and deteriorating. One of the vacant buildings is suffering significant deterioration. The majority of the buildings in the study area are at least forty years of age or more. In many locations in the study area, the sidewalk needs to be replaced as well as the driveway approaches, curbs, and gutters.
3. **Unsuitable topography due to elevation and basalt rock.** A major portion of the study area is underlain with widespread basalt rock, a condition which may greatly

Idaho Falls Redevelopment Agency

The Mayor, with the confirmation of City Council, has appointed seven individuals to the Idaho Falls Redevelopment Agency, the urban renewal agency of the City of Idaho Falls:

Lee Radford, Chair
Brent Thompson, Vice-Chair
Terri Gazdik, Secretary
Tom Hally
Kirk Larsen
Jon Walker
Christopher Harvey

The Agency, originally created on July 6, 1966, was re-established by the Mayor and Council on October 20, 1988, for the purpose of eliminating blight in the Snake River Urban Renewal District (formerly Lindsay Boulevard Urban Renewal District). The Snake River District expired in 2018. The Pancheri-Yellowstone Urban Renewal District (“Pancheri District”) was terminated after eleven years in 2019. The Agency now administers five urban renewal/revenue allocation areas: River Commons, Eagle Ridge, Jackson Hole Junction, Pancheri East Bank, and Anderson Bush.

Wade Sanner, Director, Community Development Services, City of Idaho Falls, serves as the executive director of the Agency. Elam & Burke, P.A. is the Agency’s legal counsel. Renee Magee, AICP, with the assistance of the staff of Idaho Falls Community Development Services, has been engaged to prepare an eligibility report to determine if the Yellowstone Square study area meets the criteria for consideration as an urban renewal area (URA).

Background

In response to federal programs funding redevelopment of “blighted” urban areas in the mid twentieth century, Idaho passed the Idaho Urban Renewal Law of 1965. The law authorized Idaho municipalities to identify deteriorating/deteriorated areas within their communities and to use federal grant monies to improve and, if necessary, redevelop these areas. Support for such federal expenditures dissipated and eventually ended in the early 1970's. With the loss of federal support, states needed another tool to assist cities to redevelop deteriorating/deteriorated areas and to participate in the economic vitality of their communities. Idaho cities have a significant financial challenge in responding to the infrastructure demands of growth along with the on-going need to maintain the existing physical plant in good repair. Idaho cities face stringent constitutional limitations and near total dependence upon state legislative action to provide funding. An Idaho city’s access to funding sources and the ability to employ effective financing mechanisms such as general obligation bonding severely constrain capital investment strategies.

The tools available to cities in Title 50, Chapters 20 and 29, the Urban Renewal Law of 1965 and the Local Economic Development Act, respectively, are some of the few available to assist communities in their efforts to support economic vitality. New sources of State support are not likely to become available in the foreseeable future, thus the Idaho Falls Redevelopment Agency's on-going interest in exploring the potential for establishing additional urban renewal/revenue allocation areas is appropriate.

Purpose of Report

The purpose of this report is to determine if all or a portion of the study area meets the criteria outlined in Idaho statutes, Idaho Code Sections 50-2018(8), (9), and 50-2903(8), as well as 50-2903(8)(c), if applicable, for designation as an urban renewal area. This report is the first step to assist the Idaho Falls City Council determine if there is a need for creating an urban renewal area in a portion or all of the study area.

Steps in Creating an Urban Renewal Area (URA) and Revenue Allocation Area (RAA)

If an urban renewal agency is in existence in a city, the creation of an urban renewal area, including a revenue allocation area (tax increment financing), begins with an eligibility report for a designated area within the city. The central question for an eligibility report is whether the study area has at least one of the statutory characteristics which must be found to be considered eligible for urban renewal activities. These characteristics or criteria are:

1. The presence of a substantial number of deteriorated or deteriorating structures and deterioration of site [50-2018(9), 50-2903(8)(b) and (8)(c), and 50-2008(d)(4)(2)],
2. Age or obsolescence [50-2018(8) and 50-2903(8)(a)],
3. Predominance of defective or inadequate street layout [50-2018(9) and 50-2903(8)(b)],
4. Outmoded street patterns [50-2008(d)(4)(2)],
5. Need for correlation of area with other areas of municipality by streets and modern traffic requirements [50-2008(d)(4)(2)],
6. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness; obsolete platting [50-2018(9), 50-2903(8)(b) and 8(c), and 50-2008(d)(4)(2)],
7. Unsuitable topography [50-2008(d)(4)(2)],
8. Insanitary or unsafe conditions [50-2018(9) and 50-2903(8)(b)],
9. Diversity of ownership [50-2018(9), 50-2903(8)(b) and (8)(c), and 50-2008(d)(4)(2)],
10. Tax or special assessment delinquency [50-2018(9) and 50-2903(8)(b)],
11. Defective or unusual conditions of title [50-2018(9), 50-2903(8)(b), and 50-2008(d)(4)(2)],
12. Existence of conditions which endanger life or property by fire and other causes [50-2018(9) and 50-2903(8)(b)],
13. A combination of conditions which 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. [50-2018(9) and 50-2903(8)(b)] and 8(c)],
14. Economic disuse... or any combination of other conditions which retard the development of the area [50-2008(d)(4)(2)], and
 15. A combination of conditions which results in economic underdevelopment of the area [50-2903(8)(b)].

If it is determined the study area has characteristics which meet one or more of the statutory criteria listed above, the urban renewal agency may accept the eligibility report and request its consideration by the city council. No URA can be formed unless the city council adopts a resolution finding the area under consideration is a deteriorated or deteriorating area and such area is appropriate for an urban renewal project.

The resolution adopted by city council authorizes the agency to prepare a plan for the proposed urban renewal area. According to Idaho Code Section 50-2905, the urban renewal area plan is to include the following:

- (1) The total assessed valuation of the base assessment roll of the proposed revenue allocation area and total assessed valuation of the city;
- (2) A list of the proposed public improvements in the proposed revenue allocation area;
- (3) An economic feasibility study (a projection of revenues and anticipated costs with a time line);
- (4) A detailed list of estimated project costs;
- (5) A statement showing the impact of revenue allocation area on all tax districts levying taxes upon property within revenue allocation area;
- (6) A description of anticipated financing methods and time line for incurring such costs;
- (7) A termination date for plan and revenue allocation area; and
- (8) A plan for distributing revenues at the termination date, including any plans for the Agency to retain any assets acquired during the life of the district.

Once the plan is prepared and approved by the agency, it is forwarded to the city council. Prior to the public hearing before the city council, the city council forwards the plan to the city planning and zoning commission for its determination that the plan conforms to the city's comprehensive plan. At least thirty (30) days prior to the public hearing, a copy of the notice and plan is distributed to the taxing entities overlapping the boundaries of the proposed district. After receiving the recommendation of the commission, and after notice duly published, the public hearing is held. The city council must approve an urban renewal plan, including revenue allocation financing provisions, by an ordinance. If the ordinance is adopted by the city council, a copy of the ordinance with legal description of the revenue allocation area (RAA) is distributed to all the overlapping taxing entities, county officials and the Idaho State Tax Commission.

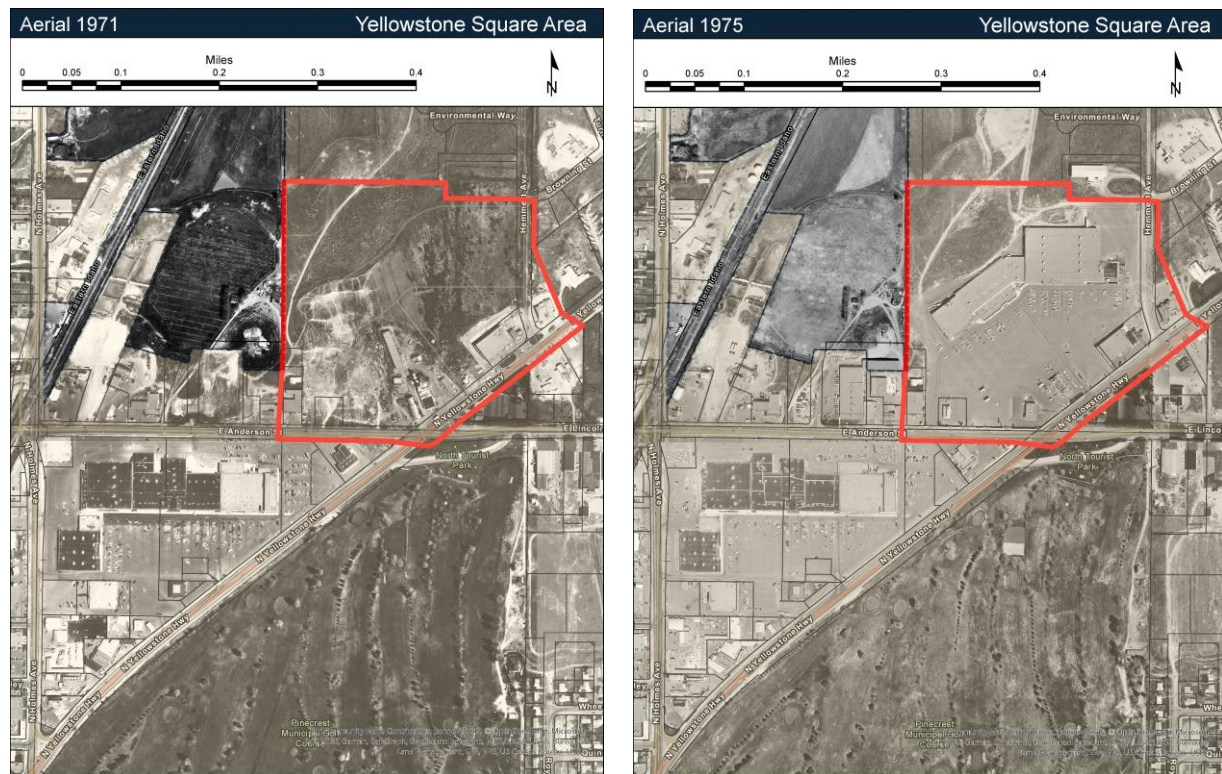
By state statute, following adoption of the ordinance, the revenue allocation area is effective January 1 of the year in which the ordinance is adopted. The RAA has a maximum life of twenty years under Idaho statutes, although the agency will receive revenue allocation proceeds in the year following termination. The urban renewal agency implements the plan adopted by the city council.

History of the Study Area

According to the 1966 *Idaho Falls Comprehensive Plan, Part I*, annexation was just beginning to occur north of Yellowstone Highway in the mid-1960's in the vicinity of Lincoln Road. The Bonneville County parcel viewer lists the date of construction of the two buildings on the western edge of the study area as 1965. The 1969 aerial of the City of Idaho Falls shows four commercial buildings existed in the study area. In addition, industrial or agricultural buildings demolished in the early 1970's were located just northeast of the intersection of Anderson and Yellowstone. The remainder of study area was vacant in 1969.

By 1971, the Country Club Mall, a 260,000 square foot retail and office center, was constructed southwest of the study area and south of Anderson Street. It was the first enclosed mall in the Idaho Falls region and began to draw both businesses and customers from the downtown commercial center. The mall and the downtown became the two primary commercial centers in Idaho Falls.

Soon after the construction of the mall, a Utah developer constructed a large shopping center to the northeast of the Country Club Mall. Grand Central, a Salt Lake City chain of department stores, and an Albertson's grocery store anchored the shopping center. In the area between the two anchors were small retail and office businesses. McDonald's and Pizza Hut restaurants were constructed on the perimeter of the study area. A retail store was built at the intersection of Anderson Street and Yellowstone Highway, all before 1975. To the east of the shopping center, a movie theater, a Regal Cinema, was built prior to 1984. In 1984, Fred Meyer, a Portland, Oregon chain, acquired Grand Central and rebranded the Idaho Falls location Fred Meyer. During the 1970's and 1980's, the study area was one of the two major commercial centers of Idaho Falls and offered multiple and varied shopping opportunities to the city residents.



SOURCE: City of Idaho Falls aerial photo collection. 1971 on the left and 1975 on the right.

In the same year Fred Meyer acquired Grand Central, 1984, the Grand Teton Mall was built at the intersection of 17th Street and Hitt Road (now 25th East). The new mall began to draw tenants and customers away from the Country Club Mall. By the early 1990's, the Country Club Mall was struggling. By the mid-1990's, Fred Meyer decided to build a new store, one that offered groceries as well as dry goods. The Country Club Mall was demolished, and Fred Meyer constructed a new store in its former footprint. Fred Meyer held its grand opening in 1997. McDonald's followed Fred Meyer to south of Anderson Street. A new Pizza Hut was constructed at the Grand Teton Mall. The remaining businesses in the study area began to fail and finally moved to different locations or closed. 17th Street and, ultimately, Hitt Road/25th East became the major commercial center of the city and region.

The former movie theater was the first building in the study area to be remodeled to serve a light industrial use, the assembling of small parts to create specialized measuring instruments. Other than the drive-up coffee stand and the retail portion of Tacoma Screw's business, there is no longer traditional retail in the study area. The larger buildings in the study area are dedicated to indoor storage facilities, a moving company, and industrial and flex space. The parking areas are primarily occupied by Idaho National Laboratory (INL) Park and Ride. The once flourishing shopping center, one which used to be filled to capacity during the Christmas shopping season, is now occupied by indoor storage facilities or industrial uses. The former commercial parking area serves as parking lot for employees of INL: they leave their vehicles at the parking lot and

take INL busses to the Idaho National Laboratory west of Idaho Falls. The study area appears to be a skeleton of its former shopping center days and has been bypassed by the retail market.



SOURCE: Photo by Brian Stevens, July, 2023. Photo of vehicles, INL Park and Ride.

The Urban Land Institute (ULI) has been studying ways to reinvigorate older suburban strips. Suggestions from one ULI report are to increase the density of the older commercial strips, increase or create high-density residential uses, create gathering or recreational spaces, and improve the attractiveness of the commercial strip. This study area is across Yellowstone Highway from the community's oldest golf course, an attractive green entity in this commercial strip. Fred Meyer to the southwest provides grocery shopping, a pharmacy, and a fuel center. The Bank of Commerce is located within the parking area of the former Country Club Mall and near the study area. Therefore, day to day services are available within walking distance of the site and could support residential development.

As described above, redevelopment of the study area has been moving away from retail commercial uses to uses such as indoor storage, park and ride facilities, and lighter industrial uses. The Developer is now proposing to reinstate retail on the street frontage of Yellowstone Highway with two new retail buildings. The *Northgate/1st Street Area-Wide Planning Study* completed in 2020 did not include the study area: it ended at Anderson Street. For the area south of Anderson Street, the planning study did determine the Northgate Mile/1st Street area faces a shortage of commercial vacant land. With the possibility of public funds being used to redevelop this area, it may be possible to redevelop the study area and capitalize on such a shortage of vacant land in the area south of Anderson Street.

Present Conditions in the Study Area

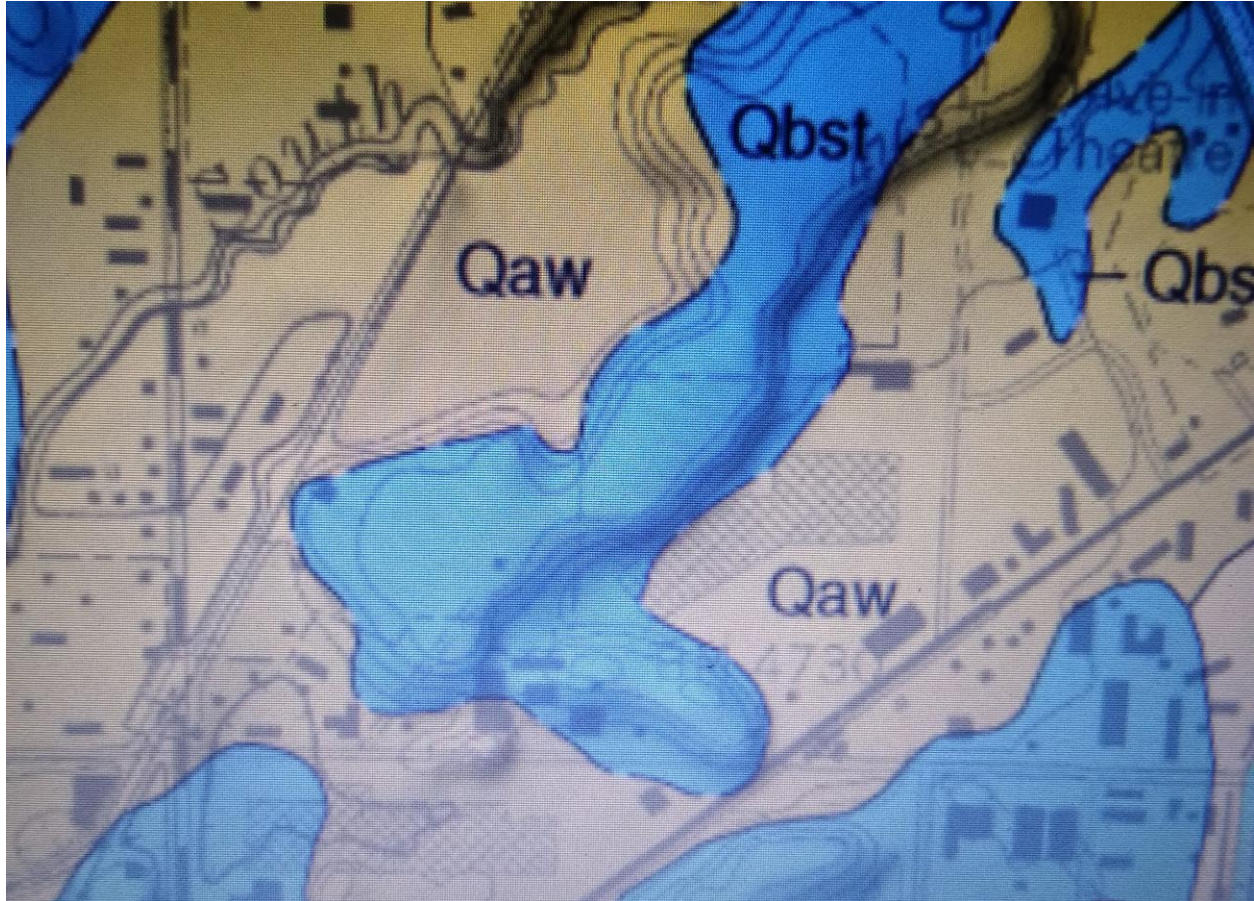
Economic Disuse and Underdevelopment of the Study Area. Yellowstone Square once housed a retail shopping center with slightly less than 200,000 square feet. The center was constructed about 1973, and an Albertson's grocery store and Grand Central department store anchored the center. In 1984, Fred Meyer acquired the Grand Central chain and rebranded the Idaho Falls store. Between these two stores, commercial spaces housed smaller national chains such as Radio Shack or local retail and services. A Pizza Hut, McDonald's, a bowling alley, and other commercial businesses occupied the frontage of Yellowstone Square. Today, indoor storage and light industrial and warehouse uses occupy the main buildings on the northern portion of the study area. The buildings which once housed the restaurants on the frontages are now vacant. Although the northern portion of the study area has been extensively remodeled to accommodate new uses and the southeastern portion of the study area has experienced major reinvestment with the construction of Tacoma Screw and the remodel of the commercial building at the intersection of Hemmert and Yellowstone, the study area is still experiencing significant underutilization and vacancy.

A rough comparison of assessed values reveals this underutilization and vacancy. The building which houses the present Fred Meyer a few hundred feet southwest of Yellowstone Square has an assessed value of over \$43 per square foot. The former Fred Meyer in Yellowstone Square has an assessed value of roughly \$30 per square foot.



SOURCE: Brian Stevens, July 12, 2023. Vacant retail buildings on Anderson Street frontage in study area.

Topography and Geology. The study area is characterized by widespread basalt rock. Below is a portion of the *Geologic Map of the Idaho Falls North Quadrangle, Bonneville County, Idaho*, 2011, which was prepared by William M. Phillips and John A. Welhan.



SOURCE: https://idahogeology.org/pub/Digital_Data/Digital_Web_Maps/IFNorth_DWM-77-m.pdf

A major portion of the study area is defined as Qbst. The authors of the map define the areas labeled as Qbst as basalt. The areas defined as Qaw are sand and silt. The former Fred Meyers building and the former Country Club Mall are shown on the above map as the hatched rectangles north of Yellowstone Highway.

The *1981 Soil Survey of Bonneville County* delineates the study area soils as primarily Paul Silty Clay Loam with the exception of the northwest corner and western portion of the study area. In those areas, the soils are Polatis-Rock outcrop complex, with 2 to 28 percent slopes. The main limitations for development in Polatis-Rock outcrop are depth to bedrock and slope.

The Developer engaged Connect Testing and Inspection to dig eleven test pits on the

northwestern five acres in the corner of the study area. The area in which test pits were dug is shown on the aerial photo below.



SOURCE: Connect Testing and Inspection, Daily Field Report, May 12, 2023.

Eleven different test pits were dug, and rock was encountered at a depth of 16 inches, 26 inches, and 31 inches in three test pits.

The area in which the test pits were dug is a hill, an area which is roughly 10 to 16 feet higher than the portion of the site which has been developed. Part of the hill is presently used for open storage.

Yellowstone Square Eligibility Report, Idaho Falls Redevelopment Agency



Photo of rock ledge in the northwestern corner of the study area.
SOURCE: Brian Stevens, July 12, 2023.



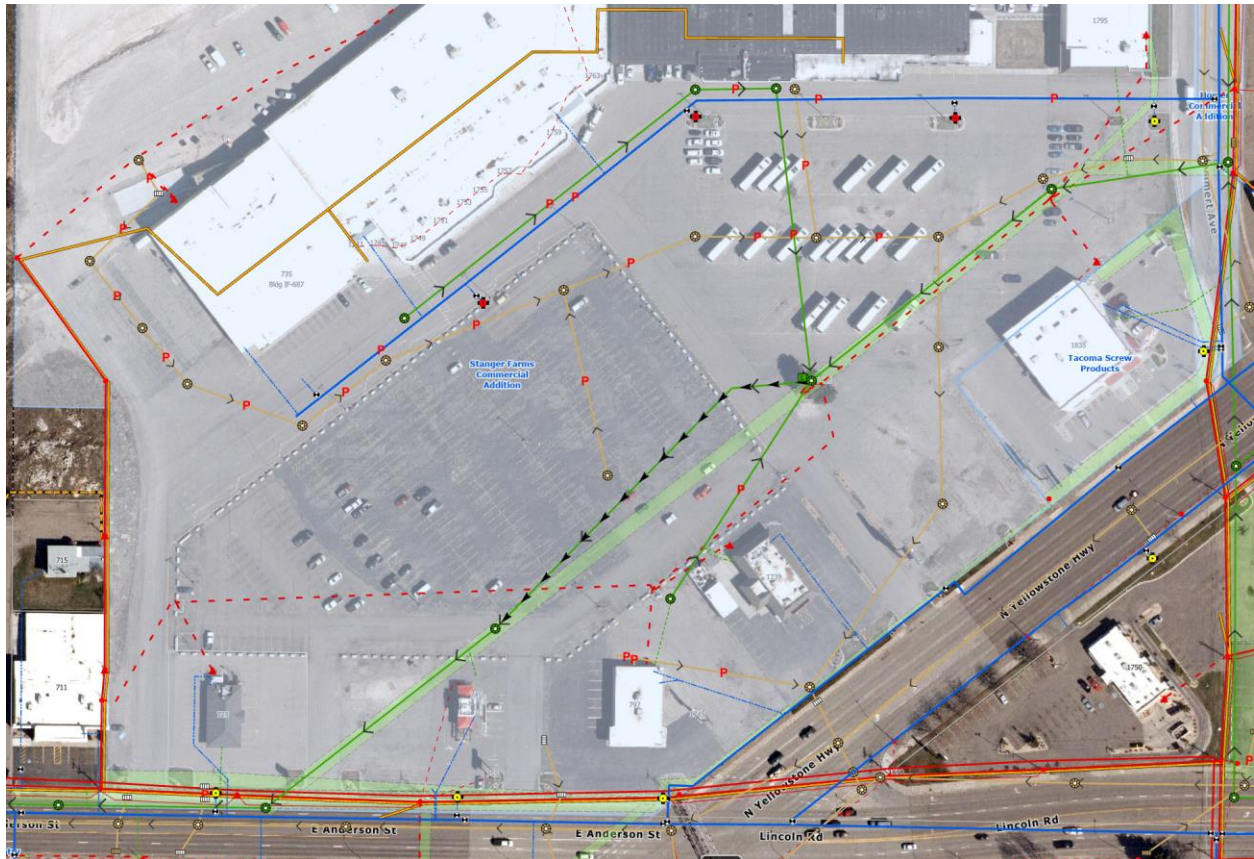
Open storage in northwestern corner of study area.
SOURCE: Brian Stevens, July 12, 2023.

Streets. The study area is served by Yellowstone Highway (U.S. 26) and Anderson Street. Both are arterial streets. Anderson Street carried slightly below 15,000 vehicles per 24-hour period in 2019, a number significantly below the traffic volume of 20,000 in 1996. This reduction in traffic may reflect the changes in land use in the study area as well as the importance of the retail area on 25th Street East/17th Street. Traffic volume has also decreased on Yellowstone Highway. In 2019 it was almost 13,000 vehicles: in 1996, it was slightly below 15,000. The intersection leg with the largest volume of traffic is Lincoln Road. It had a count of almost 19,500 vehicles in 2019. This count may increase now that Costco has opened its warehouse store 1.6 miles to the

east of Yellowstone Square.

Hemmert Avenue, a local street, provides access from the eastern and northern portions of the study area. It also provides an alternative route to North Holmes Avenue, another arterial street and one which provides access to U.S. 20, a popular route to Yellowstone National Park.

Utilities. The utility systems are illustrated on the aerial below:



SOURCE: Idaho Falls Community Development Service. Idaho Falls Public Works, utilities mapping. Water lines are blue, sewer lines are green, and the letter “P” indicates private. Red is electric power. Orange indicates the location of storm sewers.

The only issue identified by the Department of Public Works is the need to correct the location of a few easements in the study area.

Lot Layout. According to the Geographical Information System of the City of Idaho Falls, there are eight parcels in the study area, of which three are platted. The remaining five parcels are described by metes and bounds indicating they are not platted lots. Since the area was developed as a shopping center, not all of the lots have direct access to the arterial streets. It is assumed

access to the adjacent arterial streets has been provided through a private agreement between the private property owners.

Buildings and Site Conditions. Three vacant buildings have been vacant for three to five years according to the Developer. Such lengthy vacancy may lead to deterioration. The fourth building, the Radio Fiesta building on the western upper portion of the site, which may have been empty for over five years, is deteriorating.



SOURCE: Google Photos and Brian Stevens, July, 2023.

Seven of the ten buildings in the study area are almost fifty years of age. Even if structurally sound, such older buildings may need significant investment to meet modern energy standards, building codes, and technical and communication needs. Four out of the ten buildings in the study area are vacant.

Portions of the site are deteriorating or do not meet modern commercial standards. Although pavement in a major portion of the study area has been well maintained as well as the perimeter landscaping, pavement in certain areas of the study area is deteriorating or is not existent. Some of the driveways and portions of the sidewalks are in need of replacement.

Land Use. The study area is zoned Highway Commercial. The parcel east of Hemmert Avenue has a tower overlay zone on it as well. As described above, the primary land uses are the INL Park and Ride, indoor storage, and warehousing. With the exception of three retail/office buildings, one of which is a coffee drive-in stand, the other buildings located on the street frontages are vacant. These vacant buildings formerly housed restaurants or retail businesses.

The study area has direct access to U.S. 26, the road to Jackson Hole and Wyoming. With the Anderson and Hemmert connections to Holmes, the study area also has good access to U. S. 20,

which is a popular route to Yellowstone National Park. Such roads provide excellent access for tourists and residents.

Comprehensive Plan and Future Development. The future land use map in the Idaho Falls comprehensive plan, *ImagineIF*, envisions the area as Mixed-Use Centers and Corridors. The snapshot found on page 67 of the plan describes this designation as:

...areas where people tend to shop, eat, and gather. These areas include all housing types but generally at a more intense scale than other areas. These areas include mixed-use buildings, recreation centers, and commercial uses. Mixed-use centers and corridors may vary in scale from large, regional commercial centers with supportive housing to smaller commercial pockets called walkable centers that support a well-connected, walkable neighborhood.

As noted above, the *Northgate/1st Street Area-Wide Planning Study* does not include Yellowstone Square. The study includes the present Fred Meyers shopping center and ends at Anderson Street. However, many of the policies apply to Yellowstone Square. The study identified the following community priorities which apply:

Priority 2. There are several abandoned properties and sites with deferred maintenance.... The community would like to see these properties improved through building enhancements..., active uses, and adaptive reuse/redevelopment projects.

Priority 3. The community would like to see ... improved streetscapes, and new trees/landscaping throughout the focus area.

Priority 5. ...the community wants revitalization efforts to visually deemphasize private surface lots by siting parking to the rear of building facades and screen parking fields with landscaping.

Priority 7. Incentivize private development projects. Although revitalization of the Northgate/1st Street focus area will occur primarily through private redevelopment, infill, and adaptive reuse projects, incentives are needed to make these projects cost feasible and to attract potential investors. The community wants to provide and promote a variety of incentives that will support and streamline private redevelopment projects and their associated public infrastructure.

The study suggests improvements to Northgate Mile. Such improvements are narrowed travel lanes, buffered bicycle lanes, and streetscape elements such as landscaping, trees, and wider sidewalks. The study also suggests large surface parking lots such as found at the present Fred Meyer site and in the study area be broken into smaller walkable areas with pedestrian facilities. The planning study, *Idaho Falls: Growing into Walkable Centers*, suggests the following concept for the intersection of Anderson, Yellowstone Highway, and Lincoln Road:



SOURCE: *Idaho Falls: Growing into Walkable Centers*, 2022.

Open Land Analysis

The study area, including those portions without paving or buildings, has been subject to some level of development. The study area is not a traditional “greenfield” area and does not include agricultural land. The small portion of the study area in the northwestern corner on the rock outcrop, which is not paved and developed with buildings, has been used for open storage or dumping and is served by an unpaved driveway.

Idaho Code Section 50-2903(8)(c) states: “[a]ny 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.”

The eligibility criteria set forth in Idaho Code Section 50-2903(8)(c) for predominantly open land areas mirror or are the same as those criteria set forth in Idaho Code Sections 50-2018(9) and 50-2903(8)(b). “Diversity of ownership” is the same, while “obsolete platting” appears to be equivalent to “faulty lot layout in relation to size, adequacy, accessibility, or usefulness.” “Deterioration of structures or improvements” is the same or similar to “a substantial number of deteriorated or deteriorating structures” and “deterioration of site or other improvements.” There is also an additional qualification that the provisions of Idaho Code Section 50-2008(d) shall apply to open areas.

Idaho Code Section 50-2008 primarily addresses the urban renewal plan approval process and Idaho Code Section 50-2008(d)(4) sets forth certain conditions and findings for agency acquisition of open land as follows:

The urban renewal plan will afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the urban renewal area by private enterprise: Provided, that if the urban renewal area consists of an area of open land to be acquired by the urban renewal agency, such area shall not be so acquired unless (1) if it is to be developed for residential uses, the local governing body shall determine that a shortage of housing of sound standards and design which is decent, safe and sanitary exists in the municipality; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the municipality, or (2) if it is to be developed for nonresidential uses, the local governing body shall determine that such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, which acquisition may require the exercise of governmental action, as provided in this act, because of defective or unusual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, economic disuse, unsuitable topography or faulty lot layouts, the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area.

In sum, there is one set of findings if the area of open land is to be acquired and developed for residential uses and a separate set of findings if the land is to be acquired and developed for nonresidential uses.

Basically, open land areas may be acquired by an urban renewal agency and developed for nonresidential uses if such acquisition is necessary to solve various problems, associated with the land or the infrastructure, that have delayed the area's development. These problems include defective or usual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, and faulty lot layout. All the stated conditions are included in one form or another in the definition of a deteriorated area and/or a deteriorating area set forth in Idaho Code Sections 50-2903(8)(b) and 50-2018(9). The conditions listed only in Section 50-2008(d)(4)(2) (the open land section) include economic disuse, unsuitable topography, and "the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area."

The conclusion of this discussion concerning open land areas is that the area qualifies if any of

the eligibility conditions set forth in Idaho Code Sections 50-2018(9) and 50-2903(8)(b) apply. Alternatively, the area under consideration qualifies if any of the conditions listed only in Idaho Code Section 50-2008(d)(4)(2) apply. As set forth in greater detail above, economic disuse, unsuitable topography, deteriorating structures, and deteriorating site conditions including curb, gutter and sidewalks are all conditions which delay development of the study area.

