

MISSOULA REDEVELOPMENT AGENCY

CONDENSED BOARD MEETING MINUTES

February 18, 2015

FINAL

A **Regular** meeting of the Board of Commissioners of the Missoula Redevelopment Agency was held at the MRA Conference Room, 140 West Pine, Missoula, MT 59802 at 12:00 PM. Those in attendance were as follows:

- Board:** Karl Englund, Daniel Kemmis, Rosalie Cates, Ruth Reineking
- Staff:** Ellen Buchanan, Chris Behan, Jilayne Lee, Tod Gass, Juli Devlin
- Public:** Lucus Osellame, Fishmore Associates; Martin Kidston, Missoulian; Michael Priske, Fishmore Associates; Jeremy Keene, WGM Group; Douglas Harby, City Engineering; Tye Habel, TC Glass; Doug Hawes-Davis; 1205 Idaho Street Homeowner; Mark Bretz, Bretz RV & Marine; Jenn Clary, Encompass V2; Marie Wilson, Encompass V2; Brad Farnsworth, Bretz RV & Marine; Mike Morgan, Bretz RV and Consumer Direct; Scott Johnson, Bretz RV and Consumer Direct; Matt Smith, PCI Architects (Consumer Direct); Daniel Day, Consumer Direct; Bruce Kramer, Consumer Direct (phone); Tom Swenson, Bank of Montana (Consumer Direct); Ben Bledsoe, Consumer Direct; Jan Schweitzer, Anderson ZurMuehlen; Jill Galle, Anderson ZurMuehlen

CALL TO ORDER

12:00 p.m.

APPROVAL OF MINUTES

January 21, 2015 Regular Meeting Minutes were approved as submitted.

PUBLIC COMMENTS & ANNOUNCEMENTS - None

ACTION ITEMS

1205 Idaho Street – Right-of-Way Improvements (URD II) – TIF Request

Gass said MRA received a Tax Increment Financing (TIF) Application submitted by WGM Group on behalf of the property owner, Doug Hawes-Davis. He said Mr. Hawes-Davis is completing an expansion project of his residence at the corner of Idaho and California Streets. The owner has made approximately \$100,000 worth of improvements since 2008 and plans to invest another \$100,000 in new construction. Gass said a condition of the building permit, issued by the City of Missoula in August 2014, is the requirement for curb, gutter, and sidewalk to be installed in the public right-of-way (ROW) on the corner of Idaho and California Streets. Gass said at this point in time MRA does not currently have a sidewalk project in the vicinity of Idaho Street but does anticipate moving into the Wyoming/Montana/Idaho Street area in the future. He said MRA has been working with Development Services and WGM Group and has completed a preliminary design for the reconstruction of California Street between the Clark Fork River and Dakota Street. The California Street reconstruction project has been on hold for the last few years pending a financing plan for construction. Gass said since the timing of MRA's URD II Sidewalk Program and the reconstruction of California Street are not compatible with Hawes-Davis's construction schedule, staff advised the project owner submit a TIF application to MRA for reimbursement of the ROW improvements costs on Idaho and California Streets.

Gass said the total project cost including Hawes-Davis's residential construction and the ROW improvements cost is \$155,483. He said of that total cost, \$55,483 is TIF eligible improvements in the public ROW.

Jeremy Keene, WGM Group, said he's working with Hawes-Davis and said because of the building permit requirements; Hawes-Davis is expected to build about half of the street on the corner of Idaho and California Streets. He said not only is Hawes-Davis responsible for installing sidewalks but he's responsible for curb and gutter improvements, drainage improvements, and surfacing improvements to build the street since both Idaho Street and California Street are very substandard and were not built to meet City standards. Keene said public ROW improvements add about 50% of his cost to the project and is a huge financial burden to Hawes-Davis. Keene presented a few aerial photographs of the surrounding area. He said WGM Group has a preliminary design for California Street so the location of sidewalks and curbs is known and grades have been determined.

Hawes-Davis said he appreciates MRA considering his project for TIF assistance. He said as a homeowner he was unaware that he would be required to implement sidewalks, curbs, and gutters in the public ROW. He said the increased cost to his project makes it not financially feasible.