Based on the above analysis, while the study area does not appear to be “predominantly open land,” which is not a defined term, and is not “greenfield” or agricultural operations, unsuitable topography, economic disuse, and deteriorating structures and site improvements are conditions found in the study area, and therefore, the open land condition is satisfied.

Ten Percent Limitation on Assessed Valuation within Revenue Allocation Area

In addition to the statutory criteria required for eligibility outlined in this report, Idaho statutes limit the assessed valuation permitted in a revenue allocation area. The base assessment rolls are not to exceed at any time ten percent of the current assessed valuation of all taxable property within the municipality.

“Revenue allocation area” means that portion of an urban renewal area where the equalized assessed valuation (as shown on the taxable property assessment rolls) of which the local governing body has determined, on and as a part of the urban renewal plan, is likely to increase as a result of the initiation of an urban renewal project 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.

Idaho Code Section 50-2903(15).

The Data Processing Department of Bonneville County provided the City of Idaho Falls assessed value as well as the adjusted base of the existing urban renewal areas.

Statutory Ten Percent Limitation Analysis		
Area	Assessed Value	Percentage
City of Idaho Falls	\$8,434,935,991	
	Adjusted Base	
River Commons District	\$131,823	
Eagle Ridge District	\$7,343,365	
Jackson Hole Junction District	\$523,128	
Anderson Bush District	\$6,425,722	
Pancheri East Bank District	\$6,949,228	
Stanley Boge Proposed District	\$43,456,835	
Yellowstone Square Proposed District	\$9,533,697	
Northgate Mile Proposed District	\$8,630,988	
Total Assessed Base URAs	\$82,994,786	0.98%

SOURCE: Bonneville County Data Processing, August, 2023. PM106-2023 Net Taxable Value Includes Increment. URD055, Urban Renewal by Pin within TAG, July, 2023. Yellowstone Square assessed values based on Idaho Falls GIS system and Bonneville County Parcel Viewer, August, 2023.

The total combined adjusted base assessment rolls of the existing revenue allocation areas and the proposed districts titled Stanley Boge District, Northgate Mile, and Yellowstone Square will not exceed the estimated ten percent limit of \$843,493,591. The combined rolls are estimated to be 0.98% using the 2023 assessed values or slightly less than 1% of the current assessed valuation.

Findings

To find a study area is eligible for the creation of an URA and RAA, the study area must contain one or more of the statutory criteria spelled out in Idaho Code Sections 50-2018(8), (9), and 50-2903(8), and to the extent there is open land, the statutory criteria in Idaho Code Section 50-2903(8)(c). Below are the criteria and a brief discussion of the findings.

The presence of a substantial number of deteriorating or deteriorated structures and deterioration of site. The age and vacancy of existing buildings did reveal the study area contains a significant portion of deteriorating buildings. This criterion is met.

Predominance of defective or inadequate street layout. The study area has frontage on two arterial streets and has easy access to a third arterial street. This criterion is not met.

Faulty lot layout in relationship to size, adequacy, accessibility, or usefulness. Obsolete Platting. With the exception of two parcels on the rock outcrop and on the western edge of the study area, the building sites are adequate for modern development in a shopping center layout. However, several building sites are not platted: redevelopment on these sites may require platting, dedication of access and utility easements, or the redrafting of private access and utility agreements. In recognition of the need to address assurance of access to public streets and public utilities as well as the present layout of the two parcels on the western edge of the study area, this criterion is met.

Diversity of ownership. There are six property owners in the study area. Although there are six property owners in approximately 42 acres, the original use of the study area as a shopping center means one property owner controls most of the study area. This criterion is not met.

Defective or unusual conditions of title. The research done for this eligibility study did not address this issue and, therefore, did not reveal any defective titles. This criterion is not met.

Tax delinquency assessment exceeding the value of land. The research completed for this study did not address this issue. Consequently, there is not sufficient evidence to state this criterion has been met.

Insanitary or unsafe conditions. Research conducted for this study did not reveal any insanitary or unsafe conditions beyond deteriorating building and site conditions previously addressed. This criterion is not met.

Outmoded street patterns. The study area is served by two arterial streets. Although there are 35 acres of private ground without public street, the development plans for the study area propose to retain the historic plan of a shopping center. A common parking area and access will serve the building sites. This criterion is not met.

Unsuitable topography. A major portion of the study area is underlain by widespread basalt rock. The northwestern portion of the site and a narrow strip lying on the western edge of the study area are a rock outcrop which has limited development. This criterion is met.

Age or obsolescence. Most of the existing buildings in the study area are almost fifty years of age. Four of the commercial buildings have been vacant for three years or more, and at least one appears to be substantially deteriorating. The buildings no longer serve the needs of modern commercial development. This criterion is met.

Need for correlation of the area streets with other areas of the municipality. The arterial streets provide good access to the other areas of the municipality and the region. This criterion is not met.

Conditions which retard development of the area. The retail market has bypassed the study area: it has moved to the area of Hitt Road (25th East) and 17th Street. The former retail purpose of the study area is highly visible from the aerial photo: the study area was designed to house larger retail uses, outlying restaurants or services, and significant parking. To redevelop this area to uses in greater demand will require significant investment in remodeling or demolition and rebuilding. The volume of vehicular traffic on Anderson Avenue in 2019 was approximately 60% of the 2018 traffic on the south Hitt leg of the intersection of 17th Street and Hitt Road (East 25th). The lower traffic volumes reduce the possibility of successful retail development which depends on passing traffic unless the market at this location is carefully studied. This criterion is met.

Economic disuse or underdeveloped property. Once the study area was part of the two major commercial centers in Idaho Falls. When the Grand Teton Mall was built in 1984, the retail center of the community began to move to 17th Street and Hitt Road (25th East). Retail and recreational uses left the buildings in the study area. Today the buildings are vacant or underutilized. This criterion is met.

Substantially impairs or arrests the sound growth of the municipality. The long-range plan of the City of Idaho Falls designates the study area as Mixed-Use Centers and Corridors. These areas, according to the plan, are to include mixed-use buildings, recreation centers, and commercial uses with supportive higher-density housing. As the study area presently exists with a high vacancy rate and uses such as storage and warehousing, the growth of the municipality towards its vision is impaired. This criterion is met.

Conclusion

The proposed Yellowstone Square urban renewal area meets one or more of the criteria for eligibility under Idaho Code Sections 50-2018(8) and (9) and 50-2903(8). The study area is underutilized. A former successful shopping center is now gone; it is dedicated to the parking of vehicles, indoor storage, and light industrial uses. Many of the existing buildings are vacant and falling into deterioration. The western portion of the study area is difficult to develop due to a rock outcrop and topography.

Criterion	Criteria Met?	Characteristics Supporting Finding
Substantial deterioration of site	Yes	Three buildings in the study area have been vacant for at least three years and are beginning to deteriorate. One building built in 1965 is deteriorating. Portions of the site were never developed to modern standards for access and paving. Portions of the public sidewalk and drive ways have deteriorated.
Defective street layout or inadequate street layout	No	
Faulty lot layout/Obsolete Platting	Yes	Two lots on the western edge of the study area are located on the rock outcrop at an elevation higher than the developed portion of the study area and may be too small for modern development. Since the study area was designed as a shopping center, not all the building sites have direct access to arterial streets. Most of the building sites are not platted. Platting, dedication of public access or utilities, or revision of the private agreements governing the study area may be required.
Diversity of ownership	No	
Unusual conditions of title	No	
Tax delinquency	No	
Unsafe conditions	No	
Outmoded street patterns	No	

Unsuitable topography	Yes	A rock outcrop lies in the western and northwestern portion of the study area. Basalt rock underlies the study area. Basalt, especially near the surface, can substantially increase development costs.
Age or obsolescence	Yes	Seventy percent of the buildings are near or at fifty years of age and may need significant reinvestment to meet modern standards, codes, and technological requirements. Four of the buildings on the site have been vacant for at least three years. The retail market has bypassed the study area.
Lack of correlation with streets in municipality	No	
Conditions which retard development of the area	Yes	The primary retail shopping area for Idaho Falls is located on Hitt Road (25 th East). There is no longer a demand for retail uses at this location. Well-done market studies and significant redevelopment may allow the study area to recapture some retail or services. The Northgate Mile study completed for the area to the immediate south indicates there may be some demand for commercial uses. However, significant reinvestment will be required.
Economic disuse or underdevelopment of the area	Yes	Buildings in the study area are underutilized or vacant. The study area, which was once a part of the two major commercial centers in Idaho Falls, presents an image of vacancy and underutilization at an entrance to Idaho Falls served by three arterial streets, one of which is a federal highway.
Arrests or impairs the sound growth of the municipality	Yes	The long-range plan of the City of Idaho Falls designates this area as Mixed-Use Centers and Corridors. Significant investment is required to implement the plan and the neighborhood plan entitled <i>Northgate/1st Area-Wide Planning Study</i> as well as the planning study, <i>Idaho Falls: Growing into Walkable Centers</i> .

SOURCES AND REFERENCES FOR ELIGIBILITY REPORT

I would like to thank Brian Stevens, Idaho Falls Community Development Services, for his diligence and assistance in the preparation of this report.

1. Bonneville County Parcel Viewer. Land and improvement values, age of construction, site acreage, and vacancy on tax assessment data found on parcel viewer, July-August, 2023.
<https://bonneville.esriemcs.com/portal/apps/webappviewer/index.html?id=f5f27c3e084449c3b933b019a9b7444b>
2. Email from Chris Canfield to Brian Stevens, City of Idaho Falls, July 11, 2023.
3. Data Processing, Bonneville County, Stephanie Burnside, email, August 14, 2023.
4. ***Imagine IF***, comprehensive plan for the City of Idaho Falls, future land use map and description of Mixed-Use Centers and Corridors.
5. Photos, Brian Stevens, July 12, 2023.
6. Testing report, Connect Testing and Inspection, May 12, 2023.
7. William M. Phillips and John A. Welhan, **Geologic Map of the Idaho Falls North Quadrangle, Bonneville County, Idaho**, 2011.
https://www.idahogeology.org/pub/Digital_Data/Digital_Web_Maps/IFnorth_DWM-77-m.pdf
8. Aerial photos, City of Idaho Falls, 1969, 1971, 1975, 1984, 1988, 1992, 1996, 2000.
9. Archives West, <https://archiveswest.orbiscascade.org/ark:80444/xv04589#caID>.
10. **Northgate/1st Street Area-Wide Planning Study**, Idaho Falls, Idaho. Prepared by Stantec and Agnew:Beck, September, 2020.
11. ***The Idaho Statesman***, September 22, 1998. Article with reference to Developers Diversified Realty Corp., owners of 260,000 square foot Country Club Mall.
12. ***Idaho State Journal***, Nov. 13, 1977, advertisement for Country Club Mall, Idaho Falls.
13. “Fred Meyer,” **Wikipedia**, https://en.wikipedia.org/wiki/Fred_Meyer
14. “Grand Central,” **Wikipedia**, [https://en.wikipedia.org/wiki/Grand_Central_\(store\)](https://en.wikipedia.org/wiki/Grand_Central_(store))
15. Minutes, May 18, 2023, Idaho Falls Redevelopment Agency.
16. Bonneville Metropolitan Planning Organization, BMPA Historic Traffic Counts.
17. Messages from Gary Mill, former city council member, August 1, 2023.
18. Urban Land Institute, ***Ten Principles for Reinventing America’s Suburban Strips***, Michael Beyard and Michael Pawlukiewicz, Washington, D.C., 2001.
19. University of Utah Department of Landscape Architecture, ***Idaho Falls: Growing into Walkable Centers***, 2022. <https://www.idahofallsidaho.gov/1845/Walkable-Centers>

Memorandum

File #: 23-303

City Council Meeting

FROM: Wade Sanner, Director; on behalf of the Idaho Falls Redevelopment Agency
DATE: Thursday, October 19, 2023
DEPARTMENT: Community Development Services

Subject

Legislative Hearing for Consideration of an Ordinance approving the Stanley Boge Urban Renewal District

Council Action Desired

☒ Ordinance ☐ Resolution ☒ Public Hearing
☐ Other Action (Approval, Authorization, Ratification, etc.)

Approve the Ordinance approving the Stanley Boge Urban Renewal District and give authorization for the Mayor and City Clerk to execute the necessary documents (or take other action deemed appropriate).

Description, Background Information & Purpose

Attached for consideration is the ordinance approving the Stanley Boge Urban Renewal District. The ordinance includes four exhibits:

1. The resolution of the Planning and Zoning Commission for the City of Idaho Falls, Idaho, validating conformity of the Urban Renewal Plan for the Stanley Boge Urban Renewal Project with the City of Idaho Falls' Comprehensive Plan.
2. The notice of hearing published in the Post Register.
3. The Urban Renewal Plan for the Stanley Boge Urban Renewal Project including all associated attachments.
4. Ordinance summary for publication.

Required notification and summary of the plan has been provided to the appropriate taxing entities. The plan included with the ordinance contains an outline of potential projects which may be completed with tax incrementing financing (TIF) funds and a financial feasibility study demonstrating that the expected tax revenues can cover the costs of the projects. Approval of the ordinance is the final step in the creation of the district, which will allow for TIF to be used to incentive and assist redevelopment of the area. The Idaho Falls Redevelopment Agency (FRA) board approved the plan by resolution at its July 20, 2023, meeting. This is anticipated to be a 20-year plan, the maximum allowed by State Statute.

Alignment with City & Department Planning Objectives





The policies in the plan are consistent with many of the city's goals related to Good Governance, Growth, Sustainability, and Livable Communities.

Interdepartmental Coordination

NA

Fiscal Impact

NA

Legal Review

The City Attorney's Office has reviewed the ordinance to ensure it is in accordance with applicable law.

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IDAHO FALLS, IDAHO, APPROVING THE URBAN RENEWAL PLAN FOR THE STANLEY BOGE URBAN RENEWAL PROJECT, WHICH PLAN 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 THE AFFECTED TAXING ENTITIES; PROVIDING SEVERABILITY, CODIFICATION, AND PUBLICATION BY SUMMARY; PROVIDING FOR A WAIVER OF THE READING RULES; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on the 6th day of July 1966, the City Council and Mayor of Idaho Falls, Idaho, respectively, created the Urban Renewal Agency of the City of Idaho Falls, Idaho, also known as the Idaho Falls Redevelopment Agency (hereinafter “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 (the “Law”) and the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended (the “Act”), upon making the findings of necessity required for creating said Agency;

WHEREAS, the City Council (the “City Council”) of the City of Idaho Falls, Idaho (the “City”), on October 14, 2004, after notice duly published, conducted a public hearing on the River Commons Urban Renewal Plan (the “River Commons Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 2256 on October 14, 2004, approving the River Commons Plan, making certain findings, and establishing the River Commons revenue allocation area (the “River Commons Project Area”);

WHEREAS, the City Council, on December 11, 2014, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Eagle Ridge Urban Renewal Project (the “Eagle Ridge Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 2978 on December 11, 2014, approving the Eagle Ridge Plan, making certain findings, and establishing the Eagle Ridge revenue allocation area (the “Eagle Ridge Project Area”);

WHEREAS, the City Council, on November 9, 2017, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Jackson Hole Junction Urban Renewal Project (the “Jackson Hole Junction Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3142 on November 9, 2017, approving the Jackson Hole Junction Plan, making certain findings, and establishing the Jackson Hole Junction revenue allocation area (the “Jackson Hole Junction Project Area”);

WHEREAS, the City Council, on November 10, 2022, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Pancheri East Bank Urban Renewal Project (“Pancheri East Bank Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3492 on November 10, 2022, approving the Pancheri East Bank Plan, making certain findings, and establishing the Pancheri East Bank Plan revenue allocation area (the “Pancheri East Bank Project Area”);

WHEREAS, the City Council, on March 30, 2023, after notice duly published conducted a public hearing on the Urban Renewal Plan for the Anderson Bush Urban Renewal Project (“Anderson Bush Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 3508 on March 30, 2023, approving the Anderson Bush Plan, making certain findings, and establishing the Anderson Bush Plan revenue allocation area (the “Anderson Bush Project Area”);

WHEREAS, the above referenced urban renewal plans are collectively referred to as the “Existing Urban Renewal Plans” and their respective revenue allocation project areas are collectively referred to as the “Existing Project Areas;”

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, an urban renewal plan shall (a) 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;

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, based on inquiries and information presented by certain interested parties and property owners, the Agency commenced certain discussions concerning examination of an area located within the City and whether it may be deteriorating and/or deteriorated and should be examined as to whether such an area is eligible for an urban renewal project;

WHEREAS, on October 20, 2022, the Agency adopted Resolution No. 2022-10 approving a Memorandum of Understanding (“MOU”) with Treespring Partners LLC, a

California limited liability company, which inter alia required Treespring Partners LLC to deposit certain funds to advance fund certain costs and fees related to the preparation and processing of an eligibility report;

WHEREAS, in or around November 2022, the Agency engaged the services of Renee R. Magee, AICP to commence an eligibility study and preparation of an eligibility report of an area approximately 113 acres in size, in northern Idaho Falls, east of US 20 and north of Anderson Street. The western boundary of the area reviewed is North Boulevard and its extension to U.S. 20. U.S. 20 and East Stanley Street form the northern boundary. The Union Pacific Railroad and a portion of Anderson Street are the southern boundaries. The eastern property lines of the lots lying east of Boge Avenue and its extension south to Anderson Street are the eastern boundary (the “Study Area”). All parcels in the Study Area are located within the City limits;

WHEREAS, the Agency obtained the Stanley Boge Eligibility Study, dated February 2023 (the “Report”), which examined the Study Area for the purpose of determining whether such area was a deteriorating area, a deteriorated area, or a combination of both a deteriorating area and a deteriorated area, as those terms are defined by Idaho Code Sections 50-2018(8), (9) and 50-2903(8);

WHEREAS, pursuant to Idaho Code Sections 50-2018(8), (9) and 50-2903(8), which define the qualifying conditions of a deteriorating area and a deteriorated area, many of the conditions necessary to be present in such an area are found in the Study Area, including:

- a. predominance of defective or inadequate street layout;
- b. faulty lot layout in relation to size, adequacy, accessibility, or usefulness/obsolete platting;
- c. insanitary or unsafe conditions;
- d. unsuitable topography;
- e. outmoded street patterns;
- f. conditions which retard development of the area; and
- g. lack of correlation of the area with other areas of the City by streets and modern traffic requirements;

WHEREAS, the Study Area contains open space/open land;

WHEREAS, under the Act, a deteriorated area includes any area which is predominantly 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. See, Idaho Code § 50-2903(8)(c);

WHEREAS, Idaho Code §§ 50-2018(9), 50-2903(8) and 50-2008(d) list the additional conditions applicable to open land areas, including open land areas to be acquired by the Agency, which are the same or similar to the conditions set forth in the definitions of “deteriorating area” and “deteriorated area;”

WHEREAS, while the Study Area is not predominantly open, the Report addresses the findings concerning including open land within any urban renewal area as defined in Idaho Code Sections 50-2018(9), 50-2903(8)(c), and 50-2008(d);

WHEREAS, the effects of the listed conditions cited in the Report result in economic underdevelopment of the area, substantially impairs or arrests the sound growth of a municipality, constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare in its present condition or use;

WHEREAS, under the Law and Act, Idaho Code Sections 50-2903(8)(f) and 50-2018(8) and (9), the definition of a deteriorating area 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 except for an agricultural operation that has not been used for three (3) consecutive years;

WHEREAS, the Study Area does not include parcels subject to such consent;

WHEREAS, the Agency Board, on February 16, 2023, adopted Resolution No. 2023-05, accepting the Report and authorized the Chair, Vice-Chair, or Administrator of the Agency to transmit the Report to the City Council requesting its consideration for designation of an urban renewal area and requesting the City Council to direct the Agency to prepare an urban renewal plan for the Study Area, which plan may include a revenue allocation provision as allowed by the Act;

WHEREAS, the City Council on March 30, 2023, adopted Resolution No. 2023-07, and declared the Study Area described in the Report to be a deteriorated area or a deteriorating area, or a combination thereof, as defined by Chapters 20 and 29 of Title 50, Idaho Code, as amended, that such Study Area is appropriate for an urban renewal project, and directed the Agency to commence preparation of an urban renewal plan for the area designated;

WHEREAS, in order to implement the provisions of the Act and the Law either Agency may prepare a plan, or any person, public or private, may submit such plan to Agency;

WHEREAS, pursuant to the Law and the Act, as amended, the Agency prepared the Urban Renewal Plan for the Stanley Boge Urban Renewal Project (the “Stanley Boge Plan”), as set forth in Exhibit 3 attached hereto, and the corresponding urban renewal/revenue allocation area referred to as the Stanley Boge project area (the “Stanley Boge Project Area,” the “Project Area,” or “Revenue Allocation Area”), to develop and/or redevelop a portion of the City, pursuant to the Law and the Act, as amended;

WHEREAS, the Stanley Boge Project Area is shown on the “Boundary Map of Stanley Boge Urban Renewal Project Area and Revenue Allocation Area” and described in the “Legal Description of Stanley Boge Urban Renewal Project Area and Revenue Allocation Area,” which are attached to the Stanley Boge Plan as Attachments 1 and 2 respectively;

WHEREAS, the Act authorizes the Agency to adopt revenue allocation financing provisions as part of an urban renewal plan;

WHEREAS, the Stanley Boge Plan contains revenue allocation financing provisions as allowed by the Act;

WHEREAS, the Agency reviewed and considered the proposed public improvements within the Stanley Boge Project Area at several meetings during 2023;

WHEREAS, the Agency Board considered all comment and information submitted to the Agency during several Board meetings in 2023, in addition to the City staff's efforts to meet with property owners, taxing districts, and other stakeholders, in order to promote input into the Stanley Boge Plan;

WHEREAS, on July 20, 2023, the Agency Board passed Resolution No. 2023-12 proposing and recommending the approval of the Stanley Boge Plan;

WHEREAS, the Agency submitted the Stanley Boge Plan to the Mayor and City Council;

WHEREAS, the Mayor and City Clerk have taken the necessary action in good faith to process the Stanley Boge Plan consistent with the requirements set forth in Idaho Code Sections 50-2906 and 50-2008;

WHEREAS, pursuant to the Law, at a meeting held on August 1, 2023, the Idaho Falls Planning Commission considered the Stanley Boge Plan and found by Planning Commission Resolution No. 11-2023 that the Stanley Boge Plan is in all respects in conformity with the City's Comprehensive Plan, Imagine IF, A Plan to Move Idaho Falls Forward Together, as amended (the "Comprehensive Plan") and forwarded its findings to the City Council, a copy of which is attached hereto as Exhibit 1;

WHEREAS, the notice of public hearing of the Stanley Boge Plan was caused to be published by the Idaho Falls City Clerk in its official newspaper the *Post Register* on September 22 and October 6, 2023, a copy of said notice is attached hereto as Exhibit 2;

WHEREAS, as of September 15, 2023, the Stanley Boge Plan was submitted to the affected taxing entities, available to the public, and under consideration by the City Council;

WHEREAS, the City Council during its regular meeting of October 26, 2023, held such public hearing on the Stanley Boge Plan as noticed;

WHEREAS, as required by Idaho Code sections 50-2905 and 50-2906, the Stanley Boge Plan contains the following information with specificity which was made available to the general public and all affected taxing districts prior to the public hearing on October 26, 2023, the regular meeting of the City Council, at least thirty (30) days but no more than sixty (60) days prior to the date set for final reading of the Ordinance: (1) a statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable property within the municipality; (2) the kind, number, and location of all proposed public works or improvements within the revenue allocation area; (3) an

economic feasibility study; (4) a detailed list of estimated project costs; (5) a fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds, notes and/or other obligations are repaid, upon all taxing districts levying taxes upon property in the revenue allocation area; (6) a description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred; (7) a termination date for the plan and the revenue allocation area as provided for in section 50-2903(20), Idaho Code. In determining the termination date, the plan shall recognize that the agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the urban renewal plan; and (8) a description of the disposition or retention of any assets of the agency upon the termination date. Provided however, nothing herein shall prevent the agency from retaining assets or revenues generated from such assets as long as the agency shall have resources other than revenue allocation funds to operate and manage such assets;

WHEREAS, the Stanley Boge Plan authorizes certain projects to be financed by owner/developer participation agreements and proceeds from revenue allocation. Revenue allocation bonds or loans are permissible;

WHEREAS, appropriate notice of the Stanley Boge Plan and revenue allocation provision contained therein has been given to the affected taxing districts and to the public as required by Idaho Code §§ 50-2008 and 50-2906;

WHEREAS, it is necessary and in the best interest of the citizens of the City, to adopt the Stanley Boge Plan and to adopt, as part of the Stanley Boge Plan, revenue allocation financing provisions that will help finance urban renewal projects to be completed in accordance with the Stanley Boge Plan, in order to: (1) encourage private development in the urban renewal area; (2) to prevent and arrest decay of the Stanley Boge Project Area due to the inability of existing financing methods to provide needed public improvements; (3) to encourage the affected taxing districts to cooperate in the allocation of future tax revenues arising in the Stanley Boge Project Area in order to facilitate the long-term growth of their common tax base; (4) to encourage the long-term growth of their common tax base; (5) to encourage private investment within the City and (6) to further the public purposes of the Agency;

WHEREAS, the City Council finds that the equalized assessed valuation of the taxable property in the revenue allocation area as shown and described in Attachments 1 and 2 of the Stanley Boge Plan is likely to increase, and continue to increase, as a result of initiation of urban renewal projects in accordance with the Stanley Boge Plan;

WHEREAS, under the Law and Act any such plan should provide for (1) a feasible method for the location of families who will be displaced from the urban renewal area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families; (2) the urban renewal plan should conform to the general plan of the municipality as a whole; (3) the urban renewal plan should give due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of the children residing in the general vicinity of the site covered by the plan; and (4) the urban renewal plan should afford

maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the urban renewal area by private enterprise;

WHEREAS, if the urban renewal area consists of an area of open land to be acquired by the urban renewal agency, such area shall not be so acquired unless (1) if it is to be developed for residential uses, the local governing body shall determine that a shortage of housing of sound standards and design which is decent, safe, and sanitary exists in the municipality; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe, and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the municipality; or (2) if it is to be developed for nonresidential uses, the local governing body shall determine that such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, which acquisition may require the exercise of governmental action, as provided in the Law, because of defective or unusual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, economic disuse, unsuitable topography or faulty lot layouts, the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area;

WHEREAS, the base assessment roll of the Stanley Boge Project Area, together with the base assessment roll values of the Existing Project Areas, cannot exceed ten percent (10%) of the current assessed values of all the taxable property in the City;

WHEREAS, it is necessary, and in the best interests of the citizens of the City to adopt the Stanley Boge Plan;

WHEREAS, the City Council at its regular meeting held on October 26, 2023, considered the Stanley Boge Plan as proposed and made certain comprehensive findings.

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

SECTION 1: It is hereby found and determined that:

- (a) The Stanley Boge Project Area as defined in the Stanley Boge Plan is a deteriorated area or a deteriorating area as defined in the Law and the Act and qualifies as an eligible urban renewal area under the Law and Act.
- (b) The rehabilitation, conservation, development and redevelopment of the urban renewal area pursuant to the Stanley Boge Plan are necessary in the interests of public health, safety, and welfare of the residents of the City.
- (c) There continues to be a need for the Agency to function in the City.

- (d) The Stanley Boge Plan conforms to the City's Comprehensive Plan as a whole.
- (e) The Stanley Boge Plan gives due consideration to the provision of adequate park and recreation areas and facilities that may be desirable for neighborhood improvement recognizing the commercial, manufacturing and/or industrial components of the Stanley Boge Plan and the need for public improvements to support the goals of the uses of the area, and shows consideration for the health, safety, and welfare of any children, residents, or businesses in the general vicinity of the urban renewal area covered by the Stanley Boge Plan.
- (f) The Stanley Boge Plan affords maximum opportunity consistent with the sound needs of the City as a whole for the rehabilitation, development, and redevelopment of the urban renewal area by private enterprises.
- (g) Pursuant to Idaho Code §§ 50-2007(h) and 50-2008(d)(l), the Stanley Boge Plan provides a feasible method for relocation obligations of any displaced families residing within the Stanley Boge Project Area and there is not anticipated to be any activity by the Agency that would result in relocation.
- (h) The collective base assessment rolls for the Existing Project Areas and the Stanley Boge Project Area, do not exceed ten percent (10%) of the assessed values of all the taxable property in the City.
- (i) The Stanley Boge Plan includes the requirements set forth in Idaho Code § 50-2905 with specificity.
- (j) The Stanley Boge Plan is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area, zoning and planning changes (if any), land uses, maximum densities, building requirements, and any method or methods of financing such plan, which methods may include revenue allocation financing provisions.
- (k) The urban renewal area, which includes the deteriorating area, as defined in Idaho Code section 50-2018(9) and Idaho Code section 50-2903(8)(f), does not include agricultural operations which have been used for agricultural purposes for three (3) consecutive years.
- (l) The portion of the Stanley Boge Project Area which is identified for non-residential uses is necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of the Comprehensive Plan to overcome economic disuse, the need for improved traffic patterns, and the need for the correlation of this area with other areas of the City.
- (m) The portion of the Stanley Boge Project Area which is identified for residential uses is necessary and appropriate as there is a shortage of housing of sound

standards and design which is decent, safe and sanitary in the City; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the City.

SECTION 2: The City Council finds that the Stanley Boge Project Area includes open land, that the Agency may acquire any open land within the Stanley Boge Project Area but does not intend to do so on any widespread basis, and that the Stanley Boge Project Area is planned to be developed and/or redeveloped in a manner that may include primarily nonresidential uses and may include residential uses. Provided, however, the City Council finds that for the portions of the Stanley Boge Project Area deemed to be "open land," the criteria set forth in the Law and Act have been met.

SECTION 3: The Stanley Boge Plan, a copy of which is attached hereto and marked as Exhibit 3 and made a part hereof by attachment, be, and the same hereby is approved. As directed by the City Council, the City Clerk and/or the Agency may make certain technical corrections or revisions in keeping with the information and testimony presented at the October 26, 2023, hearing and incorporate changes or modifications, if any.

SECTION 4: No direct or collateral action challenging the Stanley Boge Plan shall be brought prior to the effective date of this Ordinance or after the elapse of thirty (30) days from and after the effective date of this Ordinance adopting the Stanley Boge Plan.

SECTION 5: Upon the effective date of this Ordinance, the City Clerk is authorized and directed to transmit to the Bonneville County Auditor and Bonneville County Assessor, and to the appropriate officials of Bonneville County Board of County Commissioners, City of Idaho Falls, Bonneville County Ambulance, College of Eastern Idaho, Flood Control District No. 1, Lincoln Cemetery District, Idaho Falls School District No. 91, Bonneville County Road and Bridge, and the State Tax Commission a copy of this Ordinance, a copy of the legal description of the boundaries of the Revenue Allocation Area, and a map indicating the boundaries of the Stanley Boge Project Area.

SECTION 6: The City Council hereby finds and declares that the equalized assessed valuation of the Revenue Allocation Area as defined in the Stanley Boge Plan, is likely to increase as a result of the initiation and completion of urban renewal projects pursuant to the Stanley Boge Plan.

SECTION 7: The City Council hereby approves and adopts the following statement policy relating to the appointment of City Council members as members of the Agency's Board of Commissioners: If any City Council members are appointed to the Board, they are not acting in an ex officio capacity but, rather, as private citizens who, although they are also members of the City Council, are exercising their independent judgment as private citizens when they sit on the Board. Except for the powers to appoint and terminate Board members and to adopt the

Stanley Boge Plan, the City Council recognizes that it has no power to control the powers or operations of the Agency.

SECTION 8: So long as any Agency bonds, notes or other obligations are outstanding, the City Council will not exercise its power under Idaho Code section 50-2006 to designate itself as the Agency Board.

SECTION 9: This Ordinance shall be in full force and effect immediately upon its passage, approval, and publication and shall be retroactive to January 1, 2023, to the extent permitted by the Act.

SECTION 10: The provisions of this Ordinance are severable, and if any provision of this Ordinance or the application of such provision to any person or circumstance is declared invalid for any reason, such declaration shall not affect the validity of remaining portions of this Ordinance.

SECTION 11: The Summary of this Ordinance, a copy of which is attached hereto as Exhibit 4, is hereby approved.

SECTION 12: All ordinances, resolutions, orders or parts thereof in conflict herewith are hereby repealed, rescinded and annulled.

SECTION 13: Savings Clause. This Ordinance does not affect an action or proceeding commenced or right accrued before this Ordinance takes effect.

SECTION 14: That pursuant to the affirmative vote of one-half (1/2) plus one (1) of the Members of the full Council, the rule requiring two (2) separate readings by title and one (1) reading in full be, and the same is hereby, dispensed with, and accordingly, this Ordinance shall be in full force and effect upon its passage, approval and publication.

PASSED by the City Council of the City of Idaho Falls, Idaho, on this ____ day of October 2023.

APPROVED by the Mayor of the City of Idaho Falls, Idaho, on this ____ day of October 2023.

Mayor Rebecca L. Noah Casper

ATTEST:

Corrin Wilde, City Clerk

Exhibit 1

Resolution of the Planning Commission for the City of Idaho Falls, Idaho,
Validating Conformity of the Urban Renewal Plan for the Stanley Boge
Urban Renewal Project with the City of Idaho Falls' Comprehensive Plan

Exhibit 2

Notice Published in the *Post Register*

ORDINANCE NO. _____

Exhibit 3

Urban Renewal Plan for the Stanley Boge Urban Renewal Project

CITY OF IDAHO FALLS

**BY THE PLANNING
COMMISSION**

**RESOLUTION OF THE PLANNING COMMISSION FOR THE CITY OF IDAHO
FALLS, IDAHO, VALIDATING CONFORMITY OF THE URBAN RENEWAL PLAN
FOR THE STANLEY BOGE URBAN RENEWAL PROJECT WITH THE CITY OF
IDAHO FALLS' COMPREHENSIVE PLAN**

WHEREAS, the Urban Renewal Agency of the City of Idaho Falls, Idaho, also known as the Idaho Falls Redevelopment Agency (hereinafter "Agency"), the duly constituted and authorized urban renewal agency of the City of Idaho Falls, Idaho (the "City"), has submitted the proposed Urban Renewal Plan for the Stanley Boge Urban Renewal Project (the "Plan") to the City; and

WHEREAS, the Mayor and the Idaho Falls City Council referred the Plan to the City Planning Commission for review and recommendations concerning the conformity of said Plan with the City's Comprehensive Plan, Imagine IF, A Plan to Move Idaho Falls Forward Together, as amended (the "Comprehensive Plan"); and

WHEREAS, the staff of the City Planning Commission has reviewed said Plan and has determined that it is in all respects in conformity with the Comprehensive Plan; and

WHEREAS, on August 1, 2023, the City Planning Commission met to consider whether the Plan conforms with the Comprehensive Plan as required by Idaho Code § 50-2008(b); and

WHEREAS, the City Planning Commission has reviewed said Plan in view of the Comprehensive Plan; and

WHEREAS, the City Planning Commission has determined that the Plan is in all respects in conformity with the Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION FOR THE CITY OF IDAHO FALLS, IDAHO:

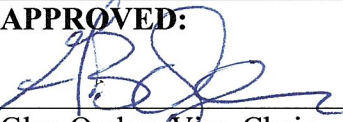

Section 1. That the Plan, submitted by the Agency and referred to this Commission by the Mayor and City Council for review, is in all respects in conformity with the City's Comprehensive Plan.

Section 2. That **Exhibit A**, outlining the findings supporting the determination that the Plan is in conformity with the City's Comprehensive Plan, is hereby adopted and incorporated as part of this Resolution.

Section 3. That the Chair of the Planning Commission is hereby authorized and directed to provide the Mayor and City Council with a signed copy of this Resolution relating to said Plan.

Section 4. That this Resolution shall be in full force and effect immediately upon its adoption and approval.

ADOPTED by the Planning Commission of the City of Falls, Idaho, this 1st day of August 2023.

APPROVED:  Glen Ogden, Vice-Chair Planning Commission	ATTEST:  Planning Director, Planning Commission Kerry Beutler
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4856-0050-8273, v. 1



THE JEFFERSON
STAR

THE CHALLIS
Messenger

ADVERTISING RECEIPT

APG West Payment
Processing
PO Box 1570
Pocatello, ID 83204
Ph. (208) 542-6712

BILLING DATE: **ACCOUNT NO:**

09/12/23

10553

CITY OF IDAHO FALLS
PO BOX 50220
IDAHO FALLS, ID 83405

AD #	DESCRIPTION	START	STOP	TIMES	AMOUNT
422130	NOTICE OF REGULAR ME	09/22/23	10/06/23	4	\$999.50

Payments:

Date	Method	Card Type	Last 4 Digits	Check	Amount
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Discount: \$0.00
Surcharge: \$0.00
Credits: \$0.00

Gross: **\$999.50**
Paid Amount: **\$0.00**

Amount Due: **\$999.50**

We Appreciate Your Business!

NOTICE OF REGULAR MEETING AND PUBLIC HEARING
BY THE CITY COUNCIL OF THE CITY OF IDAHO FALLS, IDAHO, TO CONSIDER THE URBAN RENEWAL PLAN FOR THE
STANLEY BOGE URBAN RENEWAL PROJECT
OF THE URBAN RENEWAL AGENCY OF THE CITY OF IDAHO FALLS, IDAHO, ALSO KNOWN AS THE IDAHO FALLS
REDEVELOPMENT AGENCY

[illegible]

The general scope and objectives of the Plan are:

- [illegible]

The Urban Renewal Project Area and Revenue Allocation Area herein referred to is

generally described as follows:

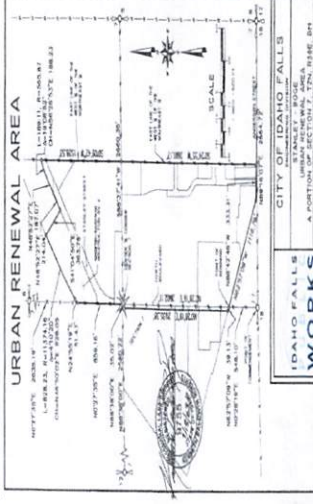
An area within the City consisting of approximately 113 acres in size, generally bounded on the west by North Boulevard and its extension to U.S. 20; on the north by U.S. 20 and East Stanley Street; on the south by the Union Pacific Railroad and a portion of Anderson Street; and on the east by the eastern property lines of the lots lying east of Boge Avenue and its extension south to Anderson Street.

The Project Area and Revenue Allocation Area is more particularly described as follows:

[illegible][illegible]

The basis of bearings for this description relates directly to the "City of Idaho Falls Coordinate System of 2004" which is derived from the Idaho State Plane Coordinate System (East Zone 1101) US survey feet and using a combined scale factor of 1.000277255 for a grid to ground conversion, (reference frame NAD_83(2011), epoch 2010.0000). The system orientation is based on grid north along the East Zone central meridian. No convergence angle has been applied.

The Project Area and Revenue Allocation Area is also depicted in the map below.



Copies of the proposed Plan are on file for public inspection and copying at the office of the City Clerk, 308 Constitution Way, Idaho Falls, Idaho, 83405 between the hours of 8:30 a.m. and 4:00 p.m., Monday through Friday, exclusive of holidays. The Plan can also be accessed online at <https://www.idahoofallsidaho.gov/426/documents>. For additional assistance in obtaining a copy of the Plan, or in the event of business office interruptions, contact the office of the City Clerk at 208-612-8414.

At the hearing date, time, and place noted above (October 26, 2023, at 7:30 p.m.), all persons interested in the above matters may appear and be heard. Written testimony is encouraged. Written testimony must be submitted at least five days prior to the hearing. Oral testimony may be limited to three minutes per person. Additional information regarding the hearing and submitting written testimony can be obtained by calling 208-612-8414 or by email 1FCI Clerk@idahofairdisinfo.gov.

Idaho Falls City Annex Building is accessible to persons with disabilities. All information presented in the hearing shall also be available upon advance request in a form usable by persons with hearing or visual impairments, individuals with other disabilities may receive assistance by contacting the City twenty-four (24) hours prior to the hearing.

DATED: September 15, 2023

Corrin Wilder
City Clerk

**NOTICE OF REGULAR MEETING AND PUBLIC HEARING
BY THE CITY COUNCIL OF THE CITY OF IDAHO FALLS, IDAHO,
TO CONSIDER THE URBAN RENEWAL PLAN FOR THE
STANLEY BOGE URBAN RENEWAL PROJECT
OF THE URBAN RENEWAL AGENCY OF THE CITY OF IDAHO FALLS, IDAHO,
ALSO KNOWN AS THE IDAHO FALLS REDEVELOPMENT AGENCY**

NOTICE IS HEREBY GIVEN that on Thursday, October 26, 2023, at 7:30 p.m. in the City Council Chambers, City Annex Building, 680 Park Avenue, Idaho Falls, Idaho, the City Council of the City of Idaho Falls, Idaho (the "City") will hold, during its regular meeting, a public hearing to consider for adoption the proposed Urban Renewal Plan for the Stanley Boge Urban Renewal Project (the "Plan"), of the Urban Renewal Agency of the City of Idaho Falls, Idaho, also known as the Idaho Falls Redevelopment Agency ("Agency"). The urban renewal and revenue allocation area boundary is coterminous and is hereinafter described. The Plan proposes that the Agency undertake urban renewal projects, including identifying public facilities for funding, pursuant to the Idaho Urban Renewal Law of 1965, Title 50, Chapter 20, Idaho Code, as amended. The Plan being considered for adoption contains a revenue allocation financing provision pursuant to the Local Economic Development Act, Title 50, Chapter 29, Idaho Code, as amended, that will cause property taxes resulting from any increase in equalized assessed valuation in excess of the equalized assessed valuation as shown on the base assessment roll as of January 1, 2023, to be allocated to the Agency for urban renewal purposes. The Agency has adopted and recommended approval of the Plan. The City Council will also consider the first reading of an ordinance to adopt the Plan at the meeting on October 26, 2023. Additional readings and/or adoption of the ordinance will follow consistent with the City's ordinance approval process.

The general scope and objectives of the Plan are:

- a. The engineering, design, installation, construction, and/or reconstruction of storm water management infrastructure to support compliance with federal, state, and local regulations for storm water discharge and to support private development;
- b. The provision for participation by property owners and developers within the Project Area to achieve the objectives of this Plan;
- c. Excavation and removal of basalt representing a significant impediment to development, including excavation and removal as a function of trenching for certain public utilities;
- d. The engineering, design, installation, construction, and/or reconstruction of streets and streetscapes, including but not limited to improvements to North Boulevard; improvements creating connectivity between Boge Avenue and Anderson Street, and related pedestrian facilities, curb and gutter, intersection improvements, and traffic signals (if necessary);

- e. The engineering, design, installation and/or construction of new local and collector rights-of way including the establishment of internal public street network to support connectivity within the Project Area, particularly within the southern portion of the Project Area;
- f. The engineering, design, installation, construction, and/or reconstruction of utilities (within and outside of the Project Area) including but not limited to the extension of the water main from Stanley Street to Holmes Avenue, water capacity improvements, water storage upgrades, and other water system improvements to increase fire flows, sewer system improvements and upgrades, and upgrades to power, gas, fiber optics, communications and other such facilities. To the extent construction of utilities outside of the Project Area are identified, such improvements are directly related to the growth and development within the Project Area, but cannot be sited within the Project Area;
- g. Removal, burying, or relocation of overhead utilities; removal or relocation of underground utilities; extension of electrical distribution lines and transformers; improvement of irrigation and drainage ditches and laterals; undergrounding or piping of laterals; addition of fiber optic lines or other communication systems; public parking facilities, and other public improvements, including but not limited to, fire protection systems, roadways, curbs, gutters, and streetscapes, particularly on North Boulevard, which for purposes of this Plan, the term streetscapes includes sidewalks, lighting, landscaping, benches, signage, way-finding, bike racks, public art, and similar amenities between the curb and right-of-way line; and other public improvements, including public open spaces that may be deemed appropriate by the Board;
- h. The acquisition of real property for public right-of-way improvements, public parks, pedestrian facilities, pathways, and trails and to encourage development opportunities consistent with the Plan, including but not limited to future disposition to qualified developers;
- i. The acquisition of real property for utility undergrounding and streetscape improvements to create development opportunities consistent with the Plan, including but not limited to future disposition to qualified developers and for qualified developments, including economic development;
- j. The disposition of real property through a competitive process in accordance with this Plan, Idaho law, including Idaho Code § 50-2011, and any disposition policies adopted by the Agency;
- k. The demolition or removal of certain buildings and/or improvements for public rights-of-way, pedestrian facilities, utility undergrounding and streetscape improvements to encourage and enhance transportation and mobility options, decrease underutilized parcels, to eliminate unhealthful, unsanitary, or unsafe conditions, eliminate obsolete or other uses detrimental to the public welfare or

otherwise to remove or to prevent the spread of deteriorating or deteriorated conditions;

- l. The management of any property acquired by and under the ownership and control of the Agency;
- m. The development or redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan;
- n. The provision of financial and other assistance to encourage a mix of uses in the Project Area consistent with the Comprehensive Plan;
- o. The rehabilitation of structures and improvements by present owners, their successors, and the Agency;
- p. The preparation and assembly of adequate sites for the development and construction of facilities for use consistent with the Comprehensive Plan;
- q. In collaboration with property owners and other stakeholders, working with the City to amend zoning regulations (if necessary) and standards and guidelines as needed to support implementation of this Plan;
- r. In conjunction with the City, the establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project Area, including commitment of funds for planning studies, achieving high standards of development, and leveraging such development to achieve public objectives and efficient use of scarce resources;
- s. To the extent allowed by law, lend or invest federal funds to facilitate development and/or redevelopment;
- t. The provision for relocation assistance to displaced Project Area occupants, as required by law, or within the discretion of the Agency Board for displaced businesses;
- u. Other related improvements to those set forth above as further set forth in Attachment 5.

Any such land uses as described in the Plan will be in conformance with zoning for the City and the City's Comprehensive Plan, Imagine IF, A Plan to Move Idaho Falls Forward Together, as amended. Land made available will be developed by private enterprises or public agencies as authorized by law. The Plan identifies various public and private improvements which may be made within the Project Area.

The Urban Renewal Project Area and Revenue Allocation Area herein referred to is

generally described as follows:

An area within the City consisting of approximately 113 acres in size, generally bounded on the west by North Boulevard and its extension to U.S. 20.; on the north by U.S 20 and East Stanley Street; on the south by the Union Pacific Railroad and a portion of Anderson Street; and on the east by the eastern property lines of the lots lying east of Boge Avenue and its extension south to Anderson Street.

The Project Area and Revenue Allocation Area is more particularly described as follows:

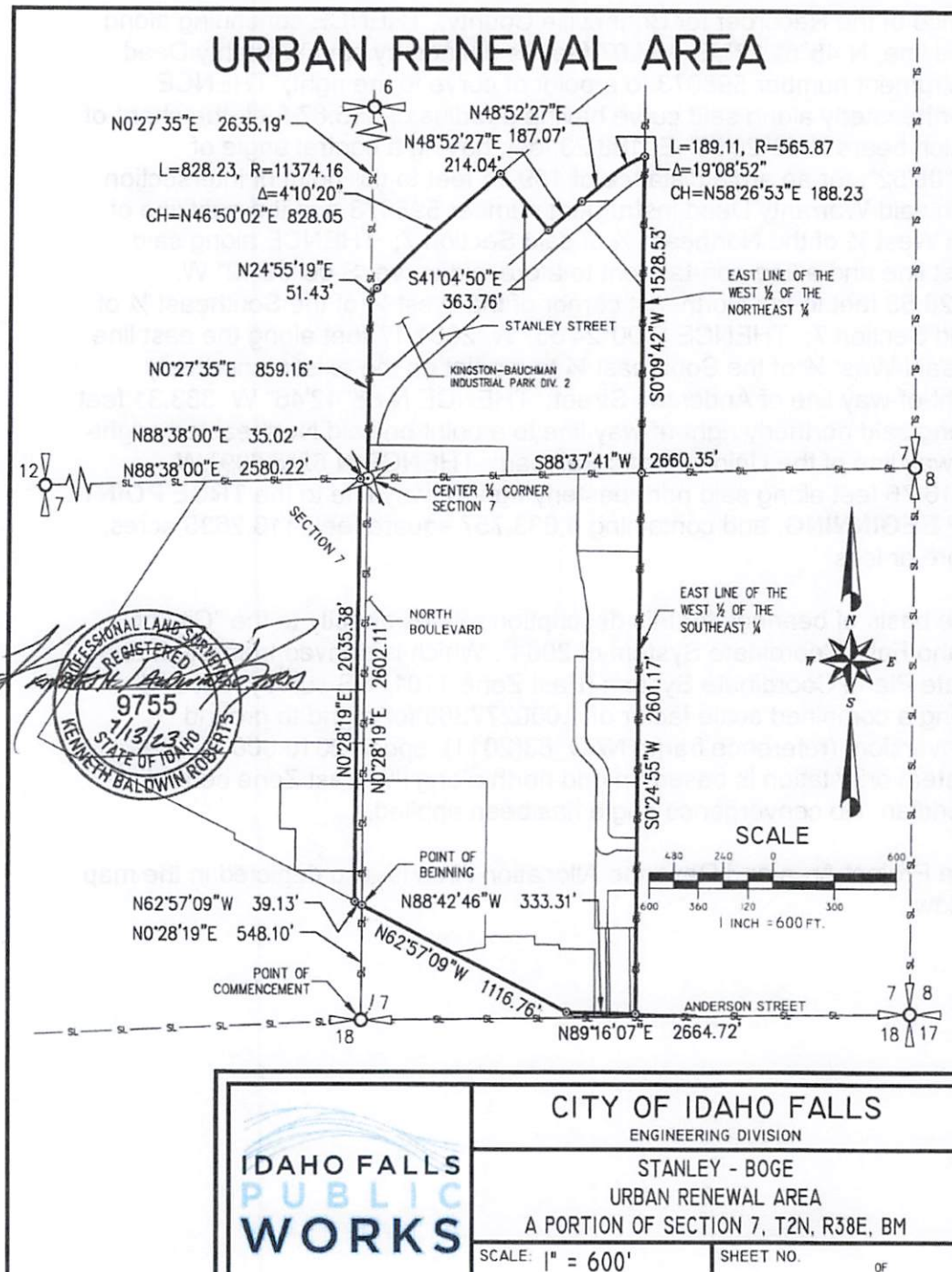
A parcel of land lying in a portion of Section 7, Township 2 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho, described as follows:

COMMENCING at the South $\frac{1}{4}$ corner of said Section 7, and running **THENCE** N 00°28'19" E 548.10 feet along the North-South Center Section line to a point on the northeasterly right-of-way line of the Union Pacific Railroad, said point being the **TRUE POINT OF BEGINNING**, and running **THENCE** N 62°57'09" W 39.13 feet along said northeasterly right-of-way line to a point on the westerly right-of-way line of North Boulevard, being 35.00 feet distant and parallel to said North-South Center Section line; **THENCE** N 00°28'19" E 2035.38 feet along said westerly right-of-way line to a point on the East-West Center Section line of said Section 7; **THENCE** N 88°38'00" E 35.02 feet to the Center $\frac{1}{4}$ corner of said Section 7; **THENCE** N 00°27'35" E 859.16 feet along the North-South Center Section line of said Section 7 to the northwesterly corner of Kingston-Bauchman Industrial Park Division No. 2, recorded in the Office of the Recorder for Bonneville County as instrument number 1321879; **THENCE** N 24°55'19" E 51.43 feet along the northwesterly boundary line of said Kingston-Bauchman Industrial Park to a point on the southeasterly right-of-way line of US Highway 20, being a point of a non-tangent curve to the right; **THENCE** Northeasterly along said Kingston-Bauchman Industrial Park boundary line and said right-of-way curve having a radius of 11374.16 feet, the chord of which bears N 46°50'02" E 828.05 feet, having a central angle of 04°10'20", for an arc a distance of 828.23 feet to the most northerly corner of said Kingston-Bauchman Industrial Park; **THENCE** along a line non-tangent to aforesaid curve and the northeasterly boundary line of said Kingston-Bauchman Industrial Park, S 41°04'50" E, 363.76 feet to a point on the northwesterly right-of-way line of Stanley Street as defined in Warranty Deed instrument number 593451 in the Office of the Recorder for Bonneville County; **THENCE** N 48°52'27" E 214.04 feet along said northwesterly right-of-way line to the most northerly corner of said Warranty Deed, being coincident with the southwesterly corner of Warranty Deed instrument number 596073 in the

Office of the Recorder for Bonneville County; THENCE continuing along said line, N 48°52'27" E 187.07 feet as defined by said Warranty Deed instrument number 596073 to a point of curve to the right; THENCE Northeasterly along said curve having a radius of 565.87 feet, the chord of which bears N 58°26'53" E 188.23 feet, having a central angle of 19°08'52", for an arc a distance of 189.11 feet to the point of intersection with said Warranty Deed instrument number 596073 and the east line of the West ½ of the Northeast ¼ of said Section 7; THENCE along said east line and a line non-tangent to aforesaid curve, S 00°09'42" W, 1528.53 feet to the Northeast corner of the West ½ of the Southeast ¼ of said Section 7; THENCE S 00°24'55" W 2601.17 feet along the east line of said West ½ of the Southeast ¼ to a point on the existing northerly right-of-way line of Anderson Street; THENCE N 88°42'46" W 333.31 feet along said northerly right-of-way line to a point on said Northeasterly right-of-way line of the Union Pacific Railroad; THENCE N 62°57'09" W 1116.76 feet along said northeasterly right-of-way line to the **TRUE POINT OF BEGINNING**, and containing 4,933,757 square feet, 113.2635 acres, more or less.

The basis of bearings for this description relates directly to the "City of Idaho Falls Coordinate System of 2004". Which is derived from the Idaho State Plane Coordinate System (East Zone 1101) US survey feet and using a combined scale factor of 1.000277265 for a grid to ground conversion, (reference frame NAD_83(2011), epoch 2010.0000). The system orientation is based on grid north along the East Zone central meridian. No convergence angle has been applied.

The Project Area and Revenue Allocation Area is also depicted in the map below.



Copies of the proposed Plan are on file for public inspection and copying at the office of the City Clerk, 308 Constitution Way, Idaho Falls, Idaho, 83405 between the hours of 8:30 a.m. and 4:00 p.m., Monday through Friday, exclusive of holidays. The Plan can also be accessed online at <https://www.idahofallsidaho.gov/420/Documents>. For

additional assistance in obtaining a copy of the Plan in the event of business office interruptions, contact the office of the City Clerk at 208-612-8414.

At the hearing date, time, and place noted above (October 26, 2023, at 7:30 p.m.), all persons interested in the above matters may appear and be heard. Written testimony is encouraged. Written testimony must be submitted at least five days prior to the hearing. Oral testimony may be limited to three minutes per person. Additional information regarding attending the meeting and submitting written testimony can be obtained by calling 208-612-8414 or by email IFClerk@idahofallsidaho.gov.

Idaho Falls City Annex Building is accessible to persons with disabilities. All information presented in the hearing shall also be available upon advance request in a form usable by persons with hearing or visual impairments, individuals with other disabilities may receive assistance by contacting the City twenty-four (24) hours prior to the hearing.

DATED: September 15, 2023.

Corrin Wilde, City Clerk

Publication date: September 22, October 6, 2023.

**URBAN RENEWAL PLAN FOR THE
STANLEY BOGE URBAN RENEWAL PROJECT**

**THE URBAN RENEWAL AGENCY
OF THE CITY OF IDAHO FALLS, IDAHO**

Ordinance No. _____

Adopted _____

Effective _____

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Attachments

Attachment 1	Boundary Map of Stanley Boge Urban Renewal Project Area and Revenue Allocation Area
Attachment 2	Legal Description of Stanley Boge Urban Renewal Project Area and Revenue Allocation Area
Attachment 3	Private Properties Which May be Acquired by the Agency
Attachment 4	Map Depicting Expected Land Use and Current Zoning Map of the Project Area
Attachment 5	Economic Feasibility Study

100 INTRODUCTION

This is the Urban Renewal Plan (the “Plan”) for the Stanley Boge Urban Renewal Project (the “Project”) in the City of Idaho Falls (the “City”), State of Idaho. Attachments 1 through 5 attached hereto (collectively, the “Plan Attachments”) are incorporated herein and shall be considered a part of this Plan.

The term “Project” is used herein to describe the overall activities defined in this Plan and conforms to the statutory definition of an urban renewal project. Reference is specifically made to Idaho Code §§ 50-2018(10) and 50-2903(13) for the various activities contemplated by the term “Project.” Such activities include both private and public development of property within the urban renewal area. The Stanley Boge Project Area is also referred to as the “Project Area” or the “Revenue Allocation Area.”

This Plan was prepared by the Board of Commissioners (the “Agency Board”) of the Urban Renewal Agency of the City of Idaho Falls (the “Agency”), its consultants, and staff, and reviewed and recommended by the Agency pursuant to the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended (the “Law”), the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended (the “Act”), and all applicable local laws and ordinances.

Idaho Code § 50-2905 identifies what information the Plan must include with specificity as follows:

- (1) A statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable property within the municipality.
- (2) A statement listing the kind, number, and location of all proposed public works or improvements within the revenue allocation area.
- (3) An economic feasibility study.
- (4) A detailed list of estimated project costs.
- (5) A fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds are repaid, upon all taxing districts levying taxes upon property on the revenue allocation area.
- (6) A description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred;
- (7) A termination date for the plan and the revenue allocation area as provided for in section 50-2903(20), Idaho Code. In determining the termination date, the plan shall recognize that the agency shall receive allocation of revenues in the calendar

year following the last year of the revenue allocation provision described in the urban renewal plan.

- (8) A description of the disposition or retention of any assets of the agency upon the termination date. Provided however, nothing herein shall prevent the agency from retaining assets or revenues generated from such assets as long as the agency shall have resources other than revenue allocation funds to operate and manage such assets.

This Plan includes the above information with specificity.

The proposed development and redevelopment of the Project Area as described in this Plan conforms to the Idaho Falls Comprehensive Plan, *Imagine IF*, (the “Comprehensive Plan”), adopted by the Idaho Falls City Council (the “City Council”) on February 24, 2022. The Agency intends to rely heavily on any applicable City zoning and design standards which may cover all or part of the Project Area.

This Plan is subject to the Plan modification limitations and reporting requirements set forth in Idaho Code § 50-2903A. Subject to limited exceptions as set forth in Idaho Code § 50-2903A, if this Plan is modified by City Council ordinance, then the base value for the year immediately following the year in which modification occurs shall include the current year’s equalized assessed value of the taxable property in the revenue allocation area, effectively eliminating the Agency’s revenue stream from this Project Area.

A modification shall not be deemed to occur when “[t]here is a plan amendment to make technical or ministerial changes to a plan that does not involve an increase in the use of revenues allocated to the agency.” Idaho Code § 50-2903A(1)(a)(i). Annual adjustments, as more specifically set forth in the Agency’s annual budget, will be required to account for more/less estimated revenue and project timing, including prioritization of projects. Any adjustments for these stated purposes are technical and ministerial and are not modifications under Idaho Code § 50-2903A.

Further, a modification shall not be deemed to occur when “[t]here is a plan amendment to support growth of an existing commercial or industrial project in an existing revenue allocation area, subject to the provisions of section 50-2905A, Idaho Code.” Idaho Code § 50-2903A(1)(a)(iv). The Project includes the development and/or redevelopment of industrial and/or commercial projects.

This Plan provides the Agency with powers, duties, and obligations to implement and further the program generally formulated in this Plan for the development, redevelopment, rehabilitation, and revitalization of the area within the boundaries of the Project Area. The Agency retains all powers allowed by the Law and Act. This Plan presents a process and a basic framework within which plan implementation, including contracts, agreements and ancillary documents will be presented and by which tools are provided to the Agency to fashion, develop, and proceed with plan implementation. The Plan has balanced the need for flexibility over the

twenty (20)-year timeframe of the Plan to implement the improvements identified in Attachment 5, with the need for specificity as required by Idaho Code § 50-2905. The Plan narrative addresses the required elements of a plan set forth in Idaho Code § 50-2905(1), (5), (7) and (8). Attachment 5, together with the Plan narrative, meet the specificity requirement for the required plan elements set forth in Idaho Code § 50-2905(1)-(6), recognizing that actual Agency expenditures are prioritized each fiscal year during the required annual budgeting process.

Allowed projects are those activities which comply with the Law and the Act and meet the overall objectives of this Plan. The public-private relationship is crucial in the successful development and redevelopment of the Project Area. Typically, the public will fund enhanced public improvements like utilities, streets, and sidewalks which, in turn, create an attractive setting for adjacent private investment. In this case, pursuant to the City's zoning and Future Land Use Map, development within the Project Area will be focused on commercial, manufacturing and/or industrial projects.

The purpose of the Law and Act will be attained through the implementation of the Plan. The master goals of this Plan are:

- a. To support the planning, design, and construction of public infrastructure and improvements to support commercial, manufacturing and/or industrial development opportunities;
- b. The planning, design and construction of certain public improvements, including roadway improvements to provide access from the southern portion of Boge Avenue to Anderson Street; roadway improvements to support an internal street network to support circulation within the Project Area, particularly to support connectivity to and within the southern portion of the Project Area; improvements to North Boulevard, including the installation of curbs, gutters and streetscapes, which for purposes of this Plan, the term "streetscapes" includes sidewalks, lighting, landscaping, benches, bike racks, wayfinding, public art and similar amenities between the curb and right of way line; water system improvements, including construction, installation and/or supporting infrastructure for a water main extension on Stanley Street; utility trenching for public utilities; and rock excavation and removal, and structural fill, for site preparation;
- c. The replanning, redesign, and development of undeveloped or underdeveloped areas which are stagnant or improperly utilized because of limited traffic access, parcel size and shape, and other site conditions;
- d. The strengthening of the economic base of the Project Area and the community by the installation of needed public improvements to stimulate new private development providing for commercial, manufacturing, and industrial opportunities.

- e. The provision of adequate land for open space, street rights-of-way and pedestrian rights-of-way, including sidewalks and pathways;
- f. The establishment of an internal street network in the southern portion of the Project Area as well as the reconstruction and improvement of street corridors to allow traffic flows to connect to Anderson Street to provide a second emergency access to the southern portion of the Study Area and to encourage north-south movement through the Project Area along with the accompanying utility connections throughout the Project Area;
- g. The provision of public service utilities, which may be sited outside of the Project Area, but are necessary to the development of the Project Area, such as water system improvements, including the water main extension on Stanley Street to Holmes Avenue, sewer system improvements, gas and electrical system improvements and improvements to storm drainage facilities;
- h. In conjunction with the City, the establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project Area, including commitment of funds for planning studies, achieving high standards of development, and leveraging such development to achieve public objectives and efficient use of scarce resources;
- i. The strengthening of the tax base by encouraging private development, thus increasing the assessed valuation of properties within the Project Area as a whole and benefiting the various taxing districts in which the urban renewal area is located;
- j. The acquisition of real property to support development and/or redevelopment initiatives consistent with the Law and Act; and
- k. The funding of necessary public infrastructure to accommodate both public and private development.

101 General Procedures of the Agency

The Agency is a public body, corporate and politic, as defined and described under the Law and the Act. Under the law, the Agency is governed by the Idaho open meeting law; the Public Records Act; the Ethics in Government Act of 2015, Chapters 1, 2 and 4 of Title 74, Idaho Code; reporting requirements pursuant to Idaho Code §§ 67-450B, 67-1076, 50-2903A and 50-2913; and the competitive bidding requirements under Chapter 28, Title 67, Idaho Code, as well as other procurement or other public improvement delivery methods. The Agency is also governed by its bylaws as authorized by the Law and adopted by the Agency.

Subject to limited exceptions, the Agency shall conduct all meetings in open session and allow meaningful public input as mandated by the issue considered or by any statutory or regulatory provision.

The Agency may adopt separate policy statements. Any modification to any policy statement is a technical or ministerial adjustment and is not a modification to this Plan under Idaho Code § 50-2903A.

102 Provisions Necessary to Meet State and Local Requirements: Conformance with Idaho Code Sections 50-2008 and 50-2906

Idaho law requires that the City Council, by resolution, must determine a geographic area be a deteriorated area or a deteriorating area, or a combination thereof, and designate such area as appropriate for an urban renewal project prior to preparation of an urban renewal plan. A consultant was retained to study a proposed project area (the “Study Area”) and prepare an eligibility report. The Stanley Boge Eligibility Study, dated February 2023 (the “Report”), was submitted to the Agency. The Agency accepted the Report by Agency Resolution No. 2023-05 on February 16, 2023, and thereafter submitted the Report to the City Council for its consideration.

The Study Area was deemed by the City Council to be a deteriorating area and/or a deteriorated area and therefore eligible for an urban renewal project by adoption of Resolution No. 2023-07 on March 30, 2023. With the adoption of Resolution No. 2023-07, the City Council declared the Study Area described in the Report to be a deteriorated area and/or a deteriorating area as defined by Chapters 20 and 29, Title 50, Idaho Code, as amended, that such area is appropriate for an urban renewal project and directed the Agency to commence preparation of an urban renewal plan.