Cates asked if there was consideration of waiting on this project knowing there are larger sidewalk projects forecasted for the future. Doug Harby, City Engineering, said

curb and sidewalk is a criteria of City Municipal Code and there is certain criteria for postponement. He said a postponement has not been requested as of this time. Harby said criteria for postponement includes lack of ROW, lack of design, or there's a sidewalk project planned within two years. Harby said he could look into postponement but it would stretch City Municipal Code since reconstruction of California Street isn't planned for another two or three years and reconstruction of Idaho Street is beyond that length of time. Harby said if the public ROW improvements are postponed then the homeowner is asked to install landscaping and irrigation so that it doesn't interfere with future sidewalk. Harby said postponing the ROW improvements could also waive Hawes-Davis's right to protest a Special Improvement District (SID).

Buchanan said there will most likely be more pressure to construct and extend Wyoming Street and possibly a second phase of Cregg Lane before reconstruction of California Street.

Hawes-Davis said he did talk to MRA staff about the possibility of postponing the ROW improvements. He said he has already made a significant investment in landscaping and irrigation to include five feet from his fence line into the public ROW. Hawes-Davis said if the project is postponed then it limits how he can maintain the boulevard area. Harby said if Hawes-Davis installs the landscaping and irrigation now and the sidewalk portion of the project is postponed, then the City pays to remove the landscaping and irrigation when sidewalks are installed and the City is also responsible to reinstall the landscaping and irrigation. Harby said that's another reason to do the ROW improvements now rather than later.

Cates said Keene made a comment earlier about essentially completing half of the road and asked what he meant by that. Keene said the installation of curb and gutter will require building out into the center of the road. Cates asked what the possibility is of that section of road being torn up and reconstructed with a larger street project. Keene said the design of California Street has already been established so the street wouldn't necessarily be torn up but rather patched together in stages. Cates said she is hesitant to approve the ROW improvement request now, knowing that the project will result in building into the road, especially when we don't really know what will happen in the actual road. Keene said the curbs and grades will be set at higher elevations so they will tie in with future road construction. Englund asked Harby where the California Street design is in the approval process. Harby said the design and approval process for California Street is almost to the point where it could be built.

Kemmis asked if the sidewalks will be curb side or boulevard. Gass said a schematic map was attached to his memo showing the layout. The schematic map shows both curb side and boulevard area.

Englund asked if anyone had concerns with MRA paying more than 30% of the total project cost. Gass said a contingency amount was figured into the ROW improvements cost. He said this project is very similar to the Ashlyn Place Apartment Project and the Western Montana Mental Health Center Project where MRA provided TIF funding for

the curb and sidewalk improvements on California Street. Kemmis said the sidewalk projects to him are like an add-on to MRA's normal investments. He said MRA would eventually build the sidewalk without any consideration of the amount of the property or investment.

Cates said she doesn't want the ROW improvements to be a financial burden for the property owner but prefers to delay the project. She asked the staff what their thoughts were as far as completing the project now. Gass said postponing the project was discussed between MRA staff and the property owner. He said since there are no sidewalk projects on the horizon, staff thought it was the best option to move forward with the ROW improvements.

Buchanan said the decision was made to move forward with the California Street design since projects on that street were moving forward and the location of sidewalks was necessary. She said California Street will eventually be completely rebuilt which makes the sidewalk projects in this area different than the typical sidewalk projects in URD II and URD III. Buchanan said a large portion of MRA resources have been committed in URD II. She said once development occurs on the Millsite, pressure will be placed on California Street and Wyoming Street. She said Wyoming Street would most likely have priority since its being used more heavily now.

Reineking said she's in favor of completing the ROW improvements now rather than delaying because postponement could possibly jeopardize Hawes-Davis's rights to protest SIDs. She said she appreciates Hawes-Davis's efforts in implementing landscaping and irrigation in the public ROW.

REINEKING: I MOVE THE BOARD APPROVE THE STAFF RECOMMENDATION.

Kemmis seconded the motion. No further discussion. Motion passed unanimously. (4 ayes, 0 nays) Moe absent.

TC Glass – 1100 Kensington Avenue (URD III) – FIP Request (Behan)

Behan said the building at 1100 Kensington Avenue is a glass warehouse and window manufacturing business. He said the building is owned by TC Glass Commercial Contracting and was formerly occupied by City Glass Company so the building has been used for glass use for many years. Behan said TC Glass renovated the building's interior at a cost of nearly \$100,000 in 2012. He said the TC Glass business owners are interested in renovating the building's façade by removing the partial mansard roof and painting the siding. They are willing to expand the scope of the project with Façade Improvement Program assistance to include installing glass on the entire south elevation, similar to the TC Glass headquarters in Great Falls. The initial project cost is around \$20,000 and the total expanded project cost is estimated at \$93,296 of which \$76,500 is for glass materials. The remainder of the cost includes demolition of the mansard roof, installation of exterior lighting on the façade, new signage affixed to the

building and design and permit costs. Behan said the applicant is requesting Façade Improvement Program (FIP) funds and if approved would be eligible for 25% of the total project cost (\$23,324).

Tye Habel, TC Glass, said he would like to make the building more functional. He said the building facade is somewhat of an eye-sore now with the mansard roof. Habel said the glass material would allow people inside the building to see outside and would show a reflection from the outside of the surroundings including trees, lights, pedestrians, cars, etc. He said the TC Glass building in Great Falls has a glass façade and has been very well received.

Buchanan said the glass façade will improve the building's energy efficiency which is also a FIP component.

KEMMIS: I MOVE THAT THE BOARD APPROVE FAÇADE IMPROVEMENT PROGRAM ASSISTANCE UP TO \$23,324 FOR THE TC GLASS COMMERCIAL CONTRACTING PROJECT AT 1100 KENSINGTON AVENUE.

Reineking seconded the motion. No further discussion. Motion passed unanimously. (4 ayes, 0 nays) Moe absent.

Midtown Apartments (URD II) – TIF Request (Behan)

Behan said the property being discussed is located along 4th Street between Catlin and Garfield Streets and extends north to the alley between 3rd Street and 4th Street. Auto Zone is located on 3rd Street and Catlin, just north of the property. Behan said since the 1960s, the property was used for a mobile/manufactured homes and trailer park. The project property was cleared of mobile homes during late 2013 and early 2014. Behan said the new owners, Fishmore LLP, plan to construct a 60 unit apartment complex for this vacant location. He said the total project cost is just under \$5 million and of that total cost, \$147,513.53 is eligible for TIF assistance. Behan said the bulk of that cost includes new sidewalk and ROW improvements. He said there is a substantial elevation difference between the property and the street along Catlin and 4th Streets that will require a safety railing along the sidewalk. Behan said other TIF eligible items include paving and installation of drain sumps in the street, paving a short section of the adjacent public alley, landscaping in the 4th Street and Garfield ROWs, relocation of fiber optic lines, construction of water and sewer services and professional design and engineering fees directly related to project activities.

Behan said the site was formerly used as a trailer park where most of the trailers were in extremely poor condition. He said some of those trailers were in such poor condition, they couldn't be moved from the site without falling apart and others couldn't be accepted at other mobile home courts because they didn't comply with current codes. Behan said removal and demolition of the trailer park was completed prior to the application process so the MRA Relocation Policy was not triggered to help relocate the trailer residents. Behan said Fishmore LLP has proposed to commit 10% of their

apartments to meet the United States Department of Housing and Urban Development (HUD) Section 8 rental rate and tenant income standards for a period of at least five years. The calculated value of this commitment is approximately \$54,000 over five years. Behan said Fishmore LLP has developed various condos and apartment complexes around the community with a similar scope.

Michael Priske, Fishmore LLP, gave a short presentation and presented a few photos of similar projects they have completed in Missoula. He said Fishmore is a local residential development company and only hires other local firms: contractors, engineers, architects, subs, lenders, property management, etc. Priske said the 4th Street property location is great and provides tenants bus access both east and west and north and south as well as being near the Milwaukee Trail System. He said Fishmore's goal is to provide clean, energy efficient, and affordable housing. Priske said 10% of the apartment units will be set aside for applicants who qualify for HUD Section 8 for a period of at least five years. He said the loan for this project is structured so that the interest rate is fixed for five years and will adjust after those five years. Priske said if the interest rates end up staying about the same, Fishmore will continue to offer 10% of the apartments to service HUD Section 8 qualified tenants. He said if the rates increase significantly after five years, the 10% commitment may need to be re-evaluated. Kemmis asked if the five year period would start at the point of initial occupancy. Priske said that was correct. Cates asked if the HUD Section 8 program would be a benchmark for the rental amount or if the apartments would actually be available through the HUD Section 8 program. Priske said the apartments would be available for HUD Section 8 applicants. Priske said he and his partners have already met with the Housing Authority and are aware of the guidelines and process. Cates asked what happens if the six apartments can't be filled. Priske said if for some reason the six apartments can't be filled, the apartments still need to be filled by other tenants but whether the tenant would be charged the lower rent or not has not yet been determined. Buchanan said filling those six apartment units shouldn't be a problem if an individual who has a Section 8 voucher has the opportunity to move into a brand new apartment complex.