Under the Law and Act, Idaho Code Sections 50-2903(8)(f) and 50-2018(8) and (9), the definition of a deteriorating area 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 except for an agricultural operation that has not been used for three (3) consecutive years. The Study Area did not include parcels subject to such consent.

The Plan was prepared and submitted to the Agency for its review and approval. The Agency approved the Plan by the adoption of Agency Resolution No. 2023-__ on _____ 2023, and submitted the Plan to the City Council with its recommendation for adoption.

In accordance with the Law, this Plan was submitted to the Planning Commission of the City. After consideration of the Plan, the Commission, by resolution, reported to the City Council that this Plan is in conformity with the City’s Comprehensive Plan.

Pursuant to the Law and Act, the City Council having published due notice thereof, a public hearing was held on this Plan. Notice of the hearing was duly published in *Post Register*,

a newspaper having general circulation in the City. The City Council adopted this Plan on _____, _____, by Ordinance No. _____.

103 History and Current Conditions of the Area

This Project Area includes an estimated 113 acres in the northern area of the City, east of U.S. 20 and north of Anderson Street. The Project Area is generally bounded on the west by North Boulevard and its extension to U.S. 20.; on the north by U.S. 20 and East Stanley Street; on the south by the Union Pacific Railroad and a portion of Anderson Street; and on the east by the eastern property lines of the lots lying east of Boge Avenue and its extension south to Anderson Street. The Project Area is located entirely within the City limits and is within a developed portion of the City.

As set forth in the Report, land use in the Project Area is primarily industrial and manufacturing, with a small area in the southeastern corner zoned Highway Commercial. Approximately twenty-seven (27%) percent of the Project Area is vacant or underutilized.

While limited development has occurred in the Project Area, there are significant and expensive impediments to development slowing the potential for commercial, manufacturing and industrial opportunities within the Project Area, including, but not limited to widespread basalt rock present at or near the surface; limited vehicular access to the southern portion of the Project Area, presenting a potential issue for emergency access; lack of an internal public street system, particularly in the southern portion of the Project Area; landlocked parcels relying on private access arrangements; parcel size; and the need to extend the water main along Stanley Street to Holmes Avenue to supplement fire flow. The Report cites a number of deteriorating conditions, as outlined in the Law and the Act, existing within the Project Area, including the predominance of defective or inadequate street layout; faulty lot layout in relationship to size, adequacy, accessibility, or usefulness/obsolete platting; insanitary or unsafe conditions; outmoded street patterns; unsuitable topography; need for correlation of the area streets with other areas of the municipality; conditions which retard development of the area; and the foregoing conditions substantially impairs or arrests the sound growth of the municipality. Current lack of an internal public street system in the southern portion of the Project Area, and the lack of access to the southern portion of the Project Area from Anderson Street do not support the commercial, manufacturing, and industrial uses within the Project Area as identified in the Future Land Use Map and the City's Comprehensive Plan. As a result, development potential within the Project Area is currently restricted and would not meet the planning goals for a significant commercial, manufacturing, and industrial area in the foreseeable future without tools to support the City's planning goals. There is a strong need for roadway improvements, particularly on North Boulevard, including curb, gutter, sidewalk, and streetscape improvements, as well as the construction of an internal street network. At this time, the Project Area lacks the public infrastructure necessary to properly serve the proposed uses and the economic development goals as contemplated by the City's Comprehensive Plan.

The Plan proposes remediation to certain impediments to development, particularly basalt removal, as well as, installation and improvements to public infrastructure and other publicly

owned assets throughout the Project Area, as more specifically set forth in Attachment 5, including but not limited to: planning, design, and construction of improvements to streets, streetscapes, and pedestrian/bike facilities, and/or the construction of new internal street networks, and other public facilities, including but not limited to the installation, expansion of, or improvements to, water facilities, fiber optic facilities, electric facilities, storm drainage facilities and other similar public infrastructure improvements as necessary creating the framework for the development of commercial, manufacturing and/or industrial projects consistent with the City's Comprehensive Plan.

A portion of the Project Area is underdeveloped and/or vacant and is not being used to its highest and best use due to the existence of significant impediments to development. The conditions outlined above have resulted in economic underdevelopment of the Project Area and have substantially impaired or arrested the sound growth of the City, constituted an economic and social liability and are a menace to the public health, safety, morals or welfare in its present condition and use.

The preparation and approval of an urban renewal plan, including a revenue allocation financing provision, gives the City additional resources to solve the public infrastructure and development impediment issues in this area. Revenue allocation financing should help to improve the situation. In effect, property taxes generated by new developments within the Project Area may be used by the Agency to finance a variety of needed public improvements and facilities.

It is highly unlikely that individual developers will take on the prohibitive costs of constructing the necessary infrastructure, particularly on the remaining vacant parcels in the Project Area, without the ability of revenue allocation to help offset at least some of these significant capital infrastructure costs. But for urban renewal and revenue allocation financing, the proposed removal of impediments to development and the public improvements to support revitalization and new developments supporting commercial, manufacturing, and industrial uses within the Project Area would not occur.

104 Purpose of Activities

Attachment 5 includes the public improvements and projects list identifying with specificity the proposed public improvements and projects contemplated in the Project Area. The description of activities, public improvements/projects, and the estimated costs of those items are intended to create an outside limit of the Agency's activity. Due to the inherent difficulty in projecting future levy rates, future taxable value, and the future costs of construction, the Agency reserves the right to:

- a. change funding amounts from one Project to another.
- b. Re-prioritize the Project described in this Plan and the Plan Attachments.

- c. Retain flexibility in funding the various activities in order to best meet the Plan and the needs of the Project Area.
- d. Retain flexibility in determining whether to use the Agency's funds or funds generated by other sources.
- e. Alter the location of proposed improvements set forth in Attachment 5 to support development when it occurs. The information included in Attachment 5 is based on information obtained from property owners and City staff, however, it is difficult to project with any certainty where the improvements will be sited until any future projects submit plans to the City for design review and permitting.

The Agency intends to discuss and negotiate with any owner or developer of the parcels within the Project Area seeking Agency assistance during the duration of the Plan and Project Area. During such negotiation, the Agency will determine the eligibility of the activities sought for Agency funding, the amount the Agency may fund by way of percentage or other criteria including the need for such assistance. The Agency will also take into account the amount of revenue allocation proceeds estimated to be generated from the developer's activities. The Agency also reserves the right to establish, by way of policy, its funding percentage or participation, which would apply to all developers and owners and may prioritize the projects or types of projects as development occurs.

Throughout this Plan, there are references to Agency activities, Agency funding, and the acquisition, development, and contribution of public improvements. Such references do not necessarily constitute a full, final, and formal commitment by the Agency but, rather, grant to the Agency the discretion to participate as stated subject to achieving the objectives of this Plan and provided such activity is deemed eligible under the Law and the Act. The activities listed in Attachment 5 will be determined or prioritized as the overall Project Area develops and through the annual budget setting process.

The activities listed in Attachment 5 are not prioritized but are anticipated to be completed as determined by development and available funds. As required by the Law and Act, the Agency will adopt more specific budgets annually. The projected timing of funding is primarily a function of market conditions and the availability of financial resources but is also strategic, considering the timing of private development partnership opportunities and the ability of certain strategic activities to stimulate development at given points in time within the planned duration of the urban renewal district and revenue allocation area.

The Study (Attachment 5) has described a list of projects, public improvements, and other related activities in the list of projects with an estimated cost in 2022 dollars of approximately \$2,971,000. This amount does not take into account inflationary factors, such as increasing construction costs, which would increase that figure depending on when the owner, developer and/or Agency is able to develop, construct or initiate those activities. The Study has concluded the capacity of revenue allocation funds through the term of the Plan based on the assumed development projects and assessed value increases will likely generate an estimated

\$4,180,101 in revenue allocation proceeds. The Agency reserves the discretion and flexibility to use revenue allocation proceeds in excess of the amounts predicted in the event higher increases in assessed values occur during the term of the Plan for the improvements and activities identified in Attachment 5. Additionally, the Agency reserves the discretion and flexibility to use other sources of funds unrelated to revenue allocation to assist in the funding of the improvements and activities identified in any of the project lists.

105 Open Land Criteria

The Project Area includes open space/land as over thirty (30) acres of the Project Area is presently vacant and underutilized. The Project Area has been subject to some level of development and is not a traditional “greenfield” area; there are no agricultural operations included. Idaho Code Section 50-2903(8)(c) states: “[a]ny 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.”

The eligibility criteria set forth in Idaho Code Section 50-2903(8)(c) for predominantly open land areas mirror or are the same as those criteria set forth in Idaho Code Sections 50-2018(9) and 50-2903(8)(b). “Diversity of ownership” is the same, while “obsolete platting” appears to be equivalent to “faulty lot layout in relation to size, adequacy, accessibility, or usefulness.” “Deterioration of structures or improvements” is the same or similar to “a substantial number of deteriorated or deteriorating structures” and “deterioration of site or other improvements.” There is also an additional qualification that the provisions of Idaho Code Section 50-2008(d) shall apply to open areas.

Idaho Code Section 50-2008 primarily addresses the urban renewal plan approval process and Idaho Code Section 50-2008(d)(4) sets forth certain conditions and findings for agency acquisition of open land. In sum, there is one set of findings if the area of open land is to be acquired and developed for residential uses and a separate set of findings if the land is to be acquired and developed for nonresidential uses.

Basically, open land areas may be acquired by an urban renewal agency and developed for nonresidential uses if such acquisition is necessary to solve various problems, associated with the land or the infrastructure that have delayed the area’s development. These problems include defective or usual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, and faulty lot layout. All the stated conditions are included in one form or another in the definition of a deteriorated area and/or a deteriorating area set forth in Idaho Code Sections 50-2903(8)(b) and 50-2018(9). The conditions listed only in Section 50-2008(d)(4)(2) (the open land section) include economic disuse, unsuitable topography, and “the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area.”

The conclusion of this discussion concerning open land areas is that the area qualifies if any of the eligibility conditions set forth in Idaho Code Sections 50-2018(9) and 50-2903(8)(b) apply. Alternatively, the area under consideration qualifies if any of the conditions listed only in Idaho Code Section 50-2008(d)(4)(2) apply. As set forth in greater detail above, the parcel size; the unsuitable topography; the lack of an internal street network and related connectivity; the deteriorating streetscapes including curb, gutter, and sidewalks; are all conditions which delay development of the Project Area.

Based on the above analysis, while the Project Area is not “predominantly open land,” which is not a defined term, and is not “greenfield” or agricultural operations, the following conditions are found in the Project Area, and have delayed or impaired development of the open land areas and satisfy the open land conditions as more fully supported by the Stanley Boge Eligibility Study, prepared by Renee R. Magee, AICP, dated February, 2023: the predominance of defective or inadequate street layout; faulty lot layout in relationship to size, adequacy, accessibility, or usefulness/obsolete platting; insanitary or unsafe conditions; outmoded street patterns; unsuitable topography; need for correlation of the area streets with other areas of the municipality; and conditions which retard development of the area.

This Plan does not anticipate Agency acquisition of property within the Project Area; however, should the Agency determine the need to acquire property as further set forth in Attachment 3, then the open land areas qualify for Agency acquisition and development.

200 DESCRIPTION OF PROJECT AREA

The boundaries of the Project Area and the Revenue Allocation Area are shown on the Boundary Map of Stanley Boge Urban Renewal Project Area and Revenue Allocation Area, attached hereto as Attachment 1 and incorporated herein by reference, and are described in the Legal Description of Stanley Boge Urban Renewal Project Area and Revenue Allocation Area, attached hereto as Attachment 2 and incorporated herein by reference. For purposes of boundary descriptions and use of proceeds for payment of improvements, the boundary shall be deemed to extend to the outer boundary of rights-of-way or other natural boundary unless otherwise stated.

300 PROPOSED REDEVELOPMENT ACTIONS

301 General

The Agency proposes to eliminate and prevent the spread of deteriorating conditions and deterioration in the Project Area by employing a strategy to improve and develop public and private lands, to increase connectivity, and to grow the economy in the Project Area. Implementation of the strategy includes, but is not limited to the following actions:

- a. The engineering, design, installation, construction, and/or reconstruction of storm water management infrastructure to support compliance with federal, state, and local regulations for storm water discharge and to support private development;

- b. The provision for participation by property owners and developers within the Project Area to achieve the objectives of this Plan;
- c. Excavation and removal of basalt representing a significant impediment to development, including excavation and removal as a function of trenching for certain public utilities;
- d. The engineering, design, installation, construction, and/or reconstruction of streets and streetscapes, including but not limited to improvements to North Boulevard; improvements creating connectivity between Boge Avenue and Anderson Street, and related pedestrian facilities, curb and gutter, intersection improvements, and traffic signals (if necessary);
- e. The engineering, design, installation and/or construction of new local and collector rights-of way including the establishment of an internal public street network to support connectivity within the Project Area, particularly within the southern portion of the Project Area;
- f. The engineering, design, installation, construction, and/or reconstruction of utilities (within and outside of the Project Area) including but not limited to the extension of the water main from Stanley Street to Holmes Avenue, water capacity improvements, water storage upgrades, and other water system improvements to increase fire flows, sewer system improvements and upgrades, and upgrades to power, gas, fiber optics, communications and other such facilities. To the extent construction of utilities outside of the Project Area are identified, such improvements are directly related to the growth and development within the Project Area, but cannot be sited within the Project Area;
- g. Removal, burying, or relocation of overhead utilities; removal or relocation of underground utilities; extension of electrical distribution lines and transformers; improvement of irrigation and drainage ditches and laterals; undergrounding or piping of laterals; addition of fiber optic lines or other communication systems; public parking facilities, and other public improvements, including but not limited to, fire protection systems, roadways, curbs, gutters, and streetscapes, particularly on North Boulevard, which for purposes of this Plan, the term streetscapes includes sidewalks, lighting, landscaping, benches, signage, way-finding, bike racks, public art, and similar amenities between the curb and right-of-way line; and other public improvements, including public open spaces that may be deemed appropriate by the Board;
- h. The acquisition of real property for public right-of-way improvements, public parks, pedestrian facilities, pathways, and trails and to encourage development opportunities consistent with the Plan, including but not limited to future disposition to qualified developers;

- i. The acquisition of real property for utility undergrounding and streetscape improvements to create development opportunities consistent with the Plan, including but not limited to future disposition to qualified developers and for qualified developments, including economic development;
- j. The disposition of real property through a competitive process in accordance with this Plan, Idaho law, including Idaho Code § 50-2011, and any disposition policies adopted by the Agency;
- k. The demolition or removal of certain buildings and/or improvements for public rights-of-way, pedestrian facilities, utility undergrounding and streetscape improvements to encourage and enhance transportation and mobility options, decrease underutilized parcels, to eliminate unhealthful, unsanitary, or unsafe conditions, eliminate obsolete or other uses detrimental to the public welfare or otherwise to remove or to prevent the spread of deteriorating or deteriorated conditions;
- l. The management of any property acquired by and under the ownership and control of the Agency;
- m. The development or redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan;
- n. The provision of financial and other assistance to encourage a mix of uses in the Project Area consistent with the Comprehensive Plan;
- o. The rehabilitation of structures and improvements by present owners, their successors, and the Agency;
- p. The preparation and assembly of adequate sites for the development and construction of facilities for use consistent with the Comprehensive Plan;
- q. In collaboration with property owners and other stakeholders, working with the City to amend zoning regulations (if necessary) and standards and guidelines as needed to support implementation of this Plan;
- r. In conjunction with the City, the establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project Area, including commitment of funds for planning studies, achieving high standards of development, and leveraging such development to achieve public objectives and efficient use of scarce resources;
- s. To the extent allowed by law, lend or invest federal funds to facilitate development and/or redevelopment;

- t. The provision for relocation assistance to displaced Project Area occupants, as required by law, or within the discretion of the Agency Board for displaced businesses;
- u. Other related improvements to those set forth above as further set forth in Attachment 5.

In the accomplishment of these purposes and activities and in the implementation and furtherance of this Plan, the Agency is authorized to use all the powers provided in this Plan and all the powers now or hereafter permitted by Law and Act.

302 Urban Renewal Plan Objectives

Urban renewal activity is necessary in the Project Area to combat problems of physical deterioration or deteriorating conditions. As set forth in greater detail in Section 103, the Project Area has a history of stagnant growth and underdevelopment based on certain impediments to development and the existence of deteriorated or deteriorating conditions that have arrested or impaired growth in the Project Area primarily attributed to: the predominance of defective or inadequate street layout; faulty lot layout in relationship to size, adequacy, accessibility, or usefulness/obsolete platting; insanitary or unsafe conditions; outmoded street patterns; unsuitable topography; and the need for correlation of the area streets with other areas of the municipality;. The Plan for the Project Area is a proposal to work in partnership with public and private entities to improve, develop, and grow the economy within the Project Area by the implementation of a strategy and program set forth in Section 301 and in Attachment 5.

The provisions of this Plan are applicable to all public and private property in the Project Area. The provisions of the Plan shall be interpreted and applied as objectives and goals, recognizing the need for flexibility in interpretation and implementation, while at the same time not in any way abdicating the rights and privileges of the property owners which are vested in the present and future zoning classifications of the properties. All development under an owner participation agreement shall conform to those standards specified in Section 303.1 of this Plan.

This Plan must be practical in order to succeed. Particular attention has been paid to how it can be implemented, given the changing nature of market conditions. Transforming the Project Area into a vital, thriving part of the community requires an assertive strategy. The following list represents the key elements of that effort:

- a. Initiate simultaneous projects designed to revitalize the Project Area. From street and utility improvements to significant new private development, the Agency plays a key role in creating the necessary momentum to get and keep things going.
- b. Support development that includes public open space amenities, including securing and improving certain public open space in critical areas.

- c. Support the development of a uses consistent with the City's Comprehensive Plan, including commercial, manufacturing, and industrial development that supports the City's economic development goals.

Without direct public intervention, much of the Project Area could conceivably remain unchanged and in a deteriorated and/or deteriorating condition for the next twenty (20) years. The Plan creates the necessary flexible framework for the Project Area to support the City's development objectives while complying with the "specificity" requirement set forth in Idaho Code § 50-2905.

Land use in the Project Area may be modified to the extent that underutilized, underdeveloped, deteriorated, deteriorating and vacant land and land now devoted to uses inconsistent with the future land uses of the area will be converted to commercial, manufacturing and industrial uses consistent with the Comprehensive Plan, which envisions the area as Industrial and Manufacturing, with a small portion in the southeastern corner zoned for Highway Commercial. In implementing the activities described in this Plan, the Agency, in recognizing the commercial, manufacturing and industrial uses within the Project Area, shall give due consideration to the provision of adequate open space, park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of residents in the general vicinity of the Project Area covered by the Plan.

303 Participation Opportunities and Agreement

303.1 Participation Agreements

The Agency shall enter into various development participation agreements with any existing or future owner of property in the Project Area, in the event the property owner seeks and/or receives assistance from the Agency in the development and/or redevelopment of the property. The term "owner participation agreement" or "participation agreement" is intended to include all participation agreements with a property owner, including reimbursement agreements, grant agreements or other forms of participation agreements. In that event, the Agency may allow for an existing or future owner of property to remove the property and/or structure from future Agency acquisition subject to entering into an owner participation agreement. The Agency may also enter into owner participation agreements with other future owners and developers within the Project Area throughout the duration of this Plan in order to implement the infrastructure improvements set forth in this Plan.

Each structure and building in the Project Area to be rehabilitated or to be constructed as a condition of the owner participation agreement between the Agency and the owner pursuant to this Plan will be considered to be satisfactorily rehabilitated and constructed pursuant to the requirements of the Law and Act, and the Agency will so certify, if the rehabilitated or new structure meets the standards set forth in an executed owner participation agreement and complies with applicable provisions of this Plan, local codes and ordinances, the Idaho Code and meets the conditions described below:

- a. Any such property within the Project Area shall be required to conform to all applicable provisions, requirements, and regulations of this Plan. The owner participation agreement may require as a condition of financial participation by the Agency a commitment by the property owner to meet the greater objectives of the land use elements identified in the Comprehensive Plan, and applicable zoning ordinances, and other requirements deemed appropriate and necessary by the Agency. Upon completion of any rehabilitation each structure must be safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition that will continue throughout an estimated useful life for a minimum of twenty (20) years.
- b. Any owner shall give due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety and welfare of children and seniors residing in the general vicinity of the site covered by the Plan, recognizing the uses contemplated in the Project Area.
- c. All such buildings or portions of buildings which are to remain within the Project Area shall be rehabilitated or constructed in conformity with all applicable codes and ordinances of the City.
- d. Any new construction shall also conform to all applicable provisions, requirements, and regulations of this Plan, as well as to all applicable codes and ordinances of the City.

All owner participation agreements will address development timing, justification and eligibility of project costs, and achievement of the objectives of the Plan. The Agency shall retain its discretion in the funding level of its participation. Obligations under owner participation agreements shall terminate no later than the termination date of this Plan, December 31, 2043. The Agency shall retain its discretion to negotiate an earlier date to accomplish all obligations under any owner participation agreement.

In all participation agreements, participants who retain real property shall be required to join in the recordation of such documents as may be necessary to make the provisions of this Plan applicable to their properties. Whether or not a participant enters into a participation agreement with the Agency, the provisions of this Plan are applicable to all public and private property in the Project Area.

In the event a participant under a participation agreement fails or refuses to rehabilitate, develop, use, and maintain its real property pursuant to this Plan and a participation agreement, the real property or any interest therein may be acquired by the Agency in accordance with Section 305.1 of this Plan and sold or leased for rehabilitation or development in accordance with this Plan.

Owner participation agreements may be used to implement the following objectives:

- a. Encouraging property owners to revitalize and/or remediate deteriorated areas or deteriorating areas of their parcels to accelerate development in the Project Area.
- b. Subject to the limitations of the Law and the Act, providing incentives to property owners to encourage utilization and expansion of existing permitted uses during the transition period to prevent a proliferation of vacant and deteriorated parcels in the Project Area during the extended redevelopment of the Project Area.
- c. To accommodate improvements and expansions allowed by City regulations and generally consistent with this Plan for the Project Area.
- d. Subject to the limitations of the Law and Act, providing incentives to improve nonconforming properties so they implement the design guidelines contained in this Plan to the extent possible and to encourage an orderly transition from nonconforming to conforming uses through the term of the Plan.
- e. Provide for advance funding by the developer/owner participant of those certain public improvements related to or needed for the private development and related to the construction of certain public improvements. In that event, the Agency will agree as set out in the participation agreement to reimburse a portion of, or all of, the costs of public improvements identified in the participation agreement from the revenue allocation generated by the private development.

304 Cooperation with Public Bodies

Certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in the planning, undertaking, construction, or operation of this Project. The Agency shall seek the aid and cooperation of such public bodies and shall attempt to coordinate this Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The Agency, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. The Agency will seek the cooperation of all public bodies which own or intend to acquire property in the Project Area. All plans for development of property in the Project Area by a public body shall be subject to Agency approval, in the event the Agency is providing any financial assistance.

Subject to applicable authority, the Agency may impose on all public bodies the planning and design controls contained in this Plan to ensure that present uses and any future development by public bodies will conform to the requirements of this Plan. The Agency is authorized to financially (and otherwise) assist any public entity in the cost of public land, buildings, facilities, structures, or other improvements of the Project Area as allowed by the Law and Act.

The Agency intends to cooperate to the extent allowable with the City for the engineering, design, installation, construction, and/or reconstruction of public infrastructure improvements, including, but not limited to improvements to rights-of-way, including North Boulevard improvements and related streetscapes and intersection improvements; the installation and construction of new local and collector streets, including related streetscapes and intersection improvements; other public infrastructure installation, expansion and/or upgrades to water, sewer, storm drainage, electrical, natural gas, telecommunication, or other similar systems and lines; improvements to streetscapes, curbs, gutters, sidewalks, walkways, and other improvements set forth in Section 301 and in Attachment 5. The Agency shall also cooperate with the City on various relocation, screening, or undergrounding projects and the providing of fiber optic capability, and the funding of gas, electrical, water, and sewer improvements. To the extent any public entity, including the City has funded certain public infrastructure improvements, the Agency may reimburse those entities for those expenses. The Agency also intends to cooperate and seek available assistance from state, federal and other sources for economic development.

In the event the Agency is participating in the public development by way of financial incentive or otherwise, the public body shall enter into a participation agreement with the Agency and then shall be bound by the Plan and other land use elements and shall conform to those standards specified in Section 303.1 of this Plan.

This Plan does not financially bind or obligate the City, Agency and/or any other public entity to any project or property acquisition; rather, for purposes of determining the economic feasibility of the Plan certain projects and expenditures have been estimated and included in the analysis. Agency revenue and the ability to fund reimbursement of eligible Project Costs is more specifically detailed in any owner participation agreement and in the annual budget adopted by the Agency Board.

305 Property Acquisition

305.1 Real Property

Only as specifically authorized herein, the Agency may acquire, through the voluntary measures described below, but is not required to acquire, any real property located in the Project Area where it is determined that the property is needed for construction of public improvements, required to eliminate or mitigate the deteriorated or deteriorating conditions, to facilitate economic development, including acquisition of real property intended for disposition to qualified developers through a competitive process, and as otherwise allowed by law. The acquisition shall be by any means authorized by law, including, but not limited to, the Law, the Act, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, but shall not include the right to invoke eminent domain authority except as authorized by Idaho law and provided herein. The Agency is authorized to acquire either the entire fee or any other interest in real property less than a fee, including structures and fixtures upon the real property, without acquiring the land upon which those structures and fixtures are located.

The Agency intends to acquire any real property through voluntary or consensual gift, devise, exchange, or purchase. Such acquisition of property may be for the development of the public improvements identified in this Plan. Such properties may include properties owned by private parties or public entities. This Plan does not anticipate the Agency's use of its resources for property acquisition, but does anticipate the Agency's use of resources for the construction of public improvements or to dispose of real property to a qualified developer, in the event the Agency does acquire such property, to incent certain types of development as permitted by the Law and Act.

In the event the Agency identifies certain property which should be acquired to develop certain public improvements intended to be constructed under the provisions of this Plan, the Agency shall coordinate such property acquisition with any other public entity (e.g., without limitation, the City, the state of Idaho, or any of its authorized agencies), including the assistance of the Agency of funds to acquire said property through a voluntary acquisition or the public entity's invoking of its eminent domain authority as limited by Idaho Code Section 7-701A.

The Agency is authorized by this Plan to acquire the properties for the uses identified in Attachment 3 hereto, including but not limited to property to be acquired for the extension or expansion of certain rights-of-way or to accommodate underground public facilities.

The Agency is authorized by this Plan and Idaho Code §§ 50-2010 and 50-2018(12) to acquire the properties identified in Attachment 3 hereto for the purposes set forth in this Plan. The Agency has identified its intent to acquire and/or participate in the development of certain public improvements, including, but not limited to those defined in Section 301 of the Plan and in Attachment 5. The Agency's property acquisition will result in remediating deteriorating conditions in the Project Area by facilitating development consistent with the Comprehensive Plan. The public improvements are intended to be dedicated to the City and/or other appropriate public entity, as the case may be, upon completion. The Agency reserves the right to determine which properties identified, if any, should be acquired. The open land areas qualify for Agency acquisition as further set forth in Section 105 of this Plan.

It is in the public interest and may be necessary, in order to eliminate the conditions requiring redevelopment and in order to execute this Plan, for the power of eminent domain to be employed by the Agency, or by the City with the Agency acting in an advisory capacity,¹ to acquire real property in the Project Area for the public improvements identified in this Plan, which cannot be acquired by gift, devise, exchange, purchase, or any other lawful method.

Under the provisions of the Act, the urban renewal plan "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." Idaho Code § 50-2018(12). The Agency has generally described those properties by use as set out in Attachment 3 for acquisition for the construction of public improvements. The

¹ House Bill 1044, adopted by the Idaho Legislature during the 2021 Legislative Session, limited the Agency's ability to exercise eminent domain.

Agency may also acquire property for the purpose of developing streetscape and public utilities. The Agency reserves the right to determine which properties, if any, should be acquired.

305.2 Personal Property

Generally, personal property shall not be acquired. However, where necessary in the execution of this Plan, the Agency is authorized to acquire personal property in the Project Area by any lawful means, for the purpose of developing the public improvements described in section 305.1.

306 Property Management

During the time real property, if any, in the Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for development and/or redevelopment, and such rental or lease shall be pursuant to such policies as the Agency may adopt.

307 Relocation of Persons (Including Individuals and Families), Business Concerns, and Others Displaced by the Project

If the Agency receives federal funds for real estate acquisition and relocation, the Agency shall comply with 24 C.F.R. Part 42, implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

The Agency reserves the right to extend benefits for relocation to those not otherwise entitled to relocation benefits as a matter of state law under the Act or the Law. The Agency may determine to use as a reference the relocation benefits and guidelines promulgated by the federal government, the state government, or local government, including the State Department of Transportation. The intent of this section is to allow the Agency sufficient flexibility to award relocation benefits on some rational basis, or by payment of some lump-sum per case basis. The Agency may also consider the analysis of replacement value for the compensation awarded to either owner occupants or businesses displaced by the Agency to achieve the objectives of this Plan. The Agency may adopt relocation guidelines which would define the extent of relocation assistance in non-federally assisted projects and which relocation assistance to the greatest extent feasible would be uniform. The Agency shall also coordinate with the various local, state, or federal agencies concerning relocation assistance as may be warranted.

In the event the Agency's activities result in displacement, the Agency shall comply with, at a minimum, the standards set forth in the Law. The Agency shall also comply with all applicable state laws concerning relocation benefits. The Agency shall also coordinate with the various local, state, or federal agencies concerning relocation assistance.

308 Demolition, Clearance, and Site Preparation

The Agency is authorized (but not required) to demolish and clear buildings, structures, and other improvements from any real property in the Project Area as necessary to carry out the purposes of this Plan.

Further, the Agency is authorized (but not required) to prepare, or cause to be prepared, as building sites any real property in the Project Area owned by the Agency including site preparation. In connection therewith, the Agency may cause, provide for, or undertake the installation or construction of streets, utilities, parks, pedestrian walkways, public parking facilities, drainage facilities, and other public improvements necessary to carry out this Plan.

309 Property Disposition and Development

309.1 Disposition by the Agency

For the purposes of this Plan, the Agency is authorized to sell, lease, lease/purchase, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property under the reuse provisions set forth in Idaho law, including Idaho Code § 50-2011 and pursuant to any disposition policies adopted by the Agency. To the extent permitted by law, the Agency is authorized to dispose of real property by negotiated lease, sale, or transfer without public bidding.

Real property acquired by the Agency may be conveyed by the Agency and, where beneficial to the Project Area, without charge to any public body as allowed by law. All real property acquired by the Agency in the Project Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan.

309.2 Disposition and Development Agreements

To provide adequate safeguards to ensure that the provisions of this Plan will be carried out and to prevent the recurrence of deteriorating conditions, all real property sold, leased, or conveyed by the Agency is subject to the provisions of this Plan.

The Agency shall reserve such powers and controls in the disposition and development documents as the Agency deems may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development is carried out pursuant to this Plan.

Leases, lease/purchases, deeds, contracts, agreements, and declarations of restrictions of the Agency may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan. Where appropriate, as determined by the Agency, such documents, or portions thereof, shall be recorded in the office of the Recorder of Bonneville County, Idaho.

All property in the Project Area is hereby subject to the restriction that there shall be no discrimination or segregation based upon race, color, creed, religion, sex, age, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, disability/handicap, tenure, or enjoyment of property in the Project Area. All property sold, leased, conveyed, or subject to a disposition and development agreement shall be expressly subject by appropriate documents to the restriction that all deeds, leases, or contracts for the sale, lease, sublease, or other transfer of land in the Project Area shall contain such nondiscrimination and nonsegregation clauses as required by law.

As required by law or as determined in the Agency's discretion to be in the best interest of the Agency and the public, the following requirements and obligations shall be included in the disposition and development agreement.

That the developers, their successors, and assigns agree:

- a. That a detailed scope and schedule for the proposed development shall be submitted to and agreed upon by the Agency.
- b. That the purchase or lease of the land and/or subterranean rights and/or air rights is for the purpose of redevelopment and not for speculation.
- c. That the building of improvements will be commenced and completed as jointly scheduled and determined by the Agency and the developer(s).
- d. That the site and construction plans will be submitted to the Agency for review as to conformity with the provisions and purposes of this Plan and to support the planning, design and transportation goals set forth in the Comprehensive Plan.
- e. All new construction shall have a minimum estimated life of no less than twenty (20) years.
- f. That rehabilitation of any existing structure must assure that the structure is safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition which will continue throughout an estimated useful life for a minimum of twenty (20) years.
- g. That the Agency receives adequate assurance acceptable to the Agency to ensure performance under the contract for sale.
- h. All such buildings or portions of the buildings which are to remain within the Project Area shall be reconstructed in conformity with all applicable codes and ordinances of the City.
- i. All disposition and development documents shall be governed by the provisions of Section 407 of this Plan.

- j. All other requirements and obligations as may be set forth in any participation policy established and/or amended by the Agency.

The Agency also reserves the right to determine the extent of its participation based upon the achievements of the objectives of this Plan. Obligations under any disposition and development agreement and deed covenants, except for covenants which run with the land beyond the termination date of this Plan, shall terminate no later than December 31, 2043. The Agency shall retain its discretion to negotiate an earlier date to accomplish all obligations under any disposition and development agreement.

309.3 Development by the Agency

To the extent now or hereafter permitted by law, the Agency is authorized to pay for, develop, or construct public improvements within the Project Area for itself or for any public body or entity, which public improvements are or would be of benefit to the Project Area. Specifically, the Agency may pay for, install, or construct the public improvements authorized under Idaho Code §§ 50-2007, 50-2018(10) and (13), and 50-2903(9), (13), and (14), and as otherwise identified in Attachment 5, attached hereto and incorporated herein by reference, and may acquire or pay for the land required, therefore.

Any public facility ultimately owned by the Agency shall be operated and managed in such a manner to preserve the public purpose nature of the facility. Any lease agreement with a private entity or management contract agreement shall include all necessary provisions sufficient to protect the public interest and public purpose.

The Agency may enter into contracts, leases, and agreements with the City or other public body or private entity pursuant to this section, and the obligation of the Agency under such contract, lease, or agreement shall constitute an indebtedness of the Agency as described in Idaho Code § 50-2909 which may be made payable out of the taxes levied in the Project Area and allocated to the Agency under Idaho Code § 50-2908(2)(b) and Section 500 of this Plan or out of any other available funds.

310 Development Plans

All development plans (whether public or private) prepared, pursuant to an owner participation or disposition and development agreement, shall be submitted to the Agency Board for approval and architectural review. All development in the Project Area must conform to those standards specified in Section 407. Additionally, development must be consistent with all City ordinances, design overlays and be supportive of the goals set forth in the Plan and the Comprehensive Plan.

311 Participation with Others

Under the Law, the Agency has the authority to lend or invest funds obtained from the federal government for the purposes of the Law if allowable under federal laws or regulations. The federal funds that may be available to the Agency are governed by regulations promulgated by the Department of Housing and Urban Development for the Community Development Block Grant Program (“CDBG”), the Economic Development Administration, the Small Business Administration, or other federal agencies. In order to enhance such grants, the Agency’s use of revenue allocation funds is critical.

Under those regulations the Agency may participate with the private sector in the development and financing of those private projects that will attain certain federal objectives.

The Agency may, therefore, use the federal funds for the provision of assistance to private for-profit business, including, but not limited to, grants, loans, loan guarantees, interest supplements, technical assistance, and other forms to support, for any other activity necessary or appropriate to carry out an economic development project.

As allowed by law, the Agency may also use funds from any other sources or participate with the private or public sector with regard to any programs administered by the Idaho Department of Commerce, or other State or federal agencies, for any purpose set forth under the Law or Act.

The Agency may enter into contracts, leases, and agreements with the City, or other public body or private entity, pursuant to this section, and the obligation of the Agency under such contract, lease, or agreement shall constitute an indebtedness of the Agency as described in Idaho Code § 50-2909 which may be made payable out of the taxes levied in the Project Area and allocated to the Agency under Idaho Code § 50-2908(2)(b) and Section 500 of this Plan or out of any other available funds.

312 Conforming Owners

The Agency may, at the Agency’s sole and absolute discretion, determine that certain real property within the Project Area presently meets the requirements of this Plan, and the owner of such property will be permitted to remain as a conforming owner without a participation agreement with the Agency, provided such owner continues to operate, use, and maintain the real property within the requirements of this Plan.

313 Arts Funding

The Agency encourages public art and performing arts through joint ventures with private developers and in cooperation with the City. Whenever possible, any Agency arts funding will be used to leverage additional contributions from developers, other private sources, and public or quasi-public entities for purposes of including public art within the streetscape projects identified in this Plan.

400 USES PERMITTED IN THE PROJECT AREA

401 Designated Land Uses

The Agency intends to rely upon the overall land use designations and zoning classifications of the City, as may be amended, and as depicted on Attachment 4 and as set forth in the City's Comprehensive Plan, including the future land use map and zoning classifications, as may be amended. For the most part, the Project Area is proposed as Industrial and Manufacturing, with a small portion in the southeastern corner zoned as Highway Commercial. Provided, however, nothing herein within this Plan shall be deemed to be granting any particular right to zoning classification or use.

402 Public Rights-of-Way

The Project Area contains existing maintained public rights-of-way included within the boundaries, as shown on several maps included within Attachment 5, including but not limited to portions of: North Boulevard, Stanley Street, Boge Avenue, Technology Drive and Anderson Street. Any new roadways, including new local and collectors to be engineered, designed, installed, and constructed in the Project Area, will be constructed in conjunction with any applicable policies and design standards of the City (and State and Federal standards, as the case may be) regarding dedicated rights-of-way. Additional public streets, alleys, and easements may be created in the Project Area as needed for proper development, and other potential roadways generally shown in Attachment 5.

Additional improvements to existing streets, alleys and easements may be created, improved, or extended in the Project Area as needed for development. Existing dirt roadways, streets, easements, and irrigation or drainage laterals or ditches may be abandoned, closed, or modified as necessary for proper development of the Project Area, in accordance with any applicable policies and standards of the Idaho Transportation Department or the City regarding changes to dedicated rights-of-way, and appropriate irrigation or drainage districts regarding changes to laterals or ditches.

Any development, maintenance, and future changes in the interior or exterior street layout shall be in accordance with the objectives of this Plan and the design standards of the City, or the Idaho Department of Transportation as may be applicable; shall be effectuated in the manner prescribed by State and local law; and shall be guided by the following criteria:

- a. A balancing of the needs of proposed and potential new developments for adequate pedestrian and vehicular access, vehicular parking, and delivery loading docks with the similar needs of any existing developments permitted to remain. Such balancing shall take into consideration the rights of existing owners and tenants under the rules for owner and tenant participation adopted by the Agency for the Project and any participation agreements executed thereunder;

- b. The requirements imposed by such factors as topography, traffic safety, and aesthetics; and
- c. The potential need to serve not only the Project Area and new or existing developments, but to also serve areas outside the Project Area by providing convenient and efficient vehicular access and movement.

The public rights-of-way may be used for vehicular and/or pedestrian traffic, as well as for public improvements, public and private utilities, and activities typically found in public rights-of-way.

403 Interim Uses

Pending the ultimate development of land by developers and participants, the Agency is authorized to use or permit the use of any land in the Project Area for interim uses that are not in conformity with the uses permitted in this Plan. However, any interim use must comply with applicable City Code or Bonneville County Code.

404 Development in the Project Area Subject to the Plan

All real property in the Project Area, under the provisions of either a disposition and development agreement or an owner participation agreement, is made subject to the controls and requirements of this Plan. No such real property shall be developed, redeveloped, rehabilitated, or otherwise changed after the date of the adoption of this Plan, except in conformance with the provisions of this Plan.

405 Construction Shall Comply with Applicable Federal, State, and Local Laws and Ordinances and Agency Development Standards

All construction in the Project Area shall comply with all applicable state laws, the Idaho Falls City Code, as may be amended from time to time, and any applicable City Council ordinances pending codification, including but not limited to, regulations concerning the type, size, density and height of buildings; open space, landscaping, light, air, and privacy; the undergrounding of utilities; limitation or prohibition of development that is incompatible with the surrounding area by reason of appearance, traffic, smoke, glare, noise, odor, or similar factors; parcel subdivision; off-street loading and off-street parking requirements.

In addition to applicable codes, ordinances, or other requirements governing development in the Project Area, additional specific performance and development standards may be adopted by the Agency to control and direct redevelopment activities in the Project Area in the event of a disposition and development agreement or owner participation agreement, including but not limited to compliance with the City of Idaho Falls Bridge and Street Regulation Ordinance, Chapter 1A, Title 11 of the City Code.

406 Nonconforming Uses

This Section applies to property owners seeking assistance from the Agency regarding their property. The Agency may permit an existing use to remain in an existing building and site usage in good condition, which use does not conform to the provisions of this Plan, provided that such use is generally compatible with existing and proposed developments and uses in the Project Area. The owner of such a property must be willing to enter into an owner participation agreement and agree to the imposition of such reasonable restrictions as may be necessary to protect the development and use of the Project Area.

The Agency may authorize additions, alterations, repairs, or other improvements in the Project Area for uses which do not conform to the provisions of this Plan where such improvements are within a portion of the Project Area where, in the determination of the Agency, such improvements would be compatible with surrounding Project uses and development.

All nonconforming uses shall also comply with the City codes and ordinances.

407 Design Guidelines for Development under a Disposition and Development Agreement or Owner Participation Agreement

Within the limits, restrictions, and controls established in this Plan, the Agency is authorized to establish heights of buildings, density, land coverage, setback requirements, design criteria, traffic circulation, traffic access, and other development and design controls necessary for proper development of both private and public areas within the Project Area. Any development must also comply with the City's zoning ordinance regarding heights, setbacks, density, and other like standards.

In the case of property which is the subject of a disposition and development agreement or owner participation agreement with the Agency, no new improvement shall be constructed, and no existing improvement shall be substantially modified, altered, repaired, or rehabilitated, except in accordance with this Plan. Under a disposition and development agreement or owner participation agreement, the design guidelines and land use elements of the Plan shall be achieved to the greatest extent feasible, though the Agency retains the authority to grant minor variations under this Plan and subject to a negotiated agreement between the Agency and the developer or property owner.

Under those agreements, the architectural, landscape, and site plans shall be submitted to the Agency and approved in writing by the Agency. In such agreements, the Agency may impose additional design controls. The Agency shall find that any approved plans do comply with this Plan. The Agency reserves the right to impose such design standards on an ad hoc basis through the approval process of the disposition and development agreement or owner participation agreement. Any change to such approved design must be consented to by the Agency and such consent may be conditioned upon reduction of Agency's financial participation toward the Project.

In the event the Agency adopts design standards or controls, those provisions will thereafter apply to each site or portion thereof in the Project Area. These additional design standards or controls will be implemented through the provisions of any disposition and development agreement or owner participation agreement. These controls are in addition to any standards and provisions of any applicable City building or zoning ordinances; provided, however, each and every development shall comply with all applicable City zoning and building ordinances.

500 METHODS OF FINANCING THE PROJECT

501 General Description of the Proposed Financing Method

The Agency is authorized to finance this Project with revenue allocation funds, financial assistance from the City (loans, grants, other financial assistance), state of Idaho, federal government or other public entities, interest income, developer advanced funds, donations, loans from private financial institutions (bonds, notes, line of credit), the lease or sale of Agency-owned property, public parking revenue, or any other available source, public or private, including assistance from any taxing district or any public entity.

The Agency is also authorized to obtain advances, lines of credit, borrow funds, and create indebtedness in carrying out this Plan. The Agency may also consider an inter-fund transfer from other urban renewal project areas. The principal and interest on such advances, funds, and indebtedness may be paid from any funds available to the Agency. The City, as it is able, may also supply additional assistance through City loans and grants for various public improvements and facilities. The City or any other public agency, as properly budgeted and subject to any constitutional and/or statutory limitations, may expend money to assist the Agency in carrying out this Project.

As allowed by law and subject to restrictions as are imposed by law, the Agency is authorized to issue notes or bonds from time to time, if it deems appropriate to do so, in order to finance all or any part of the Project. Neither the members of the Agency nor any persons executing the bonds are liable personally on the bonds by reason of their issuance.

502 Other Loans and Grants

Any other loans, grants, guarantees, or financial assistance from the United States, the state of Idaho CDBG funds, or any other public or private source will be utilized if available. The Agency may consider funding sources through Local Improvement Districts as authorized by state law. Neither the members of the Agency nor any persons executing such loans or grants shall be liable on the loans or grants by reason of their issuance.

503 Revenue Allocation Financing Provisions

The Agency hereby adopts revenue allocation financing provisions as authorized by the Act, effective retroactively to January 1, 2023. These revenue allocation provisions shall apply to all taxing districts which are located in or overlap the Revenue Allocation Area shown and described on Attachments 1 and 2 to this Plan. The Agency shall take all actions necessary or convenient to implement these revenue allocation financing provisions. The Agency specifically finds that the equalized assessed valuation of property within the Revenue Allocation Area is likely to increase as a result of the initiation of the Project.

The Agency, acting by one or more resolutions adopted by its Board, is hereby authorized to apply all or any portion of the revenues allocated to the Agency pursuant to the Act to pay as costs are incurred (pay-as-you-go) or to pledge all or any portion of such revenues to the repayment of any moneys advance-funded by developers or property owners, borrowed, indebtedness incurred, or notes or bonds issued by the Agency to finance or to refinance the Project Costs (as defined in Idaho Code § 50-2903(14)) of one or more urban renewal projects.

The Agency may consider a note or line of credit issued by a bank or lending institution premised upon revenue allocation funds generated by a substantial private development contemplated by the Study, as defined in Section 503.1, which would allow the Agency to more quickly fund the public improvements contemplated by this Plan. Likewise, a developer/owner advanced funding of certain eligible public infrastructure improvements to be reimbursed pursuant to an owner participation agreement could achieve the same purpose.

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

A statement listing proposed public improvements and facilities, a schedule of improvements, the location of proposed public infrastructure improvements, an economic feasibility study, estimated project costs, fiscal impact upon other taxing districts, and methods of financing project costs required by Idaho Code § 50-2905 is included in this Plan and in Attachment 5 to this Plan. This information necessarily incorporates estimates and projections based on the Agency's and consultants' present knowledge and expectations. The Agency is hereby authorized to adjust the presently anticipated urban renewal projects and use of revenue allocation financing of the related Project Costs if the Board deems such adjustment necessary or convenient to effectuate the general objectives of the Plan in order to account for revenue inconsistencies, market adjustments, future priorities, developers/owners seeking Agency assistance pursuant to an owner participation agreement, and unknown future costs. Agency revenue and the ability to fund reimbursement of eligible Project Costs is more specifically detailed in the annual budget.

The Agency may appropriate funds consisting of revenue allocation proceeds on an annual basis without the issuance of notes or bonds. The Agency may also obtain advances or loans from the City or Agency, or private entity and financial institutions in order to immediately commence construction of certain of the public improvements. Developer advanced funding of public improvements could also achieve the same purpose. The revenue allocation proceeds are hereby irrevocably pledged for the payment of the principal and interest on the advance of monies or making of loans or the incurring of any indebtedness such as bonds, notes, and other obligations (whether funded, refunded, assumed, or otherwise) by the Agency to finance or refinance the Project in whole or in part, including reimbursement to any owner/developer or public entity for the cost of eligible public improvements pursuant to a participation agreement.

Revenues will continue to be allocated to the Agency until termination of the revenue allocation area as set forth in Section 800. Attachment 5 incorporates estimates and projections based on the Agency's and its consultants' present knowledge and expectations concerning the length of time to complete the improvements and estimated future revenues. The activity may take longer depending on the significance and timeliness of development. Alternatively, the activity may be completed earlier if revenue allocation proceeds are greater, or the Agency obtains additional funds from another source.

The Agency is authorized to make such pledges as to specific advances, loans, and indebtedness as appropriate in carrying out the Project. The Agency reserves the right to either pay for Project Costs from available revenue (pay-as-you-go basis) or borrow funds by incurring debt through notes or other obligations.

Revenue allocation proceeds are deemed to be only a part of the proposed funding sources for the payment of public improvements and other project improvements. Additionally, project funding may be phased for the improvements, allowing various sources of funds to be accumulated for use.

503.1 Economic Feasibility Study

Attachment 5 constitutes the Economic Feasibility Study (the "Study"), prepared by Renee R. Magee, AICP. The Study constitutes the financial analysis required by the Act and is based upon existing information from property owners, developers, the Agency, the City, and others.

503.2 Assumptions and Conditions/Economic Feasibility Statement

The information contained in Attachment 5 assumes certain completed and projected actions. All debt is projected to be repaid no later than the duration period of the Plan. The total amount of indebtedness (and all other loans or indebtedness), developer reimbursement and the amount of revenue generated by revenue allocation are dependent upon the extent and timing of private development. Should all the development take place as projected, the project

indebtedness could be extinguished earlier, dependent upon other legal obligations. Should private development take longer to materialize, or should the private development be substantially less than projected, then the amount of revenue generated will be substantially reduced and debt may continue for its full term.

The Plan and the Plan Attachments incorporate estimates and projections based on the Agency's and consultants' present knowledge and expectations. The Plan proposes certain public improvements as set forth in Attachment 5 and in Section 301, which will facilitate developments in the Revenue Allocation Area as more fully guided by the design, planning, development, use, and transportation goals set forth in the Comprehensive Plan.

The assumptions set forth in the Study are based upon the best information available to the Agency and its consultants through public sources or discussions with property owners, developers, the City, and others. The information has been analyzed by the Agency and its consultants in order to provide an analysis that meets the requirements set forth under the Law and Act. At the point in time when the Agency may seek a loan from lenders or others, a more detailed and then-current financial pro forma will be presented to those lenders or underwriters for analysis to determine the borrowing capacity of the Agency. As set forth herein, the Agency reserves the right to fund the Project on a "pay-as-you-go" basis. The Agency Board will prioritize the activities set forth in this Plan and determine what funds are available and what activities can be funded. The Agency will establish those priorities through its mandated annual budgetary process.

The project lists improvements or activities within Attachment 5 prioritized by way of feasibility based on timing of developer advanced funding of potentially eligible improvements and projects, estimated revenues to be received, amounts funded, and by year of funding. The projected timing of funding is primarily a function of the availability of financial resources and market conditions but is also strategic, considering the timing of anticipated or projected private development partnership opportunities and the ability of certain strategic activities to stimulate development at a given point in time within the duration of the Plan and Project Area.

The assumptions concerning revenue allocation proceeds are based upon certain anticipated or projected new developments, assessed value increases, and assumed tax levy rates as more specifically set forth in Attachment 5. Further, the financial analysis set forth in Attachment 5 has taken into account and excluded levies that do not flow to the Agency consistent with Idaho Code § 50-2908. In projecting new construction, the Study considered parcels identified as expected to develop over the life of the Project Area, communications with potential developers, City staff and others.

The types of new construction expected in the Project Area are commercial, manufacturing, and industrial facilities. Additional improvements include improvements to rights-of-way, intersection and streetscapes, and other public facilities, including but not limited to sewer, water, fiber, gas, electrical and drainage facilities. However, without a method to construct the identified public improvements such as water and sewer improvements, street

infrastructure, and pedestrian amenities, development is unlikely to occur in much of the Project Area.

It is understood that application of certain exemptions, including the homeowner's exemption and Idaho Code § 63-602K, which provides for personal property tax exemption to businesses may have the effect of reducing the increment value, which in turn reduces revenue.

503.3 Ten Percent Limitation²

Under the Act, the base assessed valuation for all revenue allocation areas cannot exceed gross/net ten percent (10%) of the current assessed taxable value for the entire City. According to the Bonneville County Assessor, the assessed taxable value for the City as of July 2022 is \$7,009,313,999. Therefore, the 10% limit is \$700,931,399.

The adjusted base assessed value of each of the existing revenue allocation areas and the assessed taxable value of the proposed Project Area as of July 2022, is as follows:

River Commons District	\$272,621
Eagle Ridge District	\$7,378,925
Jackson Hole Junction District	\$398,710
Pancheri East Bank District	\$7,301,157
Anderson Bush District	\$6,425,722
Stanley Boge Proposed District	\$41,494,648
Total of Existing and Proposed Districts	\$63,271,783

The adjusted base values for the combined existing revenue allocation areas and the estimated base value for the proposed Project Area is \$63,271,783, which is less than 10% of the City's estimated 2022 taxable value.

503.4 Financial Limitation

The Study identifies several capital improvement projects. Use of any particular funding source for any particular purpose is not assured or identified. Use of the funding source shall be conditioned on any limitations set forth in the Law, the Act, by contract, or by other federal regulations. If revenue allocation funds are unavailable, then the Agency will need to use a different funding source for that improvement.

The amount of funds available to the Agency from revenue allocation financing is directly related to the assessed value of new improvements within the Revenue Allocation Area. Under the Act, the Agency is allowed the revenue allocation generated from inflationary

² Due to the timing of the assessment process and creation of this Plan, the July (non-equalized) 2022 values have been used to establish compliance with the 10% limitation. Using the estimated 2022 values, the total value of the existing revenue allocation areas combined with the value of this Project Area are significantly less than 10% of the total assessed taxable value of the City (only .009%). Even assuming an increase to the 2023 values, the combined base values will not exceed 10% of the total assessed taxable value of the City.

increases and new development value. Increases have been assumed based upon the projected value of new development as that development occurs along with possible land reassessment based on a construction start.

The Study, with the various estimates and projections, constitutes an economic feasibility study. Costs and revenues are analyzed, and the analysis shows the need for public capital funds during the project. Multiple financing sources are contemplated in the Study, including annual revenue allocations, developer contributions, City, or other public entity contributions, interfund loan, federal funding, grants, property disposition and other financing sources as permitted by law. This Study identifies the kind, number, and location of all proposed public works or improvements, a detailed list of estimated project costs, a description of the methods of financing illustrating project costs, and the time when related costs or monetary obligations are to be incurred.³ Based on these funding sources, the conclusion is that the Project is feasible.

The Agency reserves the discretion and flexibility to use revenue allocation proceeds in excess of the amounts projected in the Study for the purpose of funding the identified projects and improvements. The projections in the Study are based on reasonable assumptions and existing market conditions. However, should the Project Area result in greater than anticipated revenues, the Agency specifically reserves the ability to fund the additional activities and projects identified in the Plan. Further, the Agency reserves the discretion and flexibility to use other sources of funds unrelated to revenue allocation to assist in the funding of the improvements and activities identified, including but not limited to owner participation agreements and disposition and development agreements. The Agency may also re-prioritize projects pursuant to market conditions, project timing, funding availability, etc., as more specifically detailed in the annual budget.

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

Attachment 5 lists those public improvements and projects the Agency intends to construct or fund through the term of the Plan. The costs of improvements and projects are estimates only as it is impossible to know with any certainty what the costs of improvements and projects will be in future years. There is general recognition that construction costs fluctuate and are impacted by future unknowns, such as, the cost of materials and laborers. Final costs will be determined by way of construction contract public bidding or by an agreement between the developer/owner and/or public entity and Agency. The listing of public improvements and projects does not commit the Agency, City, or other public entity, to any particular level of funding; rather, identification of the activity in the Plan allows the Agency to negotiate the terms of any reimbursement with the developer and/or the public entities. This Plan does not financially bind or obligate the Agency, City or other public entity to any project or property acquisition; rather, for purposes of determining the economic feasibility of the Plan certain projects and expenditures have been estimated and included in the analysis. The City has not

³ See Idaho Code § 50-2905.

committed to fund any public infrastructure improvements within the Project Area. Such decisions concerning capital improvement projects and/or other expenditures are made by the City annually pursuant to its budget and appropriation process. Agency revenue and the ability to fund reimbursement of eligible Project Costs is more specifically detailed in any participation agreement and in the annual budget adopted by the Agency Board. The proposed location and siting of the proposed public infrastructure and other improvement projects in the Project Area are generally described in Attachment 5 and this Plan recognizing that the specific location of the projects will depend on the type and timing of development. The specific location of the improvements or the change in the location of the improvements identified on Attachment 5 is technical and/or ministerial and does not constitute a modification to the Plan.

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

Generally, the Agency expects to develop those improvements and fund the projects identified in Attachment 5 first, in conjunction with private development within the Project Area generating the increment as identified in Attachment 5.

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

503.5 Participation with Local Improvement Districts and/or Business Improvement Districts

Under the Idaho Local Improvement District ("LID") Code, Chapter 17, Title 50, Idaho Code, the City has the authority to establish local improvement districts for various public facilities, including, but not limited to, streets, curbs, gutters, sidewalks, storm drains, landscaping, and other like facilities. To the extent allowed by the Law and the Act, the Agency reserves the authority, but not the obligation, to participate in the funding of local improvement district facilities. This participation may include either direct funding to reduce the overall cost of the LID or to participate as an assessed entity to finance the LID project. Similarly, to the extent allowed by the Law and the Act, the Agency reserves the authority, but not the obligation, to participate in the funding of the purposes specified under the Business Improvement Districts, Chapter 26, Title 50, Idaho Code.

504 Issuance of Debt and Debt Limitation

Any debt incurred by the Agency as allowed by the Law and Act shall be secured by revenue allocation funds as allowed by the Act. All such debt shall be repaid within the duration of this Plan, except as may be authorized by law.

505 Impact on Other Taxing Districts and Levy Rate

An estimate of the overall impact of the revenue allocation project on each taxing district is shown in the Study through the new development projections set forth in Attachment 5.

The assessed value for each property in a revenue allocation area consists of a base value and an increment value. The base value is the assessed value as of January 1 of the year in which a revenue allocation area is approved by a municipality, with periodic adjustments allowed by Idaho law. The increment value is the difference between the adjusted base assessed value and current assessed taxable value in any given year while the property is in a revenue allocation area. Under Idaho Code § 63-802, taxing entities are constrained in establishing levy rates by the amount each budget of each taxing district can increase on an annual basis. Taxing entities submit proposed budgets to the County Board of Commissioners, which budgets are required to comply with the limitations set forth in Idaho Code § 63-802. Therefore, the impact of revenue allocation on the taxing entities is more of a product of the imposition of Idaho Code § 63-802, than the effect of urban renewal.

The County Board of Commissioners calculates the levy rate required to produce the proposed budget amount for each taxing entity using the assessed values which are subject to each taxing entity's levy rate. Assessed values in urban renewal districts which are subject to revenue allocation (incremental values) are not included in this calculation. The combined levy rate for the taxing entities is applied to the incremental property values in a revenue allocation area to determine the amount of property tax revenue which is allocated to an urban renewal agency. The property taxes generated by the base values in the urban renewal districts and by properties outside revenue allocation areas are distributed to the other taxing entities. Properties in revenue allocation areas are subject to the same levy rate as they would be outside a revenue allocation area. The difference is how the revenue is distributed. If the overall levy rate is less than assumed, the Agency may receive fewer funds from revenue allocation.

In addition, without the Revenue Allocation Area and its ability to pay for public improvements and public facilities, fewer substantial improvements within the Revenue Allocation Area would be expected during the term of the Plan; hence, there would be lower increases in assessed valuation to be used by the other taxing entities. The Study's analysis is premised upon the fact the proposed development would not occur but for the ability to use revenue allocation funds to fund certain significant public infrastructure improvements and projects removing certain impediments to development.

One result of new construction occurring outside the revenue allocation area (Idaho Code §§ 63-802 and 63-301A) is the likely reduction of the levy rate as assessed values increase for property within each taxing entity's jurisdiction.⁴ From and after December 31, 2006, Idaho Code § 63-301A prohibits taxing entities from including, as part of the new construction roll, the

⁴ House Bill 389 amended Idaho Code Sections 63-802 and 63-301A limiting the value placed on the new construction roll and available to a taxing district for a budget capacity increase. This could result in lower levy rates over time. Additionally, the impact of House Bill 292 (2023), the property tax relief bill, is unknown, but may also have the effect of lowering levy rates over time.

increased value related to new construction within a revenue allocation area until the revenue allocation authority is terminated. Any new construction within the Project Area is not available for inclusion by the taxing entities to increase their budgets. Upon termination of the Project Area or deannexation of area from the Project Area, the taxing entities will be able to include a percentage⁵ of the increment value on the new construction roll for purposes of setting the following year's budget and revenue from such value is not limited to the eight percent cap set forth in Idaho Code § 63-802.

As the 2023 certified levy rates are not determined until late September or October 2023, the 2022 certified levy rates obtained from the publication entitled *2022 Bonneville County Levies Based on Each \$1.00 Market Value* found on the Bonneville County website have been used in the Study for purposes of the analysis.⁶ For Tax Year 2022, those taxing districts and levy rates are as follows:⁷

<u>Taxing Districts</u>	<u>Levy Rates:</u>
Bonneville County ⁸	.002728941
Idaho Falls	.006036944
School District No. 91	NA
Flood Control	.000004475
Ambulance	.000228589
College of Eastern Idaho	.000095065
Lincoln Cemetery	.000004903
TOTAL⁹	.009098917

The Study has made certain assumptions for purposes of determining the economic feasibility of the project. First, for purposes of the Study, it is assumed the mill levy will decrease by 1% annually. Second, the Certificate of Occupancy for Phase I of the business park is anticipated to be the third quarter of 2024. The Certificate of Occupancy for Phase II is projected to be 2026. Therefore, the full value of the business park may not be reflected in the tax rolls until 2027, with revenue allocation proceeds flowing to the Agency in 2028. No attempt was made to determine any estimated tax prior to 2026 for Phase I or 2028 for Phase II, which is a conservative approach. Third, the value of new development is estimated to increase by 2% annually, including the value of projects presently under construction, which are projected to receive Certificates of Occupancy between 2023 and 2025. The increase in valuation for those parcels not anticipated to develop under this Plan is anticipated to be 1% annually. Fourth, new

⁵ Pursuant Idaho Code Sections 63-802 and 63-301A, 80% of the total eligible increment value is added to the new construction roll.

⁶ Due to the timing of the taxing districts' budget and levy setting process, certification of the 2023 levy rates will not occur until this Plan had been prepared. In order to provide a basis to analyze the impact on the taxing entities, the 2022 levy rates are used. Use of the 2022 levy rates provides a more accurate base than estimating the 2023 levy rates.

⁷ It is unclear how the personal property tax exemption set forth in Idaho Code § 63-602KK, and as amended by House Bill 389, effective January 1, 2022, may impact the levy rate.

⁸ Includes Bonneville County Road & Bridge levy.

⁹ Net of voter approved bonds and levies.

development projected values are based, in part, on figures provided by the developers. Lastly, the total projects eligible for reimbursement are anticipated to be approximately \$2,971,000, including estimated eligible costs to be reimbursed to the developer in the amount of \$885,350, and for other public improvement costs, and/or other basalt remediation costs in the amount of \$64,470. In addition to reimbursement to the developer for certain eligible project costs, the Study also contemplates that developer will be reimbursed for advance funding certain planning costs in the estimated amount of \$35,000, pursuant to a memorandum of understanding with the Agency. The projections also include the repayment of \$30,000 to the River Commons Project Area for a proposed interfund loan for administration costs. Based on the above conservative assumptions the Project is economically feasible and should be completed by 2043.

Pursuant to Idaho Code § 50-2908, the Agency is not entitled to revenue allocation proceeds from certain levy increases which are allowed by either specific statutory authorization or approved by an election of the qualified electors of the particular taxing district. Therefore, for any levy election, the Agency will not receive revenue allocation funds which would have been generated by imposing that levy on the assessed valuation within the Project Area. The Study has taken this statute into account. This is also the reason there is no impact to the School District No. 91.

506 Other Fund Sources

Other sources of funds may include City, and other public entity partners, and owner/developer participation. It is important to note this Plan does not financially bind or obligate the City, Agency and/or any other public entity to any project or property acquisition. The City and/or any other local government entity continues to be subject to statutory and constitutional budget and levy limitations. Agency and/or other public entity participation in any project shall be determined by the amount of revenue allocation funds generated and pursuant to the annual budgeting process.

507 Lease Revenue and Bonds

Under the Law (Idaho Code § 50-2012), the Agency is authorized to issue revenue bonds to finance certain public improvements identified in the Plan. Under that type of financing, the public entity would pay the Agency a lease payment annually which provides certain funds to the Agency to retire the bond debt. Another variation of this type of financing is sometimes referred to as conduit financing, which provides a mechanism where the Agency uses its bonding authority for the Project, with the end user making payments to the Agency to retire the bond debt. These sources of revenues are not related to revenue allocation funds and are not particularly noted in the Study, because of the “pass through” aspects of the financing. Under the Act, the economic feasibility study focuses on the revenue allocation aspects of the Agency’s financial model.

These financing models typically are for a longer period of time than the 20-year period set forth in the Act. However, these financing models do not involve revenue allocation funds, but rather funds from the end users which provide a funding source for the Agency to continue to

own and operate the facility beyond the term of the Plan as allowed by Idaho Code § 50-2905(8) as those resources involve funds not related to revenue allocation funds.