Cates said the agreement seems very vague and said she doesn't feel comfortable moving forward until the details are agreed upon. She said the location is great, the project idea is great, but said she feels this would be a terrible precedent for MRA to get involved with in terms of relocation. Cates said MRA needs to send a strong signal that it is committed its Relocation Policy and an agreement needs to be in place describing the Section 8 units and how the program is implemented with the Midtown Apartment complex. Behan said the MRA Relocation Policy is over 20 years old and said the Board could direct staff to update the Relocation Policy or adopt the HUD relocation standards. He said everything that MRA has been asked to do is in the ROW. Buchanan said as the Relocation Policy reads today, the Board would have had to approve a project within a certain timeframe of the relocation taking place that involved MRA funding for demolition or acquisition.

Cates asked how many people had to be relocated from this site. Priske said 19 units were removed. Cates asked what the relocation cost would have been for those 19 units. Behan said the relocation cost could have been very expensive and said it could have cost hundreds of thousands of dollars. Cates said there is a huge difference between what the relocation costs would have been compared to the \$54,000 calculated value for the commitment of six apartments for Section 8 eligible individuals. Buchanan said demolition and land acquisition triggers the Relocation Policy; not ROW improvements. Cates said she would like to see a more detailed project and said she would like to send a strong signal that MRA is committed to its Relocation Policy.

Kemmis said he appreciates Cates comments as well as Behan's suggestion to revisit the Relocation Policy. He said this might be a good opportunity to revisit the Relocation Policy to help solidify MRA's position. Kemmis said in regards to the Midtown Apartment project, he's not sure what might be available beyond what's already proposed to retroactively address what occurred.

Priske said this is the first time that Fishmore LLP has worked with MRA and really had no idea what MRA could assist with or how the process worked. He said he agreed with Behan's suggestion to review the Relocation Policy and to educate the public on the process. Priske said Fishmore LLP is committed to the community and making Missoula a better place.

RECOMMENDED MOTION: I MOVE THE BOARD APPROVE TAX INCREMENT FINANCING ASSISTANCE DESCRIBED IN THIS (BEHAN'S) MEMORANDUM FOR THE MIDTOWN APARTMENTS PROJECT AT 555 CATLIN STREET IN AN AMOUNT NOT TO EXCEED \$147,513.53 SUBJECT TO MRA'S TRADITIONAL CRITERIA AND TO AUTHORIZE THE CHAIRMAN TO EXECUTE REQUIRED DOCUMENTS. IF APPROVED, THE DEVELOPMENT AGREEMENT BETWEEN MRA AND THE DEVELOPER, FISHMORE, LLP WILL DOCUMENT THE RENTAL COMMITMENT DESCRIBED HEREIN.

CATES: I MOVE TO APPROVE THE RECOMMENDED MOTION, WITH THE PROVISION THAT STAFF FIRM UP THE DETAILS OF THE COMMITMENT THAT THE DEVELOPER HAS VOLUNTARILY MADE.

Cates said she didn't think the Board needed to necessarily approve the document explaining the developer's commitment to provide Section 8 housing but would like the opportunity to see the documents. Behan said staff will work with the Missoula Housing Authority and Fishmore LLP and have the rental commitment available at the next Board meeting.

Kemmis seconded the motion. No further discussion. Motion passed unanimously. (4 ayes, 0 nays) Moe absent.

URD III Burlington/Garfield Sidewalk Project – Request Authorization to Issue a Request for Proposals for Design and Engineering Services (Gass)

Gass said the Burlington/Garfield Sidewalk Project was discussed during the January Board meeting but the Board voted to postpone the action item and asked staff to consider a modified project area that concentrates on the residential areas within the proposed project. He said the Board expressed concerns over the potential lack of pedestrian use the proposed sidewalks in the Burlington Avenue area might receive as compared to the cost of construction. Gass said a question was raised regarding the strategy of investing in public infrastructure on properties that may be redeveloped in the future. He said the concern was whether installing the sidewalks now would reduce MRA's ability to be involved with future redevelopment projects. Gass presented a few before and after photos of commercial, light industrial and residential properties where MRA invested and constructed sidewalks. He explained how the property conditions improved once the sidewalks were constructed.

Doug Harby, City Engineering, said sidewalks create redevelopment and said the 3rd Street project is a prime example. He said Coca-Cola has sold and will be undergoing improvements soon. He said he has seen quite a few building permits coming through Development Services for the 3rd Street area. Harby said the street and sidewalk improvement projects do stimulate commercial development. He said Development Services developed a Master Sidewalk Plan back in 1992 and it is based on pedestrian use. Harby said Development Services developed a network system which essentially follows arterial and collector streets, which are the first priority for sidewalks to be built. He said a secondary sidewalk system was developed which connect the primary systems. Harby said within the primary system, sidewalk areas are prioritized. He said MRA and Development Services have built a lot of sidewalks and the goal is to connect these networks.