508 Membership Dues and Support of Community Economic Development

The Act is premised upon economic development being a valid public purpose. To the extent allowed by the Law and the Act, the Agency reserves the authority to use revenue allocation funds to contract with non-profit and charitable organizations established for the purpose of supporting economic development and job creation. Additionally, the Agency reserves the authority to expend revenue allocation funds to join, participate and support non-profit organizations established to support Agency best practices and administration. The line item of Administration within the Study shall be deemed to include expenditures for the purposes described in this section as may be deemed appropriate during the annual budgetary process.

600 ACTIONS BY THE CITY AND OTHER PUBLIC ENTITIES

The City shall aid and cooperate with the Agency in carrying out this Plan in support of the design, planning, and transportation goals set forth in the Comprehensive Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the recurrence or spread in the area of conditions causing deterioration. Actions by the City may include, but not be limited to, the following:

- a. Institution and completion of proceedings necessary for changes and improvements in private and publicly owned public utilities within or affecting the Project Area.
- b. Revision of zoning (if necessary) within the Project Area to permit the land uses and development authorized by this Plan.
- c. Imposition, wherever necessary, of appropriate controls within the limits of this Plan upon parcels in the Project Area to ensure their proper development and use.
- d. Provision for administrative enforcement of this Plan by the City after development. The City and the Agency may develop and provide for enforcement of a program for continued maintenance by owners of all real property, both public and private, within the Project Area throughout the duration of this Plan.
- e. Building Code enforcement.
- f. Performance of the above actions and of all other functions and services relating to public peace, health, safety, and physical development normally rendered in accordance with a schedule which will permit the development and/or redevelopment of the Project Area to be commenced and carried to completion without unnecessary delays.

- g. Institution and completion of proceedings necessary for the establishment of a local improvement district under Chapter 17, Title 50, Idaho Code, or a business improvement district.
- h. The undertaking and completing of any other proceedings necessary to carry out the Project.
- i. Administration of Community Development Block Grant funds that may be made available for this Project.
- j. Appropriate agreements with the Agency for administration, supporting services, funding sources, and the like.
- k. Joint funding of certain public improvements, including but not limited to those identified in this Plan and Attachment 5 to the Plan.
- l. Use of public entity labor, services, and materials for construction of the public improvements identified in this Plan and in Attachment 5 to this Plan.
- m. Assist with coordinating and implementing the public improvements in the Project Area identified in the Study.

The foregoing actions, if taken by the City, do not constitute any commitment for financial outlays by the City.

601 Maintenance of Public Improvements

The Agency has not identified any commitment or obligation for long-term maintenance of the public improvements identified. The Agency will need to address this issue with the appropriate entity, public or private, who has benefited from or is involved in the ongoing preservation of the public improvement. The Agency expects to dedicate public improvements to the City.

700 ENFORCEMENT

The administration and enforcement of this Plan, including the preparation and execution of any documents implementing this Plan, shall be performed by the Agency and/or the City.

800 DURATION OF THIS PLAN, TERMINATION, AND ASSET REVIEW

Except for the nondiscrimination and nonsegregation provisions which shall run in perpetuity, the provisions of this Plan shall be effective, and the provisions of other documents formulated pursuant to this Plan, shall be effective for twenty (20) years from the effective date of the Plan subject to modifications and/or extensions set forth in Idaho Code § 50-2904. The revenue allocation authority will expire on December 31, 2043, except for any revenue allocation

proceeds received in calendar year 2044, as contemplated by Idaho Code § 50-2905(7). The Agency may use proceeds in 2044 to complete the projects set forth herein. As stated in the Plan, any owner participation agreement or disposition and development agreement obligations will cease as of December 31, 2043.

Idaho Code § 50-2903(5) provides the Agency shall adopt a resolution of intent to terminate the revenue allocation area by September 1, in the year of termination. In order to provide sufficient notice of termination to the affected taxing districts to allow them to benefit from the increased budget capacity, the Agency will use its best efforts to provide notice of its intent to terminate this Plan and its revenue allocation authority by May 1, 2044, or if the Agency determines an earlier termination date, then by May 1 of the early termination year:

- a. When the Revenue Allocation Area plan budget estimates that all financial obligations have been provided for, the principal of and interest on such moneys, indebtedness, and bonds have been paid in full or when deposits in the special fund or funds created under this chapter are sufficient to pay such principal and interest as they come due, and to fund reserves, if any, or any other obligations of the Agency funded through revenue allocation proceeds shall be satisfied and the Agency has determined no additional project costs need be funded through revenue allocation financing, the allocation of revenues under Idaho Code § 50-2908 shall thereupon cease; any moneys in such fund or funds in excess of the amount necessary to pay such principal and interest shall be distributed to the affected taxing districts in which the Revenue Allocation Area is located in the same manner and proportion as the most recent distribution to the affected taxing districts of the taxes on the taxable property located within the Revenue Allocation Area; and the powers granted to the urban renewal agency under Idaho Code § 50-2909 shall thereupon terminate.
- b. In determining the termination date, the Plan shall recognize that the Agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the Plan.
- c. For the fiscal year that immediately predates 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 January 1 of the termination year pursuant to the terms of Idaho Code § 50-2909(4). 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 May 1, but in any event, no later than September 1, the Agency shall adopt a resolution advising and notifying the local governing body, the county auditor, and the State Tax Commission, 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 Idaho Code § 50-2909 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 Idaho Code § 63-215.

Upon termination of the revenue allocation authority of the Plan to the extent the Agency owns or possesses any assets, subject to the following paragraph, the Agency intends to dispose of any remaining assets by granting or conveying or dedicating such assets to the City, unless based on the nature of the asset, disposition to another public entity is more appropriate.

As allowed by Idaho Code § 50-2905(8), the Agency may retain assets or revenues generated from such assets as long as the Agency shall have resources other than revenue allocation funds to operate and manage such assets. Similarly, facilities which provide a lease income stream to the Agency for full retirement of the facility debt will allow the Agency to meet debt services obligations and provide for the continued operation and management of the facility. For those assets which do not provide such resources or revenues, the Agency will likely convey such assets to the City depending on the nature of the asset.

900 PROCEDURE FOR AMENDMENT OR MODIFICATION

To the extent there are any outstanding loans or obligations, this Plan should not be modified pursuant to the provisions set forth in Idaho Code § 50-2903A. Modification of this Plan results in a reset of the base value for the year immediately following the year in which the modification occurred to include the current year's equalized assessed value of the taxable property in the revenue allocation area, effectively eliminating the Agency's revenue stream as more fully set forth in Idaho Code § 50-2903A subject to certain limited exceptions contained therein. As more specifically identified above, the Agency's projections are based on estimated values, estimated levy rates, estimated future development, and estimated costs of future construction/improvements. Annual adjustments, as more specifically set forth in the Agency's annual budget, will be required to account for more/less estimated revenue and prioritization of projects. Any adjustments for these stated purposes are technical and ministerial and are not deemed a modification under Idaho Code § 50-2903A(1)(a)(i). Further, a modification shall not be deemed to occur when "[t]here is a plan amendment to support growth of an existing commercial or industrial project in an existing revenue allocation area, subject to the provisions of section 50-2905A, Idaho Code." Idaho Code § 50-2903A(1)(a)(iv). The Project includes the development and/or redevelopment of a commercial project.

1000 SEVERABILITY

If any one or more of the provisions contained in this Plan to be performed on the part of the Agency shall be declared by any court of competent jurisdiction to be contrary to law, then such provision or provisions shall be null and void and shall be deemed separable from the remaining provisions in this Plan and shall in no way affect the validity of the other provisions of this Plan.

1100 ANNUAL REPORT AND OTHER REPORTING REQUIREMENTS

Under the Law, Idaho Code § 50-2006(5)(c), the Agency is required to file with the City and the State Controller's Office, on or before March 31 of each year, a report of the Agency's activities for the preceding calendar year, which report shall include certain financial information required under Idaho Code § 67-1076. This annual report shall be considered at a public meeting to report these findings and take comments from the public.

Additionally, the Agency must comply with certain other reporting requirements as set forth in Idaho Code §§ 67-1076, the local government registry portal, the tax commission plan repository, *see* Idaho Code § 50-2913, the tax commission's plan modification annual attestation, *see* Idaho Code § 50-2903A. Failure to report the information requested under any of these statutes results in significant penalties, including loss of increment revenue, and the imposition of other compliance measures by the Bonneville County Board of County Commissioners.

1200 APPENDICES, ATTACHMENTS, EXHIBITS, TABLES

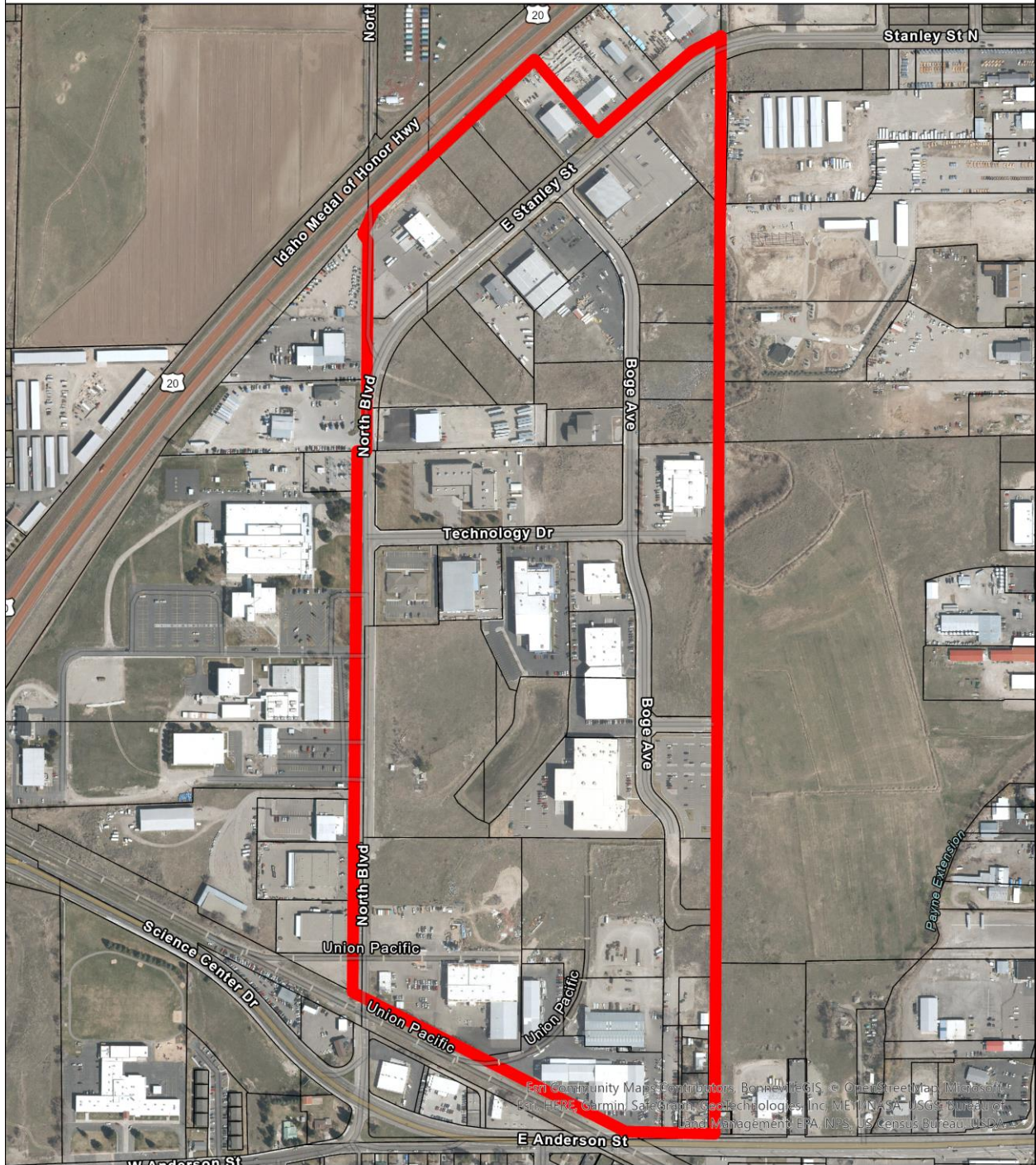
All attachments and tables referenced in this Plan are attached and incorporated herein by their reference. All other documents referenced in this Plan but not attached are incorporated by their reference as if set forth fully.

Attachment 1

Boundary Map of Stanley Boge Urban Renewal Project Area and Revenue Allocation Area

Aerial

Stanley Boge Area



URBAN RENEWAL AREA



CITY OF IDAHO FALLS

ENGINEERING DIVISION

STANLEY - BOGE
URBAN RENEWAL AREA

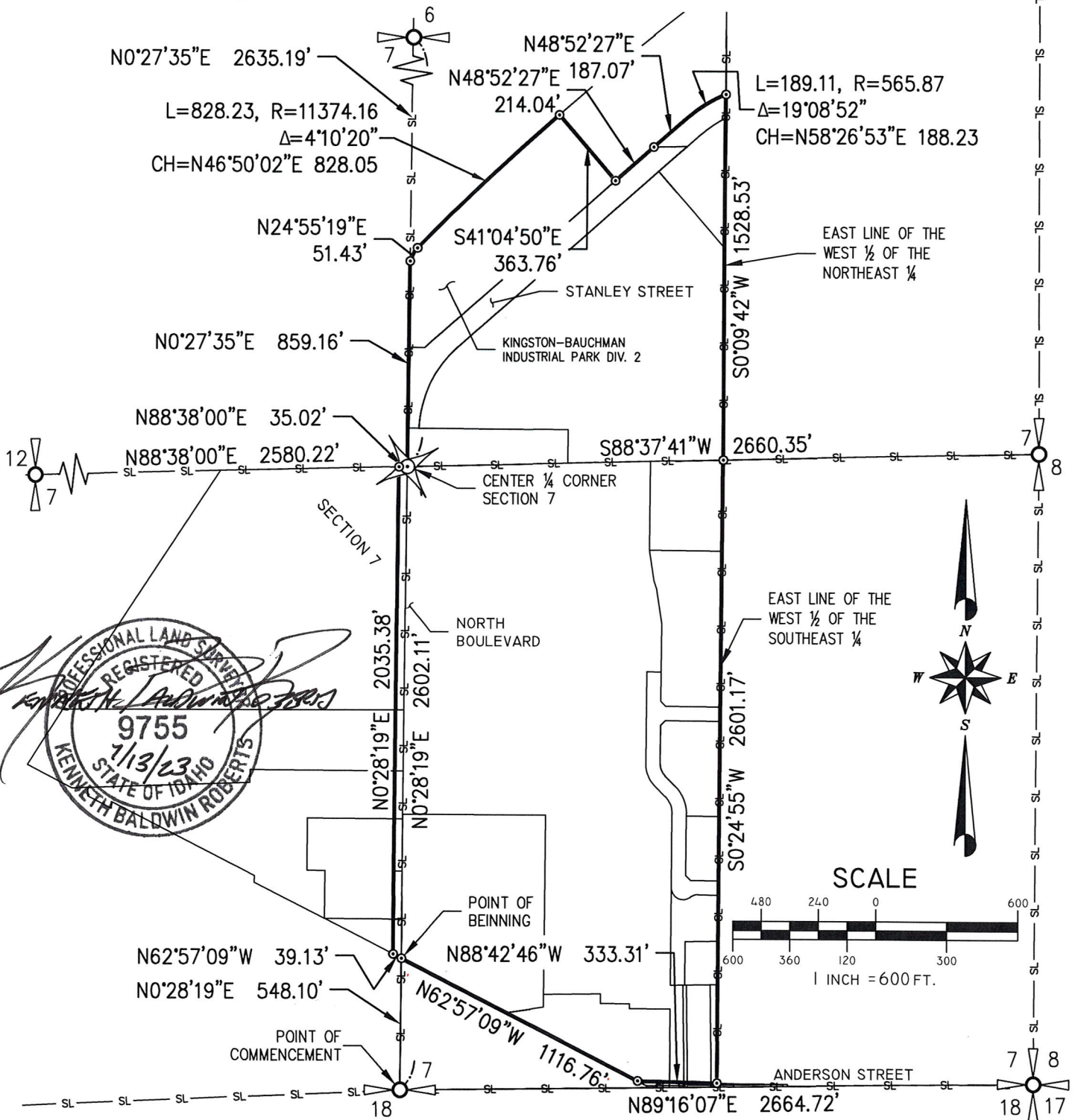
A PORTION OF SECTION 7, T2N, R38E, BM

SCALE: 1" = 600'

SHEET NO.

OF

URBAN RENEWAL AREA



CITY OF IDAHO FALLS

ENGINEERING DIVISION

STANLEY - BOGE

URBAN RENEWAL AREA

A PORTION OF SECTION 7, T2N, R38E, BM

SCALE: 1" = 600'

SHEET NO.

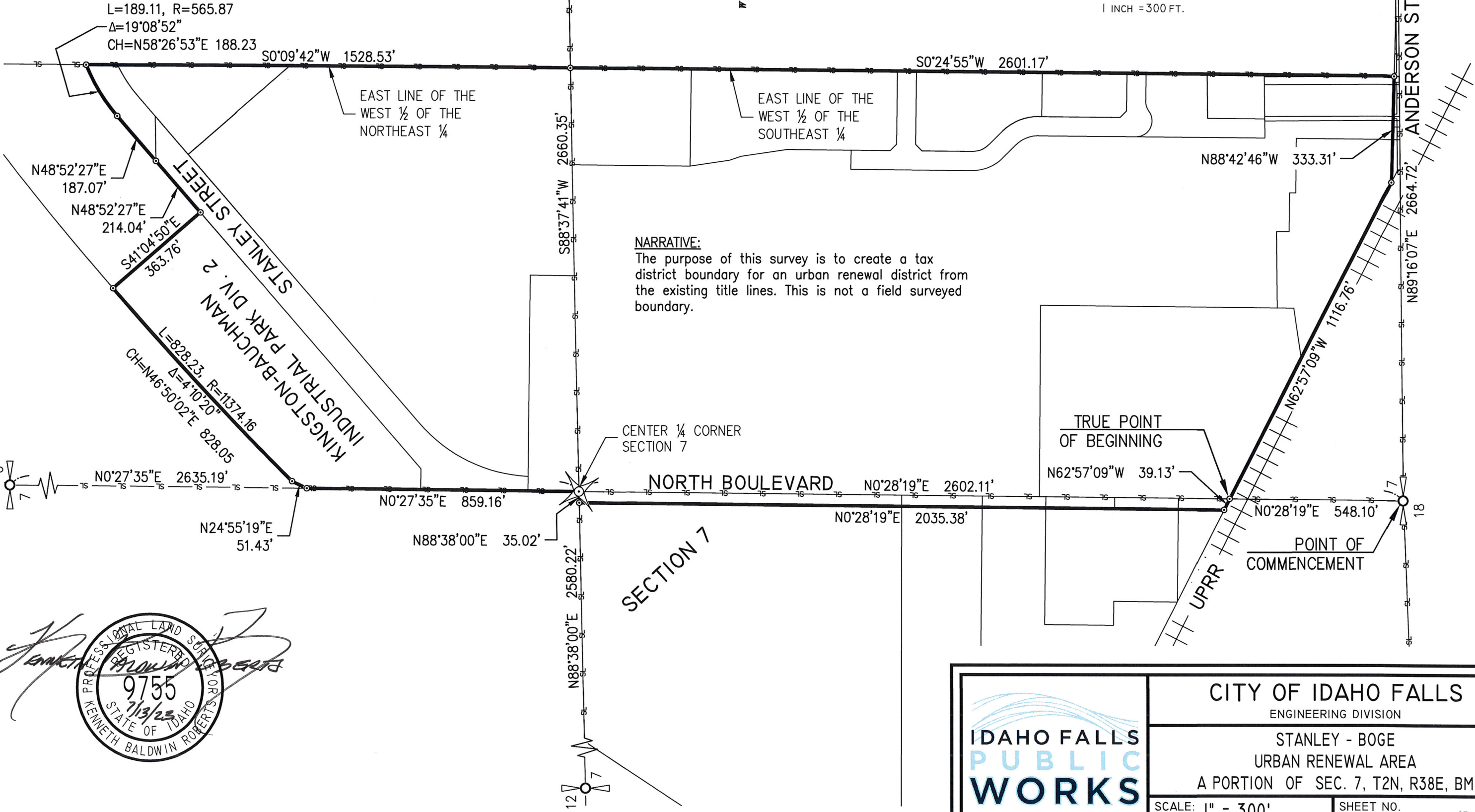
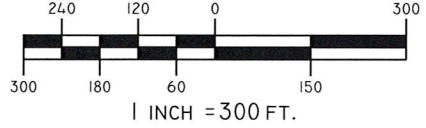
OF

URBAN RENEWAL AREA

EAST 1/2 OF THE
NORTHEAST 1/4

EAST 1/2 OF THE
SOUTHEAST 1/4

SCALE



NARRATIVE:

The purpose of this survey is to create a tax district boundary for an urban renewal district from the existing title lines. This is not a field surveyed boundary.

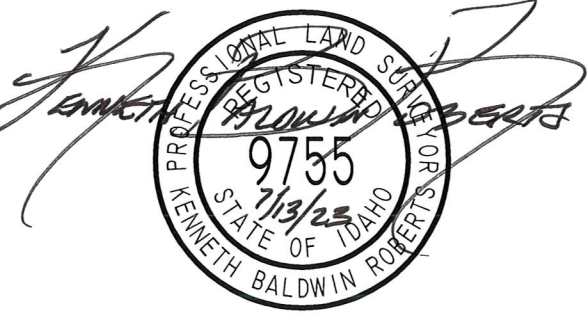
CENTER 1/4 CORNER
SECTION 7

NORTH BOULEVARD

SECTION 7

TRUE POINT
OF BEGINNING

POINT OF
COMMENCEMENT



	CITY OF IDAHO FALLS	
	ENGINEERING DIVISION	
	STANLEY - BOGE URBAN RENEWAL AREA A PORTION OF SEC. 7, T2N, R38E, BM	
SCALE: 1" = 300'		SHEET NO. OF

Attachment 2

Legal Description of Stanley Boge Urban Renewal Project Area and Revenue Allocation Area

EXHIBIT "A"

A parcel of land lying in a portion of Section 7, Township 2 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho, described as follows:

COMMENCING at the South $\frac{1}{4}$ corner of said Section 7, and running THENCE N $00^{\circ}28'19''$ E 548.10 feet along the North-South Center Section line to a point on the northeasterly right-of-way line of the Union Pacific Railroad, said point being the **TRUE POINT OF BEGINNING**, and running THENCE N $62^{\circ}57'09''$ W 39.13 feet along said northeasterly right-of-way line to a point on the westerly right-of-way line of North Boulevard, being 35.00 feet distant and parallel to said North-South Center Section line; THENCE N $00^{\circ}28'19''$ E 2035.38 feet along said westerly right-of-way line to a point on the East-West Center Section line of said Section 7; THENCE N $88^{\circ}38'00''$ E 35.02 feet to the Center $\frac{1}{4}$ corner of said Section 7; THENCE N $00^{\circ}27'35''$ E 859.16 feet along the North-South Center Section line of said Section 7 to the northwesterly corner of Kingston-Bauchman Industrial Park Division No. 2, recorded in the Office of the Recorder for Bonneville County as instrument number 1321879; THENCE N $24^{\circ}55'19''$ E 51.43 feet along the northwesterly boundary line of said Kingston-Bauchman Industrial Park to a point on the southeasterly right-of-way line of US Highway 20, being a point of a non-tangent curve to the right; THENCE Northeasterly along said Kingston-Bauchman Industrial Park boundary line and said right-of-way curve having a radius of 11374.16 feet, the chord of which bears N $46^{\circ}50'02''$ E 828.05 feet, having a central angle of $04^{\circ}10'20''$, for an arc a distance of 828.23 feet to the most northerly corner of said Kingston-Bauchman Industrial Park; THENCE along a line non-tangent to aforesaid curve and the northeasterly boundary line of said Kingston-Bauchman Industrial Park, S $41^{\circ}04'50''$ E, 363.76 feet to a point on the northwesterly right-of-way line of Stanley Street as defined in Warranty Deed instrument number 593451 in the Office of the Recorder for Bonneville County; THENCE N $48^{\circ}52'27''$ E 214.04 feet along said northwesterly right-of-way line to the most northerly corner of said Warranty Deed, being coincident with the southwesterly corner of Warranty Deed instrument number 596073 in the Office of the Recorder for Bonneville County; THENCE continuing along said line, N $48^{\circ}52'27''$ E 187.07 feet as defined by said Warranty Deed instrument number 596073 to a point of curve to the right; THENCE Northeasterly along said curve having a radius of 565.87 feet, the chord of which bears N $58^{\circ}26'53''$ E 188.23 feet, having a central angle of $19^{\circ}08'52''$, for an arc a distance of 189.11 feet to the point of intersection with said Warranty Deed instrument number 596073 and the east line of the West $\frac{1}{2}$ of the Northeast $\frac{1}{4}$ of said Section 7; THENCE along said east line and a line non-tangent to aforesaid curve, S $00^{\circ}09'42''$ W, 1528.53 feet to the Northeast corner of the West $\frac{1}{2}$ of the Southeast $\frac{1}{4}$



Exhibit "A" Pages: 1 of 2

Total Pages: of

of said Section 7; THENCE S 00°24'55" W 2601.17 feet along the east line of said West ½ of the Southeast ¼ to a point on the existing northerly right-of-way line of Anderson Street; THENCE N 88°42'46" W 333.31 feet along said northerly right-of-way line to a point on said Northeasterly right-of-way line of the Union Pacific Railroad; THENCE N 62°57'09" W 1116.76 feet along said northeasterly right-of-way line to the **TRUE POINT OF BEGINNING**, and containing 4,933,757 square feet, 113.2635 acres, more or less.

The basis of bearings for this description relates directly to the "City of Idaho Falls Coordinate System of 2004". Which is derived from the Idaho State Plane Coordinate System (East Zone 1101) US survey feet and using a combined scale factor of 1.000277265 for a grid to ground conversion, (reference frame NAD_83(2011), epoch 2010.0000). The system orientation is based on grid north along the East Zone central meridian. No convergence angle has been applied.

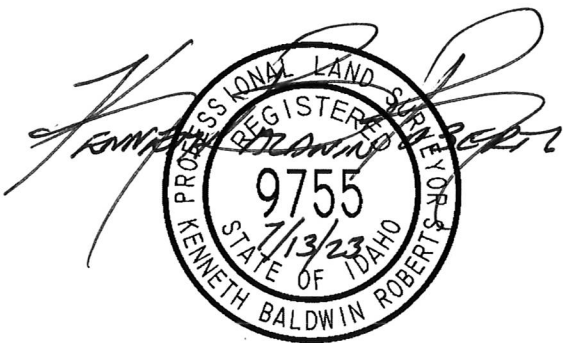


Exhibit "A" Pages: 2 of 2

Total Pages: 2 of 2

Attachment 3

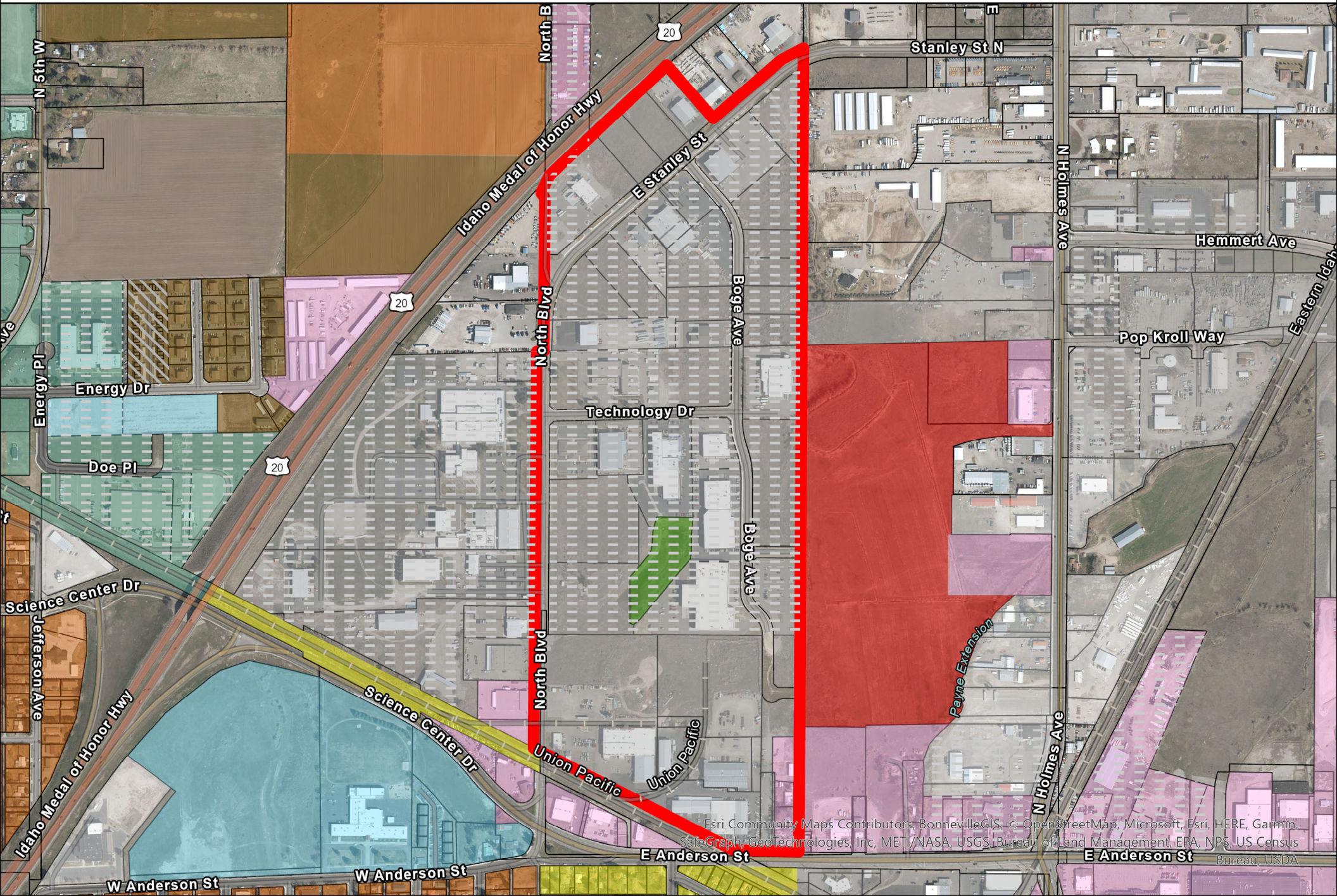
Private Properties Which May Be Acquired by the Agency

1. The Agency has not identified any particular parcel for the construction of public improvements or for private redevelopment. Properties which may be subject to acquisition include parcels to:
 - a) assemble with adjacent parcels to facilitate development and/or redevelopment;
 - b) assemble with adjacent rights-of-way to improve configuration and enlarge parcels for development and/or redevelopment;
 - c) reconfigure sites for development and possible extension of streets or pathways;
 - d) assemble for future transfer to qualified developers to facilitate the development of commercial, manufacturing, or industrial facilities; or
 - e) assemble for the construction of certain public improvements, including but not limited to streets, streetscapes, water and sewer improvements, natural gas facility improvements, electrical facility improvements, fiber optic improvements, pedestrian/bike paths and trails, and other public facilities.
2. The Agency reserves the right to acquire any additional right-of-way or access routes near or around existing or planned rights-of-way.
3. The Agency reserves the right to acquire property needed to provide adequately sized sites for high priority projects for the development of public improvements (the exact location of which has not been determined).
4. Other parcels may be acquired for the purpose of facilitating catalyst or demonstration projects, constructing public parking, constructing new streets or pathways, enhancing public spaces, or to implement other elements of the urban renewal plan strategy and/or any master plan for the Project Area.

Attachment 4

Map Depicting Expected Land Uses and Current Zoning Within Revenue Allocation Area and
Project Area

RE	R2	R3	CC	R&D	P
RP	TN	R3A	LC	LM	
R1	RMH	PB	HC	I&M	



Transect

01 Natural and Open Space

03 Industrial

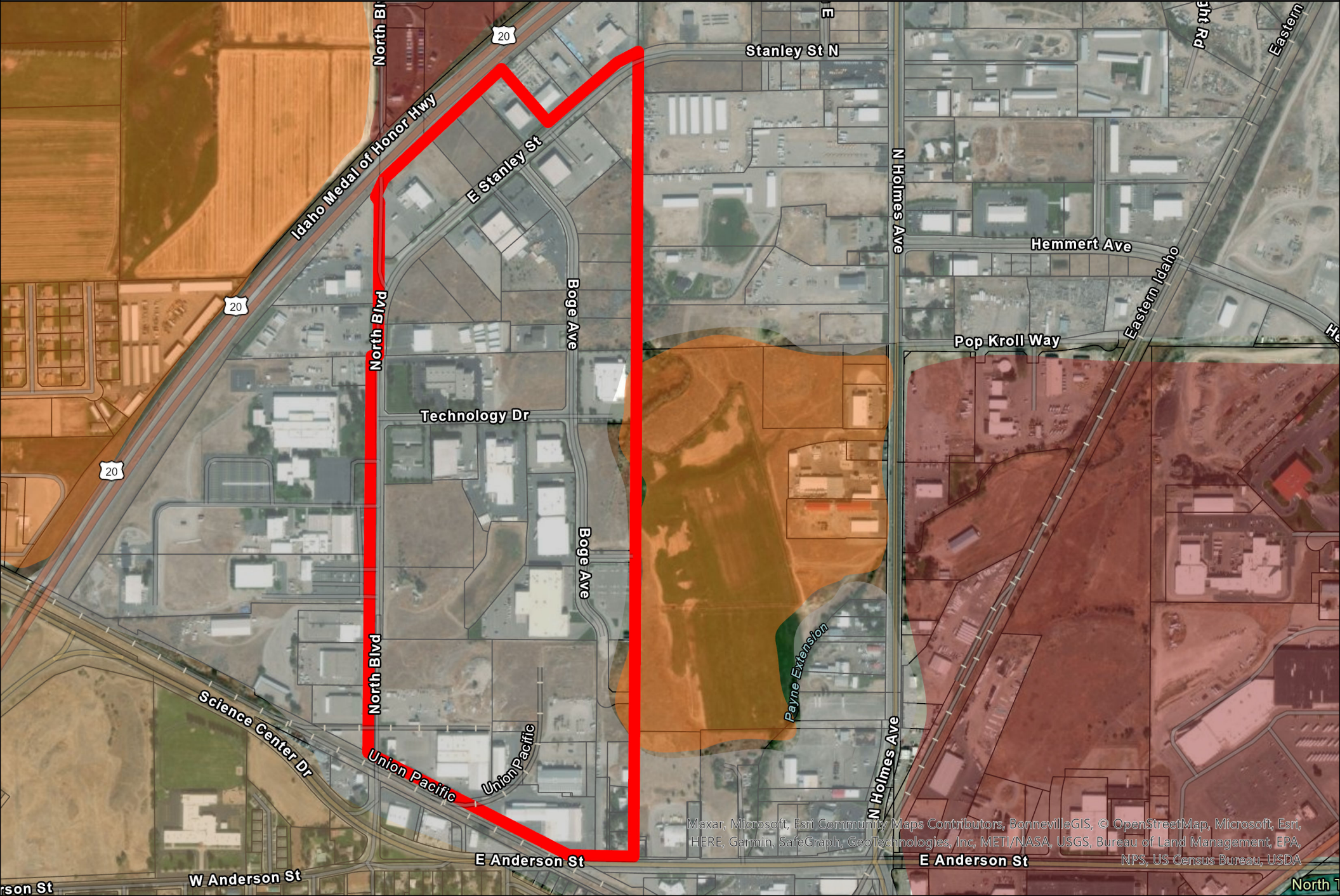
04 Suburban

05 General Urban

06 Mixed Use Centers and Corridors

07 Urban Core

08 Special Use



Attachment 5

Economic Feasibility Study

4886-9409-3161, v. 4

ATTACHMENT 5
STANLEY BOGE ECONOMIC FEASIBILITY STUDY
July, 2023

Purpose of Study

The purpose of this economic feasibility study is to determine if the private development envisioned in the potential Stanley Boge revenue allocation area (the “Stanley Boge Project Area” or “RAA”) will be sufficient to finance the public improvements requested by the Developer (defined below) and funded by the Idaho Falls Redevelopment Agency (“IFRA” or “Agency”). This study relies on estimates provided by the Developer for site remediation costs and the value and timing of private investments, including assessed valuation. This information was supplemented by discussions with the staff of the City of Idaho Falls and Bonneville County as well as design professionals responsible for current construction projects in the Stanley Boge Project Area.

Description of Project

Treespring Partners, or its successor or assignee (the “Developer”), is planning to construct a business park on Boge Avenue south of Stanley Street. The first phase will consist of two 19,110 square foot high bay industrial/retail buildings which can be divided into 2,730 square foot suites to serve as incubator space for local businesses. The second phase will be one 19,110 square foot high bay industrial/retail building and one 32,000 square foot concrete tilt-up industrial building. These four structures will total 89,330 square feet and be located on 6.42 acres of land, legally described as Lots 1-5, Block 1, Premier Business Park, Division No. 1.

The Developer estimates the assessed valuation of the first phase will be \$4,764,931. The second phase has an estimated valuation of \$6,477,338. The total project valuation is estimated to be \$11,242,269. Construction of Phase I is scheduled to start in the second quarter of 2024 if the Stanley Boge Project Area is approved in October, 2023. The Certificate of Occupancy for Phase I is projected to be issued in the third quarter of 2024.

To be able to financially complete this project, the Developer has requested the assistance of IFRA to fund, through reimbursement, potentially eligible costs for rock excavation, earthwork, and blasting. The anticipated cost for rock excavation, earthwork, and blasting for both phases is \$885,350. Such costs for Phase I are \$562,860. The eligible costs, including rock removal, will be initially funded by the Developer and, through the parameters contained in a to be negotiated owner participation agreement (OPA), reimbursed by the Agency from increment tax revenues generated by the business park. If the business park is not completed or generates less tax increment revenue than anticipated, the reimbursement, if any, will also be curtailed.

Summary of Findings

Depending on the increase in assessed values over the twenty years of the revenue allocation area, the timing of development and the annual levy rate, the project is projected to generate approximately \$4,180,000 in tax increment revenues between 2023 and 2043¹ if January 1, 2023, is the effective date for the Stanley Boge Project Area. In addition, it is anticipated the Stanley Boge Project Area will be loaned a maximum of \$30,000, pursuant to an inter-district loan from unpledged, surplus funds in the River

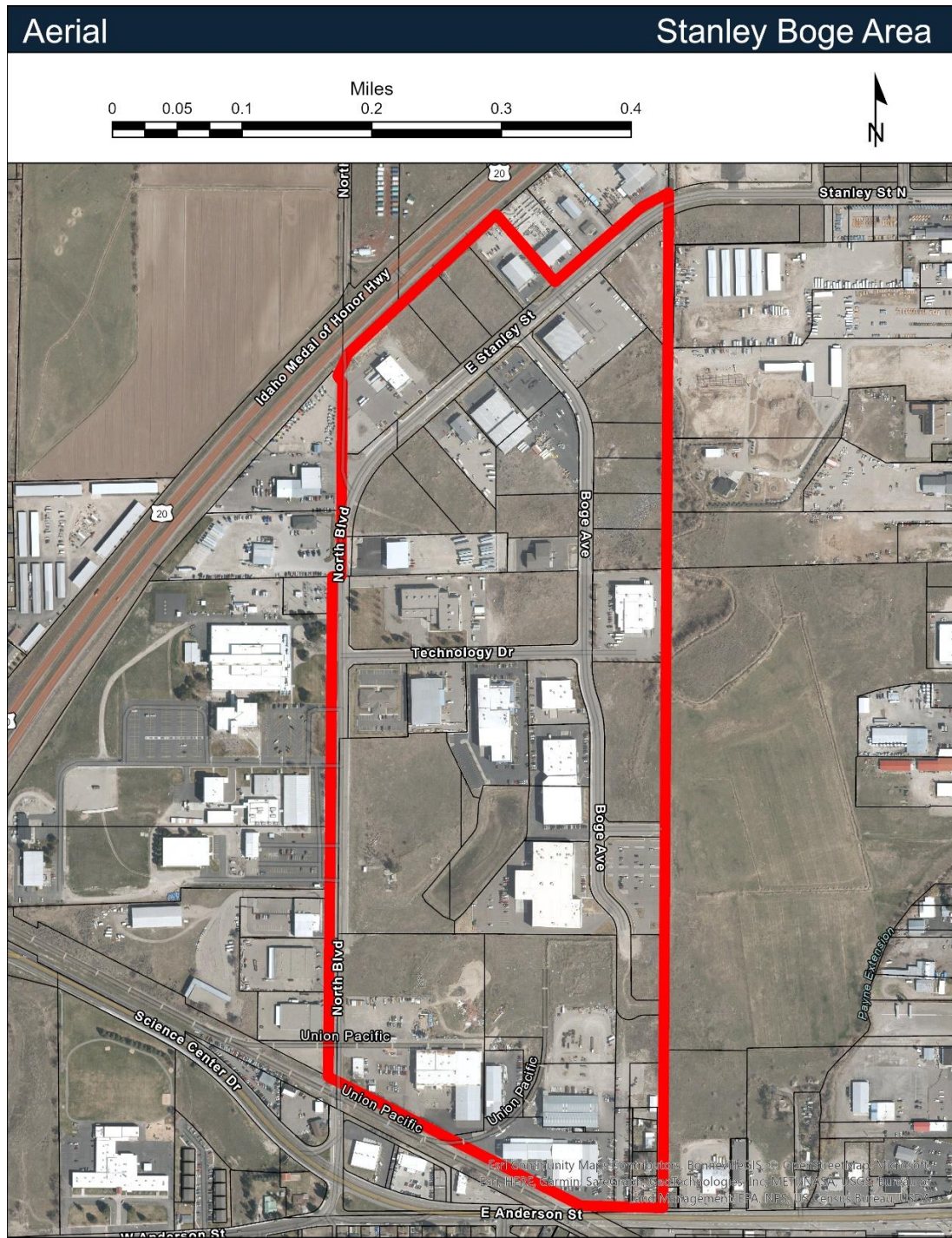
¹ The termination date in the Plan is December 31, 2043, recognizing that IFRA will receive revenues in the year following the termination date.

Commons Project Area, for administration costs in the formative years. The urban renewal planning costs of preparing the necessary documents have been initially funded by the Developer and will be reimbursed by the project revenues.

The total public improvement projects costs are anticipated to be approximately \$2,971,000, including the estimated eligible costs to be reimbursed to the Developer (\$885,350) and those public improvement projects in the later portion of the RAA's life and administered by a public agency (\$2,085,000), as further described below. In addition to reimbursements for \$885,350 for costs requested by the Developer, the OPA will provide for reimbursement to the Developer for the monies committed to IFRA in a Memorandum of Understanding (MOU) to finance the work to create an urban renewal plan and revenue allocation area. This MOU reimbursement increases the reimbursement to the Developer by approximately \$35,000 for a total reimbursement of approximately \$920,350. The projections also include the repayment of \$30,000 to the River Commons Project Area for a proposed inter-district loan for administration costs. In addition to reimbursements requested by Developer, it is estimated there is need for approximately \$2,085,000 for public improvements.

Approach of Study

The Stanley Boge Project Area will consist of the area bounded by red on the aerial below. It is bordered by North Boulevard on the west, U. S. 20 and Stanley Street on the north, and Union Pacific Railroad and Anderson Street on the south. The eastern boundary is comprised of the eastern property line of the parcels lying immediately east of Boge Avenue and its extension south to Anderson Street.



Summary of Projects

The table below lists the projects, projected time periods, and estimated costs. The costs are in 2022-23 dollars and may, therefore, increase over time.

Projects Within Stanley Boge Project Area

Project Description	Estimated Cost	Estimated Timing
Rock excavation, earthwork, blasting	\$950,000	2023-24
Roadway and utility improvements, North Boulevard	\$1,436,000	2036-38
Roadway improvements, Boge Avenue extended/interior road north of Anderson Street	\$534,000	2039-40
Stanley Street water main extension in URA	\$51,000	2028
Total	\$2,971,000	

Presently the project requests of the Developer are slightly below \$900,000 for rock excavation, earthwork, and blasting on 6.42 acres east of and adjacent to Boge Avenue. Specific project funding requests will be reviewed by the IFRA Board prior to the development of the OPA and will be further described and identified in that process. It is anticipated the costs for eligible improvements completed by the Developer will be reimbursed under the OPA as will advances paid by the Developer under the MOU.

Prior to approval and timing of any public projects such as North Boulevard roadway improvements, new cost estimates will be prepared by engineering professionals, and the public project will be evaluated in light of increment revenues. The estimates above for roadway and utility improvements are rough estimates for planning purposes based on the *Idaho Falls Public Improvement Cost Estimate* sheet provided by the Idaho Falls Department of Public Works. The estimate of \$950,000 for rock excavation is greater than submitted by the Developer: \$64,470 was added to reflect the potential need for assistance by other developers in the URA. Since repayment for assistance for rock excavation to other developers is unknown at this time, it is not reflected in the tables below.

Levy Rates

The levy rates for the Stanley Boge Project Area are based on the publication entitled *2022 Bonneville County Levies Based on Each \$1.00 Market Value*, which is found on the Bonneville County website. The 2022² levy rates are:

Taxing Districts	Levy Rate
Bonneville County	0.002728941
Idaho Falls	0.006036944
School District No. 91	NA
Flood Control	0.000004475
Lincoln Cemetery	0.000004903
Ambulance	0.000228589
College of Eastern Idaho	0.000095065
Total	0.009098917

² The 2022 levy rates are used in the economic feasibility projections as the 2023 levy rates will not be available until the fall. Based on recent legislative changes, there is not a reasonably accepted method to project the 2023 levy rates at this time.

SOURCE: 2022 Bonneville County Levies Based on Each \$1.00 Market Value (Detail of Levies of the Taxing Districts), September 17, 2022. Bonneville County Parcel Viewer.

In the projections below, the levy rate is reduced annually by one percent. Such an approach is taken to be conservative in the projections.

Estimated Tax Increment Revenues with an Increase of 2% in Valuation

Below is the estimated tax increment revenue to be generated by the business park consisting of two phases, the first phase of two 19,110 square foot industrial/retail buildings. The second phase will be one 19,110 square foot industrial/retail building and one 32,000 square foot concrete tilt-up industrial building. It is anticipated the assessed value of the business park will increase by 2% annually. Four projects are presently under construction in the proposed Stanley Boge Project Area. According to the architectural firms involved in the projects or Idaho Falls building department inspection records, it is anticipated the projects will be completed in 2023 or 2024 and Certificates of Occupancy will be issued in 2023 or 2024. The initial assessed value of these four projects is based on the records of the building department. It is anticipated the assessed valuation will increase by 2% annually. There is also an inflationary increase (1% annually) in value estimated for the properties not anticipated to be substantially improved in the RAA. The table below only estimates the tax increment to be received, not other possible revenues, such as loans, brownfield grants, or other governmental programs.

Year	Total Assessed Valuation Existing Parcels	Estimated Valuation of Boge Business Park	Estimated Valuation of Other New Projects	Estimated Assessed Valuation Project Area	Estimated Valuation Minus Base Value	Applicable Levy Rate (Decreasing by 1% Annually)	Estimated Increment Boge Business Park	Estimated Tax Increment Revenue Project Area
2023	\$41,494,648			\$41,494,648	\$0	0.0090981700		
2024	\$41,909,594			\$41,909,594	\$414,946	0.0090071883		\$3,738
2025	\$42,328,690		\$1,200,000	\$43,528,690	\$2,034,042	0.0089171164		\$18,138
2026	\$42,751,977	\$4,764,931	\$3,924,000	\$51,440,908	\$9,946,260	0.0088279453	\$42,065	\$87,805
2027	\$43,179,497	\$4,860,230	\$10,002,480	\$58,042,207	\$16,547,559	0.0087396658	\$42,477	\$144,620
2028	\$43,611,292	\$11,434,772	\$10,202,530	\$65,248,594	\$23,753,946	0.0086522691	\$98,937	\$205,526
2029	\$44,047,405	\$11,663,468	\$10,406,580	\$66,117,453	\$24,622,805	0.0085657465	\$99,906	\$210,913
2030	\$44,487,879	\$11,896,737	\$10,614,712	\$66,999,328	\$25,504,680	0.0084800890	\$100,885	\$216,282
2031	\$44,932,758	\$12,134,672	\$10,827,006	\$67,894,436	\$26,399,788	0.0083952881	\$101,874	\$221,634
2032	\$45,382,085	\$12,377,365	\$11,043,546	\$68,802,997	\$27,308,349	0.0083113352	\$102,872	\$226,969
2033	\$45,835,906	\$12,624,912	\$11,264,417	\$69,725,236	\$28,230,588	0.0082282219	\$103,881	\$232,288
2034	\$46,294,265	\$12,877,411	\$11,489,705	\$70,661,381	\$29,166,733	0.0081459396	\$104,899	\$237,590
2035	\$46,757,208	\$13,134,959	\$11,719,500	\$71,611,666	\$30,117,018	0.0080644802	\$105,927	\$242,878
2036	\$47,224,780	\$13,397,658	\$11,953,890	\$72,576,328	\$31,081,680	0.0079838354	\$106,965	\$248,151
2037	\$47,697,028	\$13,665,611	\$12,192,967	\$73,555,606	\$32,060,958	0.0079039971	\$108,013	\$253,410
2038	\$48,173,998	\$13,938,924	\$12,436,827	\$74,549,748	\$33,055,100	0.0078249571	\$109,071	\$258,655
2039	\$48,655,738	\$14,217,702	\$12,685,563	\$75,559,003	\$34,064,355	0.0077467075	\$110,140	\$263,887
2040	\$49,142,296	\$14,502,056	\$12,939,274	\$76,583,626	\$35,088,978	0.0076692405	\$111,220	\$269,106
2041	\$49,633,718	\$14,792,097	\$13,198,060	\$77,623,876	\$36,129,228	0.0075925481	\$112,310	\$274,313
2042	\$50,130,056	\$15,087,939	\$13,462,021	\$78,680,016	\$37,185,368	0.0075166226	\$113,410	\$279,508
2043	\$50,631,356	\$15,389,698	\$13,731,262	\$79,752,316	\$38,257,668	0.0074414564	\$114,522	\$284,693
							\$1,789,373	\$4,180,101

SOURCE: Bonneville County Parcel Viewer for total assessed value of Stanley Boge area, May, 2023. Architectural firms and Idaho Falls Building Department permit records for projects at 195 Stanley Street (\$1.2M), 2655 Boge Avenue (\$2.7M), 2112 North Boulevard (\$3M), and 2224 North Boulevard (\$3M). Treespring Partners provided construction timeline and estimated values of the business park.

The following assumptions were made to generate estimated tax increment revenues:

1. The Certificate of Occupancy (CO) for phase I of the business park is anticipated to be the third quarter of 2024. The CO for phase II is projected to be 2026. Therefore, the full value of the business park may not be reflected in the tax rolls until 2027, with revenue allocation proceeds flowing to the Agency in 2028. No attempt was made to determine any estimated tax prior to 2026 for phase I or 2028 for phase 2.
2. For the projects presently under construction, it was assumed the project at 195 Stanley Street receives a CO in 2023, and first increment is received in 2025. The project on Boge will receive its CO in 2024, and revenue allocation proceeds will be received in 2026. Due to status of building permits, it was assumed two COs will be issued in 2025 on North Boulevard, and revenues will be received by the Agency in 2027, although the architectural firm listed on these two projects believes the COs will be issued as early as 2023.
3. The mill levy will decrease by 1% annually.
4. The value of the new development will increase by 2% annually.
5. The increase in valuation for the existing parcels, those parcels not developed by Treespring Partners or presently under development, will be 1% annually.
6. The total assessed valuation of the two phases of the business park reflects the estimate of the Developer which is \$11,242,269.

The table above only considers revenues generated by tax increment. There are other potential sources of funding. Such sources could be funds generated by one or more of the following programs:

1. Local improvement district,
2. Business improvement district,
3. Development impact fees,
4. Franchise fees,
5. Grants from non-profits,
6. Grants from federal, state, local, or regional governmental entities,
7. Bonds, notes, and/or loans for public infrastructure,
8. Improvements and payments made or advances funded by developers.

The revenues, projected costs of projects, and timing are based on IFRA's present knowledge, Bonneville County's parcel viewer, information from the Developer, and records and publications of the City of Idaho Falls as well as discussions with the architectural firms of present projects.

Anticipated Revenues and Expenses with 2% Increase

The following table illustrates anticipated revenues and the uses of the funds in the proposed RAA:

Year	Estimated Revenues	Revenues From Business Park	Debt Service (OPA) 75%	Administration (10% of revenues after 2027)	Repayment \$30K Loan from RAA	Fund Carryover or Public Projects
2023	\$35,000			\$30,000		\$5,000
2024	\$33,738			\$15,000		\$23,738
2025	\$18,138			\$15,000	\$10,000	\$16,876
2026	\$87,805	\$42,065	\$31,548	\$15,000	\$10,000	\$48,133
2027	\$144,620	\$42,477	\$31,858	\$15,000	\$10,000	\$135,895
2028	\$205,526	\$98,937	\$74,203	\$20,553		\$246,666
2029	\$210,913	\$99,906	\$74,930	\$21,091		\$361,557
2030	\$216,282	\$100,885	\$75,664	\$21,628		\$480,547
2031	\$221,634	\$101,874	\$76,406	\$22,163		\$603,612
2032	\$226,969	\$102,872	\$77,154	\$22,697		\$730,730
2033	\$232,288	\$103,881	\$77,910	\$23,229		\$861,878
2034	\$237,590	\$104,899	\$78,674	\$23,759		\$997,035
2035	\$242,878	\$105,927	\$79,445	\$24,288		\$1,136,181
2036	\$248,151	\$106,965	\$80,224	\$24,815		\$1,279,293
2037	\$253,410	\$108,013	\$81,010	\$25,341		\$1,426,352
2038	\$258,655	\$109,071	\$81,804	\$25,865		\$1,577,338
2039	\$263,887	\$110,140	\$0	\$26,389		\$1,814,836
2040	\$269,106	\$111,220	\$0	\$26,911		\$2,057,031
2041	\$274,313	\$112,310	\$0	\$27,431		\$2,303,913
2042	\$279,508	\$113,410	\$0	\$27,951		\$2,555,470
2043	\$284,693	\$114,522	\$0	\$28,469		\$2,811,694
	\$4,245,102		\$920,828	\$482,580	\$30,000	

The following assumptions were made to generate this table:

1. The Developer advanced \$35,000 under the MOU to finance the eligibility study and the urban renewal plan.
2. The inter-district loan from the River Commons Project Area will be in the estimated amount of \$30,000 to the Stanley Boge Project Area to cover administrative costs in the initial years. These initial costs are shown as \$15,000 per year. The \$35,000 advanced by the Developer will be expended primarily in 2023-24 for costs to prepare the necessary documents to create the urban renewal plan.
3. The Developer costs for qualifying expenses will be repaid with tax increment generated by the business park buildings upon completion and placement on the tax rolls. The repayment will be covered by an owner participation agreement (OPA), and the revenues generated by the development will be the only source of repayment.
4. For purposes of the economic feasibility study, 75% of the tax increment from the business park is committed to repay the Developer, and payments are reflected in the table above. The

- repayment of the \$30,000 to River Commons will be from the 25% anticipated to be retained by the Agency for administration and public projects.
5. Ten (10%) percent of the total increment will be used to cover Agency operations and administrative expenses. It is anticipated the inter-district loan will be repaid to the River Commons Project Area in the years 2025 through 2027 if development occurs as projected.
 6. For purposes of this study, repayment to the Developer is estimated to be approximately \$920,350, which covers the estimated costs for rock excavation and removal, earthwork, and blasting as well as repayment of the urban renewal planning costs of \$35,000 from the Developer.
 7. Funds not necessary for administration or repayment to the Developer may be accumulated to repay debt service earlier than anticipated and close the Stanley Boge Project Area or to fund the additional identified public improvements. Such public improvements include street improvements/construction, storm drainage, sidewalks, and water main extension within the Stanley Boge Project Area.
 8. It is assumed the business park projects will be paid initially by the Developer and reimbursed through an OPA. Public projects administered by the Agency are scheduled to be completed on a pay-as-you-go process. A loan from a bank or a federal grant may be another funding source for projects administered by the Agency.

Provided the development proceeds as presently projected, the proposed Stanley Boge Project Area will have tax increment revenues to repay the Developer the costs for the necessary improvements to assure the construction of a business park on 6.42 acres east and adjacent to Boge Avenue. In addition, there will be sufficient tax increment in later years to upgrade North Boulevard to current standards with storm drainage and sidewalks, to extend Boge Avenue or, in the alternative, construct a local street to serve the southern portion of the proposed Stanley Boge Project Area. Provided construction occurs and is completed in 2023 through 2025 and a revenue allocation area is created with an effective date of January 1, 2023, this project should be economically feasible and will benefit the area immediately north of the Union Pacific Railroad and Anderson Street, east of and including North Boulevard, south of and including Stanley Street, and immediately east of Boge Avenue, including those parcels immediately east and adjacent to Boge and its extension south.

Cash Flow Analysis

The following page contains the cash flow analysis if the development increases in assessed value 2% annually and the Owner Participation Agreement (OPA) commits 75% of the increment from the business park to reimbursing the Developer for eligible costs.

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Cash on hand	\$0	\$5,000	\$23,738	\$16,876	\$48,133	\$135,895	\$195,665	\$310,557	\$429,547	\$552,612	\$679,730
Revenues											
Tax increment	\$0	\$3,738	\$18,138	\$87,805	\$144,620	\$205,526	\$210,913	\$216,282	\$221,634	\$226,969	\$232,288
Developer advance	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interdistrict loan	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$35,000	\$33,738	\$18,138	\$87,805	\$144,620	\$205,526	\$210,913	\$216,282	\$221,634	\$226,969	\$232,288
Total Funds Available	\$35,000	\$38,738	\$41,876	\$104,681	\$192,753	\$341,421	\$406,578	\$526,839	\$651,181	\$779,581	\$912,018
Use of Funds											
Debt Service	\$0	\$0	\$0	\$31,548	\$31,858	\$74,203	\$74,930	\$75,664	\$76,406	\$77,154	\$77,910
Repayment of loan	\$0	\$0	\$10,000	\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0
Administration	\$30,000	\$15,000	\$15,000	\$15,000	\$15,000	\$20,553	\$21,091	\$21,628	\$22,163	\$22,697	\$23,229
Public Improvements	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$0	\$0
Total Use of Funds	\$30,000	\$15,000	\$25,000	\$56,548	\$56,858	\$145,756	\$96,021	\$97,292	\$98,569	\$99,851	\$101,139
Balance	\$5,000	\$23,738	\$16,876	\$48,133	\$135,895	\$195,665	\$310,557	\$429,547	\$552,612	\$679,730	\$810,879
	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	
Cash on hand	\$810,879	\$946,036	\$1,085,181	\$1,228,293	\$1,375,352	\$90,338	\$327,836	\$36,031	\$282,913	\$534,470	
Revenues											
Tax increment	\$237,590	\$242,878	\$248,151	\$253,410	\$258,655	\$263,887	\$269,106	\$274,313	\$279,508	\$284,693	
Developer advance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Interdistrict loan	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Revenues	\$237,590	\$242,878	\$248,151	\$253,410	\$258,655	\$263,887	\$269,106	\$274,313	\$279,508	\$284,693	
Total Funds Available	\$1,048,469	\$1,188,914	\$1,333,332	\$1,481,703	\$1,634,007	\$354,225	\$596,942	\$310,344	\$562,421	\$819,163	
Use of Funds											
Debt Service	\$78,674	\$79,445	\$80,224	\$81,010	\$81,804	\$0	\$0	\$0	\$0	\$0	
Repayment of loan	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Administration	\$23,759	\$24,288	\$24,815	\$25,341	\$25,865	\$26,389	\$26,911	\$27,431	\$27,951	\$28,469	
Public improvements	\$0	\$0	\$0	\$0	\$1,436,000	\$0	\$534,000	\$0	\$0	\$0	
Total Use of Funds	\$102,433	\$103,733	\$105,039	\$106,351	\$1,543,669	\$26,389	\$560,911	\$27,431	\$27,951	\$28,469	
Balance	\$946,036	\$1,085,181	\$1,228,293	\$1,375,352	\$90,338	\$327,836	\$36,031	\$282,913	\$534,470	\$790,694	

Ten Percent Limitation on Assessed Valuation within Revenue Allocation Area

Idaho statutes limit the assessed valuation permitted in a revenue allocation area. The combined base assessment rolls are not to exceed at any time ten percent of the current assessed valuation of all taxable property within the municipality.

“Revenue allocation area” means that portion of an urban renewal area where the equalized assessed valuation (as shown on the taxable property assessment rolls) of which the local governing body has determined, on and as a part of the urban renewal plan, is likely to increase as a result of the initiation of an urban renewal project 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.

Idaho Code Section 50-2903(15).

The Data Processing Department of Bonneville County provided the City of Idaho Falls assessed value as well as the adjusted base of the existing urban renewal areas/revenue allocation areas in July, 2022.

Statutory Ten Percent Limitation Analysis		
Area	Assessed Value	Percentage
City of Idaho Falls	\$7,009,313,999	
10%	\$700,931,399	
	Adjusted Base	
River Commons RAA	\$272,621	
Eagle Ridge RAA	\$7,378,925	
Jackson Hole Junction RAA	\$398,710	
Pancheri East Bank RAA	\$7,301,157	
Anderson Bush RAA	\$6,425,722	
Stanley Boge Proposed RAA	\$41,494,648	
Total Assessed Base RAAs	\$63,271,783	0.09%

SOURCE: Bonneville County Data Processing, July, 2022. PM106-2020 Annual Assessed Value, Real Property, Personal Property, Mobile Home. URD055, Urban Renewal by Pin within TAG. The source material refers to the revenue allocation areas (RAA) as urban renewal areas (URA) since the revenue allocation area corresponds to the urban renewal boundaries. Bonneville County Parcel Viewer, May, 2023.

The total adjusted base value of the existing RAAs and the Stanley Boge Project Area will not exceed the ten percent limitation. The combined base value of all RAAs, including this proposed urban renewal area and revenue allocation area, will be slightly less than 1% of the assessed taxable valuation of Idaho Falls, which is much less than \$700,931,399 or ten percent of the current assessed valuation of all taxable property within the City of Idaho Falls. The estimated base value of the Stanley Boge Project Area is based on the total assessed taxable values as shown on the Bonneville County parcel viewer, May, 2023.

Limitations to Feasibility Study

This study is based on information provided by the Developer as to estimated valuation of the business park and estimates for cost for rock removal, earthwork, and blasting. The projections within this study may be modified substantially by changes in estimated construction schedules, changes in construction costs, the effective date of the revenue allocation area, the economy of the Idaho Falls region, significant changes in the tax levies and assessed taxable values, and revisions to applicable legislation. The total project costs and potential tax increment revenues are estimates based on a reasonable development scenario.

**NOTICE AND PUBLISHED SUMMARY
OF ORDINANCE PURSUANT TO I.C. §50-901(A)**

CITY OF IDAHO FALLS ORDINANCE NO. ____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IDAHO FALLS, IDAHO, APPROVING THE URBAN RENEWAL PLAN FOR THE STANLEY BOGE URBAN RENEWAL PROJECT, WHICH PLAN 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 THE AFFECTED TAXING ENTITIES; PROVIDING SEVERABILITY, CODIFICATION, AND PUBLICATION BY SUMMARY; PROVIDING FOR A WAIVER OF THE READING RULES; AND PROVIDING AN EFFECTIVE DATE.

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

SECTION 1: It is hereby found and determined that:

- (a) The Stanley Boge Project Area as defined in the Stanley Boge Plan is a deteriorated area or a deteriorating area as defined in the Law and the Act and qualifies as an eligible urban renewal area under the Law and Act.
- (b) The rehabilitation, conservation, development and redevelopment of the urban renewal area pursuant to the Stanley Boge Plan are necessary in the interests of public health, safety, and welfare of the residents of the City.
- (c) There continues to be a need for the Agency to function in the City.
- (d) The Stanley Boge Plan conforms to the City's Comprehensive Plan as a whole.
- (e) The Stanley Boge Plan gives due consideration to the provision of adequate park and recreation areas and facilities that may be desirable for neighborhood improvement recognizing the commercial, manufacturing and/or industrial components of the Stanley Boge Plan and the need for public improvements to support the goals of the uses of the area, and shows consideration for the health, safety, and welfare of any children, residents, or businesses in the general vicinity of the urban renewal area covered by the Stanley Boge Plan.
- (f) The Stanley Boge Plan affords maximum opportunity consistent with the sound needs of the City as a whole for the rehabilitation, development, and redevelopment of the urban renewal area by private enterprises.
- (g) Pursuant to Idaho Code §§ 50-2007(h) and 50-2008(d)(l), the Stanley Boge Plan provides a feasible method for relocation obligations of any displaced families

residing within the Stanley Boge Project Area and there is not anticipated to be any activity by the Agency that would result in relocation.