Harby said there are ROW restrictions and said if the sidewalks were installed around the Beach Transportation location and Beach Transportation, for example, decided to relocate, the sidewalks would stay in place with the possibility of moving driveways which are minor expenses. He said Development Services supports the proposed sidewalk project to include commercial areas. Harby said in many sections of the proposed area the curb already exists so it would just be a matter of installing sidewalks.

Gass said staff is recommending that the Board approve the sidewalk project to include the Burlington commercial area that was originally discussed during the January Board meeting. He said even if the sidewalks don't encourage development at least the sidewalks will reduce blight in the area.

Kemmis said he was one of the Board members who raised some questions during the January Board meeting. He thanked Gass and Harby for answering questions and providing additional information. Kemmis said one question that still remains is whether the sidewalks will be designed and built in the optimal locations or will the sidewalks be

designed in response to the existing sidewalk locations. Harby said one of the constraints is the lack of ROW. He said a sidewalk can go in with a boulevard or it can be a curb side sidewalk. Harby said in the proposed location near Burlington Avenue the ROW area is very narrow so for the most part the sidewalks will need to be built curbside. He said without knowing future development and when it may occur, the sidewalks would be placed in their ultimate location anyway.

KEMMIS: I MOVE THE BOARD DIRECT THE STAFF TO ISSUE A REQUEST FOR PROPOSAL FOR DESIGN AND ENGINEERING SERVICES TO ADDRESS PUBLIC IMPROVEMENTS IN THE PROJECT AREA AS SHOWN IN THE ORIGINAL RECOMMENDATION (JANUARY 2015) WITH THE UNDERSTANDING THAT STAFF WILL LATER PRESENT A PROFESSIONAL SERVICES AGREEMENT FOR DESIGN AND ENGINEERING SERVICES FOR THE BOARD'S CONSIDERATION.

Cates asked if the motion included the delta area near Harlem and Edith Streets which was discussed during the January Board meeting. Kemmis said the motion included the delta area unless Cates wanted to amend the proposed area. The decision was to keep the delta area in the sidewalk project area for safety reasons.

Reineking seconded the motion. No further discussion. Motion passed unanimously. (4 ayes, 0 nays) Moe absent.

FY14 Audit Report – Request for Acceptance (Lee)

Lee introduced Jan Schweitzer and Jill Galle, Anderson ZurMuehlen (AZ). She said this is the last year of the City's audit contract with (AZ). She said the City has gone out for an RFP to award a contract with an auditing agency. Lee said AZ is one of the applicants.

Lee said the audit was good this year and there were no findings. Schweitzer and Galle reviewed the fiscal year 2014 audit report and management letter that was in the Board packets.

Kemmis said the last paragraph on the management letter referring to "Restrictions on Use" was a little odd given MRA is a public agency. Schweitzer said the management letter is a boiler plate and uses standard language.

RECOMMENDED MOTION: STAFF RECOMMENDS THE BOARD ACCEPT THE FISCAL YEAR 2014 AUDIT REPORT.

KEMMIS: SO MOVED.

Cates seconded the motion. No further discussion. Motion passed unanimously. (4 ayes, 0 nays) Moe absent.

NON-ACTION ITEMS

Consumer Direct – (North Reserve/Scott Street URD)

Ben Bledsoe, Consumer Direct, said the company's headquarters is located in Missoula and is a family of 18 companies across 12 states. He said Consumer Direct is a fast growing company and has been ever since the current owner purchased it in 1996. Bledsoe said the company was roughly made up of 40 employees in 1996 and now has roughly 22,000 employees. Bledsoe said the company grew very quickly and now has expanded into five locations in Missoula. He said the goal is to combine the five locations into one central location. Bledsoe said Consumer Direct originally planned for a 50,000 square foot building but are now considering an additional floor which will add just over 15,000 square feet. He said Consumer Direct grows by about 15-20% every year and he anticipates the business will continue to grow.