- (h) The collective base assessment rolls for the Existing Project Areas and the Stanley Boge Project Area, do not exceed ten percent (10%) of the assessed values of all the taxable property in the City.
- (i) The Stanley Boge Plan includes the requirements set forth in Idaho Code § 50-2905 with specificity.
- (j) The Stanley Boge Plan is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area, zoning and planning changes (if any), land uses, maximum densities, building requirements, and any method or methods of financing such plan, which methods may include revenue allocation financing provisions.
- (k) The urban renewal area, which includes the deteriorating area, as defined in Idaho Code section 50-2018(9) and Idaho Code section 50-2903(8)(f), does not include agricultural operations which have been used for agricultural purposes for three (3) consecutive years.
- (l) The portion of the Stanley Boge Project Area which is identified for non-residential uses is necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of the Comprehensive Plan to overcome economic disuse, the need for improved traffic patterns, and the need for the correlation of this area with other areas of the City.
- (m) The portion of the Stanley Boge Project Area which is identified for residential uses is necessary and appropriate as there is a shortage of housing of sound standards and design which is decent, safe and sanitary in the City; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the City.

SECTION 2: The City Council finds that the Stanley Boge Project Area includes open land, that the Agency may acquire any open land within the Stanley Boge Project Area but does not intend to do so on any widespread basis, and that the Stanley Boge Project Area is planned to be developed and/or redeveloped in a manner that may include primarily nonresidential uses and may include residential uses. Provided, however, the City Council finds that for the portions of the Stanley Boge Project Area deemed to be "open land," the criteria set forth in the Law and Act have been met.

SECTION 3: The Stanley Boge Plan, a copy of which is attached hereto and marked as Exhibit 3 and made a part hereof by attachment, be, and the same hereby is approved. As directed by the City Council, the City Clerk and/or the Agency may make certain technical corrections or revisions in keeping with the information and testimony presented at the October 26, 2023, hearing and incorporate changes or modifications, if any.

SECTION 4: No direct or collateral action challenging the Stanley Boge Plan shall be brought prior to the effective date of this Ordinance or after the elapse of thirty (30) days from and after the effective date of this Ordinance adopting the Stanley Boge Plan.

SECTION 5: Upon the effective date of this Ordinance, the City Clerk is authorized and directed to transmit to the Bonneville County Auditor and Bonneville County Assessor, and to the appropriate officials of Bonneville County Board of County Commissioners, City of Idaho Falls, Bonneville County Ambulance, College of Eastern Idaho, Flood Control District No. 1, Lincoln Cemetery District, Idaho Falls School District No. 91, Bonneville County Road and Bridge, and the State Tax Commission a copy of this Ordinance, a copy of the legal description of the boundaries of the Revenue Allocation Area, and a map indicating the boundaries of the Stanley Boge Project Area.

SECTION 6: The City Council hereby finds and declares that the equalized assessed valuation of the Revenue Allocation Area as defined in the Stanley Boge Plan, is likely to increase as a result of the initiation and completion of urban renewal projects pursuant to the Stanley Boge Plan.

SECTION 7: The City Council hereby approves and adopts the following statement policy relating to the appointment of City Council members as members of the Agency's Board of Commissioners: If any City Council members are appointed to the Board, they are not acting in an ex officio capacity but, rather, as private citizens who, although they are also members of the City Council, are exercising their independent judgment as private citizens when they sit on the Board. Except for the powers to appoint and terminate Board members and to adopt the Stanley Boge Plan, the City Council recognizes that it has no power to control the powers or operations of the Agency.

SECTION 8: So long as any Agency bonds, notes or other obligations are outstanding, the City Council will not exercise its power under Idaho Code section 50-2006 to designate itself as the Agency Board.

SECTION 9: This Ordinance shall be in full force and effect immediately upon its passage, approval, and publication and shall be retroactive to January 1, 2023, to the extent permitted by the Act.

SECTION 10: The provisions of this Ordinance are severable, and if any provision of this Ordinance or the application of such provision to any person or circumstance is declared invalid for any reason, such declaration shall not affect the validity of remaining portions of this Ordinance.

SECTION 11: The Summary of this Ordinance, a copy of which is attached hereto as Exhibit 4, is hereby approved.

SECTION 12: All ordinances, resolutions, orders or parts thereof in conflict herewith are hereby repealed, rescinded and annulled.

SECTION 13: Savings Clause. This Ordinance does not affect an action or proceeding commenced or right accrued before this Ordinance takes effect.

SECTION 14: That pursuant to the affirmative vote of one-half (1/2) plus one (1) of the Members of the full Council, the rule requiring two (2) separate readings by title and one (1) reading in full be, and the same is hereby, dispensed with, and accordingly, this Ordinance shall be in full force and effect upon its passage, approval and publication.

PASSED by the City Council of the City of Idaho Falls, Idaho, on this ____ day of October 2023.

APPROVED by the Mayor of the City of Idaho Falls, Idaho, on this ____ day of October 2023.

EXHIBITS TO THE ORDINANCE

- | | |
|-----------|---|
| Exhibit 1 | Resolution of the Planning Commission for the City of Idaho Falls, Idaho, Validating Conformity of the Urban Renewal Plan for the Stanley Boge Urban Renewal Project with the City of Idaho Falls' Comprehensive Plan |
| Exhibit 2 | Notice Published in the <i>Post Register</i> |
| Exhibit 3 | Urban Renewal Plan for the Stanley Boge Urban Renewal Project |
| Exhibit 4 | Ordinance Summary |

SUMMARY OF STANLEY BOGE PLAN

The Urban Renewal Plan for the Stanley Boge Urban Renewal Project ("Stanley Boge Plan") was prepared by the Urban Renewal Agency of the City of Idaho Falls, Idaho, also known as the Idaho Falls Redevelopment Agency ("Agency") pursuant to the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended (the "Law"), the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended (the "Act"), and all applicable laws and ordinances and was approved by the Agency. The Stanley Boge Plan provides for the Agency to undertake urban renewal projects pursuant to the Law and the Act. The Stanley Boge Plan contains a revenue allocation financing provision pursuant to the Act that will cause property taxes resulting from any increases in equalized assessed valuation in excess of the equalized assessed valuation as shown on the original base assessment roll as of January 1, 2023, to be allocated to the Agency for the urban renewal purposes. The duration of the Stanley Boge

Plan is for twenty (20) years, recognizing the Agency will receive revenue allocation proceeds in the year following termination. The Plan includes a termination process.

The general scope and objectives of the Stanley Boge Plan are:

- a. The engineering, design, installation, construction, and/or reconstruction of storm water management infrastructure to support compliance with federal, state, and local regulations for storm water discharge and to support private development;
- b. The provision for participation by property owners and developers within the Project Area to achieve the objectives of this Plan;
- c. Excavation and removal of basalt representing a significant impediment to development, including excavation and removal as a function of trenching for certain public utilities;
- d. The engineering, design, installation, construction, and/or reconstruction of streets and streetscapes, including but not limited to improvements to North Boulevard; improvements creating connectivity between Boge Avenue and Anderson Street, and related pedestrian facilities, curb and gutter, intersection improvements, and traffic signals (if necessary);
- e. The engineering, design, installation and/or construction of new local and collector rights-of way including the establishment of an internal public street network to support connectivity within the Project Area, particularly within the southern portion of the Project Area;
- f. The engineering, design, installation, construction, and/or reconstruction of utilities (within and outside of the Project Area) including but not limited to the extension of the water main from Stanley Street to Holmes Avenue, water capacity improvements, water storage upgrades, and other water system improvements to increase fire flows, sewer system improvements and upgrades, and upgrades to power, gas, fiber optics, communications and other such facilities. To the extent construction of utilities outside of the Project Area are identified, such improvements are directly related to the growth and development within the Project Area, but cannot be sited within the Project Area;
- g. Removal, burying, or relocation of overhead utilities; removal or relocation of underground utilities; extension of electrical distribution lines and transformers; improvement of irrigation and drainage ditches and laterals; undergrounding or piping of laterals; addition of fiber optic lines or other communication systems; public parking facilities, and other public improvements, including but not limited to, fire protection systems, roadways, curbs, gutters, and streetscapes, particularly on North Boulevard, which for purposes of this Plan, the term streetscapes includes sidewalks, lighting, landscaping, benches, signage, way-finding, bike racks, public art, and similar amenities between the curb and right-of-way line;

and other public improvements, including public open spaces that may be deemed appropriate by the Board;

- h. The acquisition of real property for public right-of-way improvements, public parks, pedestrian facilities, pathways, and trails and to encourage development opportunities consistent with the Plan, including but not limited to future disposition to qualified developers;
- i. The acquisition of real property for utility undergrounding and streetscape improvements to create development opportunities consistent with the Plan, including but not limited to future disposition to qualified developers and for qualified developments, including economic development;
- j. The disposition of real property through a competitive process in accordance with this Plan, Idaho law, including Idaho Code § 50-2011, and any disposition policies adopted by the Agency;
- k. The demolition or removal of certain buildings and/or improvements for public rights-of-way, pedestrian facilities, utility undergrounding and streetscape improvements to encourage and enhance transportation and mobility options, decrease underutilized parcels, to eliminate unhealthful, unsanitary, or unsafe conditions, eliminate obsolete or other uses detrimental to the public welfare or otherwise to remove or to prevent the spread of deteriorating or deteriorated conditions;
- l. The management of any property acquired by and under the ownership and control of the Agency;
- m. The development or redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan;
- n. The provision of financial and other assistance to encourage a mix of uses in the Project Area consistent with the Comprehensive Plan;
- o. The rehabilitation of structures and improvements by present owners, their successors, and the Agency;
- p. The preparation and assembly of adequate sites for the development and construction of facilities for use consistent with the Comprehensive Plan;
- q. In collaboration with property owners and other stakeholders, working with the City to amend zoning regulations (if necessary) and standards and guidelines as needed to support implementation of this Plan;
- r. In conjunction with the City, the establishment and implementation of performance criteria to assure high site design standards and environmental

quality and other design elements which provide unity and integrity to the entire Project Area, including commitment of funds for planning studies, achieving high standards of development, and leveraging such development to achieve public objectives and efficient use of scarce resources;

- s. To the extent allowed by law, lend or invest federal funds to facilitate development and/or redevelopment;
- t. The provision for relocation assistance to displaced Project Area occupants, as required by law, or within the discretion of the Agency Board for displaced businesses;
- u. Other related improvements to those set forth above as further set forth in Attachment 5.

Any such land uses as described in the Stanley Boge Plan will be in conformance with zoning for the City and City's Comprehensive Plan, Imagine IF, A Plan to Move Idaho Falls Forward Together, as amended, as adopted by the City Council. Land made available will be developed by private enterprises or public agencies as authorized by law. The Stanley Boge Plan identifies various public and private improvements which may be made within the Stanley Boge Project Area.

The Stanley Boge Project Area and Revenue Allocation Area herein referred to is generally described as follows:

An area within the City consisting of approximately 113 acres in size, generally bounded on the west by North Boulevard and its extension to U.S. 20.; on the north by U.S. 20 and East Stanley Street; on the south by the Union Pacific Railroad and a portion of Anderson Street; and on the east by the eastern property lines of the lots lying east of Boge Avenue and its extension south to Anderson Street and more particularly described below:

A parcel of land lying in a portion of Section 7, Township 2 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho, described as follows:

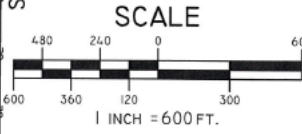
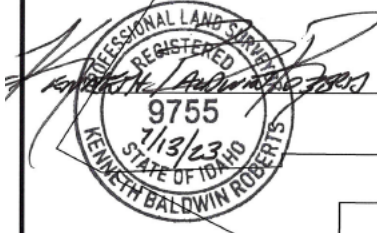
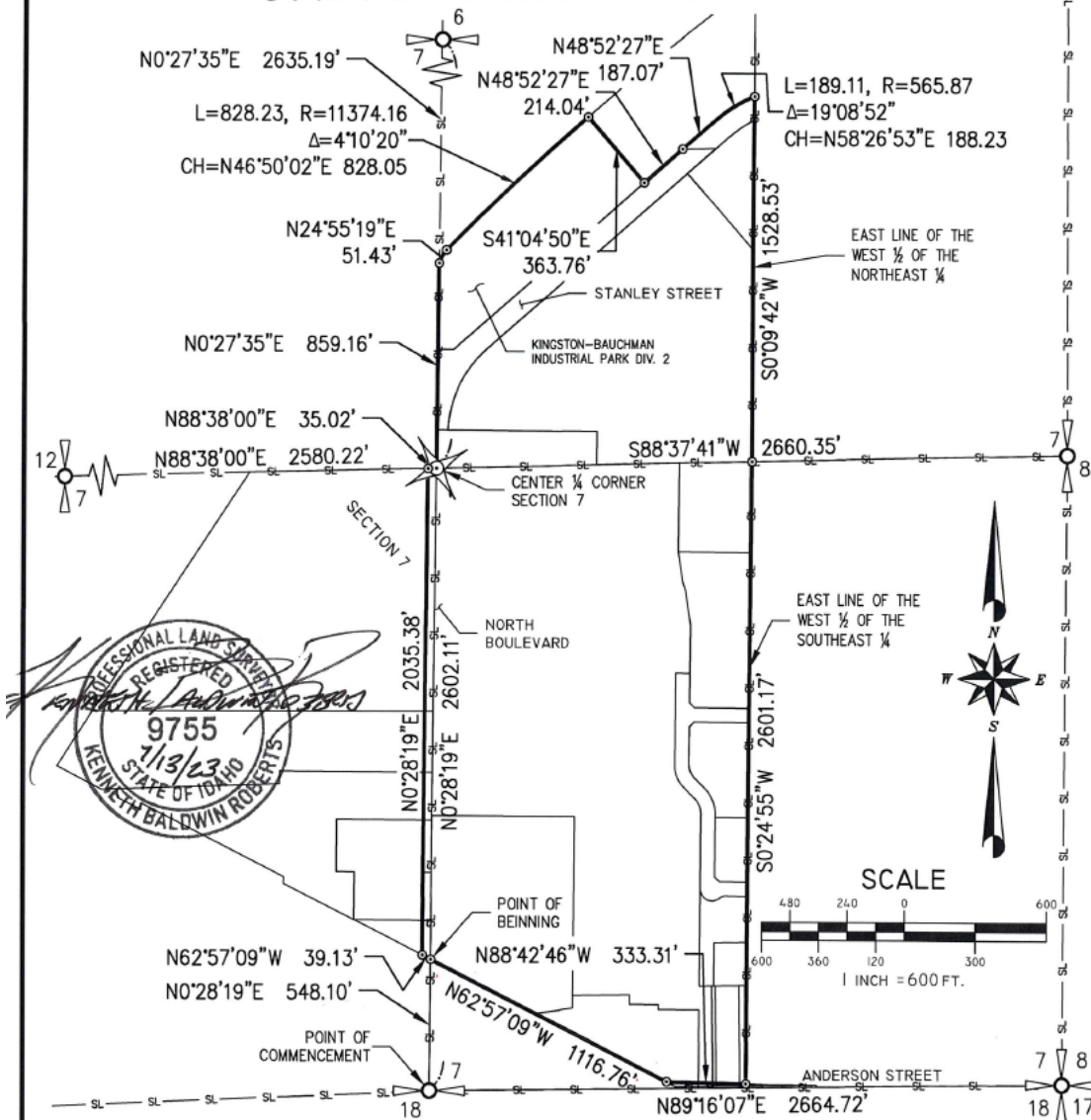
COMMENCING at the South $\frac{1}{4}$ corner of said Section 7, and running **THENCE** N 00°28'19" E 548.10 feet along the North-South Center Section line to a point on the northeasterly right-of-way line of the Union Pacific Railroad, said point being the **TRUE POINT OF BEGINNING**, and running **THENCE** N 62°57'09" W 39.13 feet along said northeasterly right-of-way line to a point on the westerly right-of-way line of North Boulevard, being 35.00 feet distant and parallel to said North-South Center Section line; **THENCE** N 00°28'19" E 2035.38 feet along said westerly right-of-way line to a point on the East-West Center Section line of said Section 7; **THENCE** N 88°38'00" E 35.02 feet to the Center $\frac{1}{4}$ corner of said Section 7; **THENCE** N 00°27'35" E 859.16 feet along the North-South Center Section line of said Section 7 to the northwesterly corner

of Kingston-Bauchman Industrial Park Division No. 2, recorded in the Office of the Recorder for Bonneville County as instrument number 1321879; THENCE N 24°55'19" E 51.43 feet along the northwesterly boundary line of said Kingston-Bauchman Industrial Park to a point on the southeasterly right-of-way line of US Highway 20, being a point of a non-tangent curve to the right; THENCE Northeasterly along said Kingston-Bauchman Industrial Park boundary line and said right-of-way curve having a radius of 11374.16 feet, the chord of which bears N 46°50'02" E 828.05 feet, having a central angle of 04°10'20", for an arc a distance of 828.23 feet to the most northerly corner of said Kingston-Bauchman Industrial Park; THENCE along a line non-tangent to aforesaid curve and the northeasterly boundary line of said Kingston-Bauchman Industrial Park, S 41°04'50" E, 363.76 feet to a point on the northwesterly right-of-way line of Stanley Street as defined in Warranty Deed instrument number 593451 in the Office of the Recorder for Bonneville County; THENCE N 48°52'27" E 214.04 feet along said northwesterly right-of-way line to the most northerly corner of said Warranty Deed, being coincident with the southwesterly corner of Warranty Deed instrument number 596073 in the Office of the Recorder for Bonneville County; THENCE continuing along said line, N 48°52'27" E 187.07 feet as defined by said Warranty Deed instrument number 596073 to a point of curve to the right; THENCE Northeasterly along said curve having a radius of 565.87 feet, the chord of which bears N 58°26'53" E 188.23 feet, having a central angle of 19°08'52", for an arc a distance of 189.11 feet to the point of intersection with said Warranty Deed instrument number 596073 and the east line of the West ½ of the Northeast ¼ of said Section 7; THENCE along said east line and a line non-tangent to aforesaid curve, S 00°09'42" W, 1528.53 feet to the Northeast corner of the West ½ of the Southeast ¼ of said Section 7; THENCE S 00°24'55" W 2601.17 feet along the east line of said West ½ of the Southeast ¼ to a point on the existing northerly right-of-way line of Anderson Street; THENCE N 88°42'46" W 333.31 feet along said northerly right-of-way line to a point on said Northeasterly right-of-way line of the Union Pacific Railroad; THENCE N 62°57'09" W 1116.76 feet along said northeasterly right-of-way line to the **TRUE POINT OF BEGINNING**, and containing 4,933,757 square feet, 113.2635 acres, more or less.

The basis of bearings for this description relates directly to the "City of Idaho Falls Coordinate System of 2004". Which is derived from the Idaho State Plane Coordinate System (East Zone 1101) US survey feet and using a combined scale factor of 1.000277265 for a grid to ground conversion, (reference frame NAD_83(2011), epoch 2010.0000). The system orientation is based on grid north along the East Zone central meridian. No convergence angle has been applied.

The Project Area is also depicted in the map below:

URBAN RENEWAL AREA



CITY OF IDAHO FALLS

ENGINEERING DIVISION

STANLEY - BOGE

URBAN RENEWAL AREA

A PORTION OF SECTION 7, T2N, R38E, BM

SCALE: 1" = 600'

SHEET NO. OF

Section 100 includes an introduction, general procedures of the Agency, necessary procedures, the history and current conditions of the Project Area, as well as the purpose of activities, and open land criteria.

Section 200 references the boundaries of the Project Area.

Section 300 discusses the proposed redevelopment actions, participation opportunities and agreements, cooperation with public bodies, property acquisition standards and requirements, relocation, demolition, and property disposition.

Section 400 discusses the type of land uses authorized in the Project Area; provides the real property in the Project Area is subject to the controls and requirements of the Stanley Boge Plan and construction shall comply with applicable federal, state, and local laws and ordinances and Agency development standards; and provides design guidance for development.

Section 500 outlines the general description of the proposed financing methods. Among other sources, the Stanley Boge Plan will utilize revenue allocation financing, authorized by the Act. This statute was approved in 1988 by the Idaho Legislature. Section 503 and Attachment 5 discuss revenue allocation financing and show how such financing has worked and would work in the Project Area in the future if certain new private developments occur as estimated.

Increases in assessed valuation of real and personal property in the Project Area that occur after January 1, 2023, will generate revenue for the Agency to pay project costs. Project costs include rock excavation/blasting, street improvements and extensions, water and sewer improvements, and other public improvement costs. The assessed valuation of real and personal property on the base assessment roll is still available for use by the other taxing districts, Bonneville County, City of Idaho Falls, Bonneville County Ambulance, College of Eastern Idaho, Flood Control District No. 1, Lincoln Cemetery District, Bonneville County Road and Bridge, and Idaho Falls School District No. 91 to finance their operations. The Stanley Boge Plan authorizes the Agency to sell revenue bonds to finance project costs, developer and/or public entity advance funding of project costs eligible for reimbursement and to use annual revenue allocations to pay the debt service, as well as funding projects on a pay as you go basis.

The program outlined in the Stanley Boge Plan emphasizes the installation of needed public improvements, street improvements, utility work, and other costs to encourage private development.

Attachment 5 describes in detail the cost and financing methods for complete repayment of the debt incurred of costs used to finance projects and to also fund the additional described activities, including reimbursement of advance funded eligible public improvement costs.

The Stanley Boge Plan follows the underlying zoning classifications of the City of Idaho Falls.

Sections 600 and 700 describe cooperative activities by the Agency with the City to carry out the Stanley Boge Plan.

Sections 800 – 1200 provide that the duration of the Stanley Boge Plan is for twenty (20) years; provides a termination process of the Stanley Boge Plan; provides the requirement of the Agency to prepare an annual report each year describing its activities during the previous year and to comply with certain other reporting requirements.

ATTACHMENTS TO THE STANLEY BOGE PLAN

Attachment 1	Boundary Map of Stanley Boge Urban Renewal Project Area and Revenue Allocation Area
Attachment 2	Legal Description of Stanley Boge Urban Renewal Project Area and Revenue Allocation Area
Attachment 3	Private Properties Which May be Acquired by the Agency
Attachment 4	Map Depicting Expected Land Use and Current Zoning Map of the Project Area
Attachment 5	Economic Feasibility Study

The full text of the Ordinance No. _____ is available at the offices of the City Clerk, 308 Constitution Way, Idaho Falls, Idaho, 83405.

This summary is approved by the Idaho Falls City Council at its meeting of October 26, 2023.

Rebecca Casper, Mayor

ATTEST:

Corrin Wilde, City Clerk

I, Randall D. Fife, City Attorney for the city of Idaho Falls, Idaho, hereby declare and certify that in my capacity as City Attorney of the city of Idaho Falls, pursuant to Idaho Code Section 50-901A(3) of the Idaho Code as amended, I have reviewed a copy of the above Summary of Ordinance, have found the same to be true and complete, and said Summary of Ordinance provides adequate notice to the public of the contents, including the exhibits, of Ordinance No. ____.

DATED this _____ day of October 2023.

Randall D. Fife, City Attorney
Idaho Falls, Idaho

Idaho Falls Redevelopment Agency
P.O. Box 50220
Idaho Falls, Idaho 83405-0220

TO: Idaho Falls Planning and Zoning Commission

FROM: Wade Sanner

SUBJECT: Stanley-Boge Urban renewal Plan and Consistency with the Imagine IF Comprehensive Plan

DATE: July 26, 2023

Introduction and Legal requirement

In response to national trends and federal programs dealing with deteriorating urban areas, Idaho passed the Idaho Urban Renewal Law of 1965 to give cities and counties tools to deal with challenging areas within their jurisdictions. Idaho Code Title 50, Chapters 20 and 29 outlines law and requirements of utilizing these tools. Primarily, the laws allow for the creation of urban renewal areas, which establishes tax-increment financing as a method to reinvest tax revenues into the area in need. The revenues collected over the life of the district, which is limited to 20 years, pays for public infrastructure or other eligible improvements which help incentivize development or redevelopment. Idaho Falls created the Idaho Falls Redevelopment Agency (Agency) to create and manage these urban renewal areas. To date, the Agency has created six districts, two of which have since closed, which have generated millions of dollars in tax-increment revenue and raised land values hundreds of millions of dollars.

The Stanley Boge Project Area will consist of the area bounded by North Boulevard on the west, U. S. 20 and Stanley Street on the north, and Union Pacific Railroad and Anderson Street on the south. The eastern boundary is comprised of the eastern property line of the parcels lying immediately east of Boge Avenue and its extension south to Anderson Street.

Before an area can be considered for a new district, the Agency and City Council must determine the site meetings at least one of the 14 eligibility requirements outlined in the state code. An eligibility report prepared by Renee Magee and approved by both the Agency Board and the City Council determined the area meets 8 of the 14 criteria outlined in Idaho Code 50-2018(8) and (9) and 50-2903(8). Since then, Ms. Magee has prepared a financial feasibility study and the legal team at Elam and Burke has prepared an urban renewal plan, both of which are required to establish a new district. The Agency Board approved the plan and feasibility study as an attachment at its February 16, 2023 meeting. Both documents are included in this packet.

Before the plan can proceed to the City Council for final approval, Idaho Code 50-2008(b) requires the Planning and Zoning Commission to review it and determine its conformity with the City's Comprehensive Plan.

Prior to its approval of an urban renewal project, the local governing body shall submit such plan to the planning commission of the municipality, if any, for review and recommendations as to its conformity with the general plan for the development of the municipality as a whole.

The purpose of this staff report is to illustrate how the proposed plan is consistent with the principles found in Imagine IF: A Plan to Move Idaho Falls Forward Together.

Land Use Map

The future land use map in Imagine IF (pg. 73) shows the area under consideration as Urban Core.

Snapshot: The Urban Core Transect denotes the central area which functions as the City core and areas within or in close proximity to Downtown and South Downtown. The Urban Core also includes legacy residential subdivisions platted in a traditional grid pattern. These subdivisions tend to be characterized by taller structures, mixed-use buildings, pedestrian-oriented movement of people, commercial and entertainment enterprises. All housing types, civic buildings, town squares and transit stations are typical, but vary between neighborhoods. (Imagine IF pg. 68)

The site and proposed development are consistent with this designation in at least three ways. First, it is within one mile of the north boundary of the downtown core. And easily walkable or bikeable via the straight, grid-pattern streets. At the north boundary of downtown is a small market as well as other services. Within the full one-mile radius of the site there are also many other amenities including, Highland Park, Melaleuca Field, Fred Meyer Shopping Center, Freeman Park, University Place, Snake River Riverwalk and a number of other commercial businesses and services. Within the site boundaries is not only the proposed residential development, but also AH Bush Elementary. Although there are accessibility barriers to some of these amenities, the services are nonetheless close by.

The second way that development of this area through urban renewal is highlighted on pages 8-9 of the attached eligibility report. As shown on the aerial photo on page 9, this area was originally intended to connect not only to downtown, but to the neighborhood to the west. Anderson Street connected with Jefferson Avenue, which would have provided direct access to the river and Freeman Park. In other words, this area was even more integrated with more of the “legacy subdivisions” referenced in Imagine IF until US Highway 20 was constructed and cut the site off from being developed as originally intended. This, along with the surface level basalt across much of the site has left the site vacant and challenging to develop. Using urban renewal tools allows the site to be developed and place more residents in the vicinity of downtown and other amenities as was originally intended.

The third way the proposal is consistent with the future land use map is the type of development proposed in the urban renewal plan. The Urban Core area is intended to have taller buildings and more dense development. The proposed development for the site is multi-story, higher density

residential, which will connect with the adjacent neighborhood. This style of development is consistent with the Urban Core.

City Wide Comprehensive Plan Policies

Besides being consistent the future land use map, the use of urban renewal in this area is consistent with other policies and goals in the City-wide section of Imagine IF. These are identified below by plan theme in the table on the following pages.

Theme	Issue	Objective	Action	How the Plan Achieves the Action
Community Health	1. Connectivity and Access to Daily Services	A. Focus on Walkable Centers	Action 1. Identify existing and potential walkable centers and focus on promoting a mix of uses where people can live and easily access daily needs.	Although not a central part of an identified walkable center, this area is within 1 mile of the center identified at Holmes and Anderson/Science Center.
			Action 2: Identify and work on barriers to easy walkable and bikeable access to daily needs.	Proposed projects in the plan include construction or improvement of missing or broken sidewalks within the boundary, including along the north side adjacent to Science Center Drive.
		Focus on Becoming a 15-minute City	Action 4: Require new development to connect to adjacent residences or commercial/office areas.	As noted earlier, the development will connect to the adjacent neighborhood by fronting Anderson Street. It will improve overall connectivity by building or repairing sidewalks in the area.
Housing	1. Affordability and Availability	A. Diversity Housing Stock	Action 3: In coordination with the IdaHome Committee, developers, and builders, identify and remove barriers to the construction of	Areas with surface level basalt create financial barriers to construction of housing. Urban renewal is a tool to remove the rock and make the sites developable.

			alternative housing types.	
		B. Expand Capacity to Address Housing Issues	Action 4. Coordinate and partner with CDBG and other grant programs in implementing the CDBG 5-Year Plan's goals for increasing affordable housing availability.	Although this project is not being done in conjunction with CDBG, the main project is being financed through the Affordable Housing Tax Credit Program. The credits were awarded contingent upon successful approval of the urban renewal district, as evidence of community partnership in bringing affordable units to market.
		C. Focus on Infill	Action 2. Consider incentive programs to promote development where infrastructure already exists.	The plan area is surrounded by existing streets and utilities. The site is classic infill as development has already occurred around it and no new roads are required to service it.
			Action 3. For infill and redevelopment, require connection or appropriate integration with existing development such as pathways or roads.	As already noted, projects in the plan include new or repaired sidewalks in the area, including along Science Center Drive.
Economic Development	2. Investing in Older and Deteriorating Areas	A. Develop Appropriate and Varied Tools for Addressing Redevelopment and Infill	Action 1. Continue to collaborate and partner with the Idaho Falls Redevelopment Agency to identify and promote redevelopment opportunities in older parts of the City.	These actions are combined because they are both accomplished directly through the proposed urban renewal plan. Tax-increment financing districts cannot be created without an urban renewal agency. As noted about, the financing will allow the removal of basalt and make the site

			Action 2. Promote Tax-Increment Financing as a primary tool for redevelopment.	developable. Without this tool, the site would continue to sit vacant.
			Action 4: Encourage development in areas already served by public utilities and/or where extensions of facilities are least costly, by exploring infill incentive programs.	See response under Housing, issue 1, objective C, Action 2.
Community Design	1. Appropriate Infill and Redevelopment	A. Ensure Infill Development is Compatible with Existing Uses and Character	Action 4: Find ways to better accommodate and implement redevelopment and infill by working with developers to help create projects that service the needs of the immediate area.	Urban renewal projects must serve the needs of the immediate area. The taxes collected can only be invested in the boundaries of the district and in projects that serve the public good. In this district, the funds will make the sites developable and improve the infrastructure in the area.

Area 4 Actions and Policies

Imagine IF divides Idaho Falls into 5 geographies or neighborhoods. The proposed district is in Area 4, which includes downtown, south downtown, the subject area, and development on the north end of town. Like the City-wide policies and actions, each area has its own goals and objectives specific to the area's needs. As above, relevant actions which the proposed urban renewal plan helps fulfill are listed in the table below and organized by theme. Although there were fewer specifics the plan meets for Area 4, there are still important connections and accomplishments.

Theme	Issue	Objective	Action	How the Plan Achieves the Action
Community Health	1. Connectivity and Access to Daily services	A. Improve Connectivity	Action 1: Connect areas around Science Center Drive and	Although not a full connection, as noted above, the plan's project includes sidewalk improvements on

			Fremont Avenue to Freeman Park to bring more people to the park.	Science Center Drive along the northern boundary of the district.
			Action 3: Invest in neighborhoods in ways such as improving walking paths, adding benches, neighborhood groups to lead events, upkeep and beautification projects.	Here again, the plan anticipates improving public infrastructure in the boundary including sidewalk improvements. As the district matures, if there are sufficient funds, they may be used for other public improvements and projects to improve the area.

Conclusion

Based on the above analysis, the Agency believes the proposed Stanley Boge Urban Renewal District and associated plan are consistent and with the Imagine IF Comprehensive Plan. The proposed boundary and projects conform to the objectives and actions listed both in the City-wide and Area 4 sections of the plan as outlined in the tables. The Agency respectfully recommends approval of the resolution finding the proposed urban renewal plan in conformity with the City's Comprehensive Plan.