Tom Swenson, Bank of Montana, said the estimated project cost is \$21 million. He said the current number of employees estimated for this location is 275 with a pending written commitment to the Board of Investments in creating an additional 125 jobs over the next four years. He said Bank of Montana has contingently committed to finance the project with the anticipation of TIF assistance to finish the streets and other right-of-way improvements in the proposed area within the North Reserve/Scott Street District. Swenson said Consumer Direct will need to split the property into phases for a future lien or bank financing verses having the entire project tied up with long term financing structures. He said another important element of the financing is Consumer Direct being allowed to use a private placement bond where Bank of Montana would either commit to being the buyer or placing that bond.

Scott Johnson, owner's representative for Consumer Direct, said the construction documents are about 50% complete. He said he met with Northwestern Energy and natural gas and electrical mains have been located and the design of how utility lines will connect is complete. He said a fiber optic main will need to be installed. Johnson said Consumer Direct has project estimates for infrastructure of roads and ROW improvements and anticipates requesting TIF assistance for eligible costs. He said the plan is to continue Howard Raser Avenue to the Consumer Direct property as well as complete Hobbs Drive.

Matt Smith, PCI Architects, reviewed the Consumer Direct proposed site and the location.

Kemmis said the Board of Investments was mentioned and asked what their involvement would be. Swenson said there are two pending program applications that have been submitted to the Board of Investments. He said one program is the Money Business & You (MBY) Program where the Board of Investments would join Bank of Montana and would fund 80% of Bank of Montana's loan behind the scenes. Swenson said in this case Consumer Direct would get job credits for jobs created and would estimate about a 2.5% interest rate reduction related to the commercial participation

program and provided with long term fixed rates. Swenson said the second program is the MBY Infrastructure Program which would be based on a commitment by Consumer Direct to create 125 jobs over the next four years and if not, Consumer Direct would have to pay back a portion of the MBY infrastructure money. He said MBY has not yet approved these pending applications.

Kemmis said bonding was mentioned and asked if the anticipation is that MRA might be involved with bonding. Swenson said the idea would be to have MRA assist with the project, to allow the private placement of a bond which would be debt serviced by the increment created by the project.

The Board was advised that Consumer Direct would submit an application for TIF assistance for consideration at a future meeting.

Bretz RV & Marine – Expansion (North Reserve/Scott Street URD)

Mark Bretz, Bretz RV & Marine, said the business started in 1967 and employs about 100 people. He said Bretz RV is in the process of adding a 15,000 square foot show room to the north end of the building. Bretz said as part of the expansion, fire sprinklers are needed which will require a new water main to provide fire protection for the addition as well as the existing building. Scott Johnson, owner's representative for Bretz RV, said the Bretz RV project includes additional parking spaces for customers and an additional RV dump. He said the project will also include site lighting, additional security fencing and some asphalt removal. Johnson said Bretz RV will be looking to MRA for assistance with curb, gutter and sidewalk along Old Grant Creek Road, landscaping and potential street lighting. Johnson said an additional fire hydrant is required and sprinkling the entire facility, not just the addition, is required. He said Bretz RV will also be requesting MRA assistance for extending the water main to the site since the facility is currently on a well which needs to be replaced with service from Mountain Water. Johnson said Bretz RV would also like to make some improvements to their store front and would be interested in finding out more about MRA's programs and whether or not the Board and staff would be interested in helping with those improvement costs.

Buchanan asked if Johnson talked to Mountain Water Company about the main extension. Johnson said the water pressure in the North Reserve Street area is low compared to the rest of Missoula. He said through his discussions with Mountain Water Company their suggestion is to run a water main along the Yellowstone Pipe Line easement to Hobbs Drive but Mountain Water has not offered to do the main extension.

Kemmis asked what the connection is with Consumer Direct and Bretz RV and asked if these projects would have gone forward if the North Reserve/Scott Street District had not been formed. Swenson said the Bretz RV project would have happened whether the district was created or not. He said Consumer Direct most likely wouldn't have happened if it wasn't for the creation of the new district. Swenson said TIF assistance was an integral part of the site selection process.

STAFF REPORTS

Budget Reports

Director's Report

Buchanan said a Wayfinding presentation will be delivered at the Committee of the Whole (COW) meeting on March 4 if anyone would like to attend.

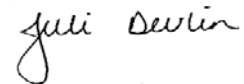
Buchanan said the last public meeting for the Front/Main Streets Two-Way Conversion study is scheduled in March.

Englund announced Rosalie Cates' term as Board member expires as of April 30, 2015 and she has decided not to apply for re-appointment. He said the position will need to be filled and the Mayor's office is handling the process.

ADJOURNMENT

Meeting adjourned at approximately 2:45 p.m.

Respectfully Submitted,



Juli Devlin