

**RIVERBEND
Urban Renewal District**

District Documents

Post Falls Urban Renewal Agency
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MAY 10 2011

RIVERBEND II URBAN RENEWAL DISTRICT

| | |
|---------------------|------------------|
| District Created | 1997 |
| Term - # of years | 15 |
| Termination Date | 2012 |
| Base Assessed Value | \$3,785,643 |
| Proponent | Jacklin Land Co. |
| Size in Acres | 330 |

Riverbend Urban Renewal District

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SECTION 1

INTRODUCTION

RIVERBEND URBAN RENEWAL PLAN

1. INTRODUCTION:

A. In 1994, the Local Economic Development Act was amended to provide a new definition of properties and projects which could be considered under the authority of the Local Economic Development Act. The Local Economic Development Act also relies on the Urban Renewal Law, and it is the interplay between the two Acts that empowers cities to use tax increment financing as a means of authorizing debt to build projects. Chapter 29, Section 50 of the Idaho Code provides for the Local Economic Development Act which brings the benefits of the Urban Renewal Law to cities that contain areas that are not necessarily blighted, but experience a true disadvantage in attracting business and commerce. The new definition provides that in border communities where areas of forty (40) acres or more can be determined to be "competitively economically disadvantaged," an Urban Renewal Agency may designate the area as a revenue allocation area. This provides financing through the use of tax increment financing for public improvements which would enhance the area and thereby bring more commerce and business growth into the area and the community. The City of Post Falls has determined that a certain area referenced to as Riverbend Commerce park is a Competitively Economically Disadvantaged Area. The proposed projects and improvements envisioned for the Riverbend Commerce Park are listed in Section 5.

B. The City of Post Falls, a community with a population of approximately 14,000, is located in the panhandle of North Idaho within Kootenai County. It's western boundary is approximately 1.5 miles from the Idaho/Washington border. Post Falls is situated in a valley along the Spokane River, and is adjacent to Interstate 90, with Spokane, Washington approximately 20 miles to the west, and Coeur d' Alene, Idaho approximately 3 miles to the east.

Since its founding, the Post Falls economy has revolved around the timber industry, as has much of the northern Idaho economy. Approximately 10.5% of all Statewide Natural Resource Employment opportunities exist within Kootenai County, and this is not a growth industry for Idaho. During the last decade the timber industry has been in varying stages of decline. As an example, Post Falls recently lost the Louisiana Pacific Mill which was a major employer in the City with 120 employees. Agricultural land will continue to decline due to increased pressure from urban-environmental groups that seek to eliminate grass stubble burning, and also due to increased demand for additional residential land on the fringes of the cities. With this decline,

has come a shifting of the economic base toward manufacturing, tourism and service related industries. This shift in the economy has placed Post Falls in direct competition with the City of Spokane. The City of Spokane, given its tax base and public infrastructure, has many advantages over Post Falls. To compensate for this disadvantage Post Falls has determined it necessary to declare certain areas of Post Falls as a Competitively Disadvantaged Border Community Area. The Riverbend Commerce Park is a part of a declared Competitively Disadvantaged Border Community Area. The Riverbend Commerce Park has the potential to aid the City in this shift from timber related employment to manufacturing, and other employment bases. Improvements to the Riverbend Commerce Park will provide the stimulation needed to attract the type of employment base needed by the City in this transition period. This in turn, will benefit the City and its residents, provide for increased economic opportunities for residents of Post Falls, and increase revenues to the citizens in Kootenai County. The City has taken the following action utilizing Urban Renewal to provide public improvements to certain areas in the City, including the Riverbend Commerce Park Area.

The City of Post Falls in 1991, per Chapter 20 Urban Renewal Law, Idaho Code established an Urban Renewal Agency (URA). The URA has established three (3) urban renewal areas in the City of Post Falls, which include, West Seltice, Downtown and the Riverbend Commerce Park. In 1993, the City of Post Falls Urban Renewal Agency authorized \$1,200,000 in bonds to pay for the costs of public improvements to service the Urban Renewal Area known as the West Seltice Urban Renewal Area. The City of Post Falls is beginning to see the benefits of this Urban Renewal Project in the West Seltice Area. Harpers, a major employer in the City, located in this area as a result of the Urban Renewal designation. It has employed between 300 to 600 individuals. Harpers relocated to the City of Post Falls due to improvements made possible by utilizing Urban Renewal. The total Harpers project is worth 29 million dollars. The Harpers project has been a stimulus for further improvements in the area. Several projects have moved into the West Seltice area after the Harpers project, including many small businesses. Improvements have also been added to the West Seltice area such as curbs and the refinishing of parts of Seltice Way. Several other improvements are also slated for the area along Seltice Way such as landscaping, curbs and gutters, bike trails, and sewer and water improvements. The Urban Renewal Agency will use tax increment financing to assist in providing public improvements to the Downtown Urban Renewal Area. Improvements in the 4th Avenue Area of Downtown include a paved parking lot to be used by pedestrians and bicyclers enabling them to utilize a nearby pedestrian/bicycle path. This plan known as the "Riverbend Urban Renewal Plan", is a part of the Competitively Disadvantaged Border Community Area.

C. The Riverbend Commerce Park project area is included within the area which has been designated as the Competitively Disadvantaged Border Community Area by the City of Post Falls, Ordinance No. 815, which was adopted by the City Council on September 5, 1995 (see Appendix D). The City is also in the process of designating this area as a Tax Allocation District. Post Falls is growing in population at a fairly significantly rate as shown below. The business rate of growth has not kept up with the population growth as discussed in the "disadvantaged border community study" Appendix H, and the "tax allocation feasibility study", Appendix B. Each year since 1984, JP Stravens has conducted a census of Kootenai County and

the incorporated cities in the county, based on county assessor's data and on sampling of dwelling counts. To increase the accuracy of the data presented, adjustments are made for changing vacancy rates, geographic conditions and seasonal living adjustments. This method of establishing population estimates and growth rates is the professionally recognized and accepted method of determining accurate demographics between the ten (10) year U.S. Federal Census. In 1990, the Bureau of Census counts contained errors of (30% to 40%) in certain tracts of Kootenai County. The following table shows population estimates for the City of Post Falls based upon the JP Stravens reports. Job creation from 1991 to 1995 has averaged 8.5% per year which does not keep up with the residential growth, averaging 12% per year, shown in the following graph.

TABLE 1

| Population Estimates and Projections | | | | | | |
|--------------------------------------|------------|-----------------|-----------|-----------|-----------|-----------|
| Year | Population | Yearly Increase | Projected | Projected | Projected | Projected |
| | | | 9% | 10% | 8% | 6% |
| | | | Increase | Increase | Increase | Increase |
| 1992 | 8,015 | | | | | |
| 1993 | 9,532 | 18.9% | | | | |
| 1994 | 10,854 | 13.9% | | | | |
| 1995 | 11,534 | 6.3% | | | | |
| 1996 | 12,595 | 9.2% | | | | |
| 1997 | | | 14,601 | 13,854 | 13,603 | 13,736 |
| 1998 | | | 15,799 | 15,517 | 14,691 | 14,561 |
| 1999 | | | 17,695 | 17,069 | 15,866 | 15,434 |
| 2000 | | | 19,818 | 18,776 | 17,135 | 16,360 |
| 2001 | | | 22,097 | 20,653 | 18,506 | 17,342 |
| 2002 | | | 24,860 | 22,718 | 19,987 | 18,383 |

Source: JP Stravens

Taxing levels in Washington State vs. Idaho play a large part in the disadvantage between the states. The taxing methods and levels conducted in Idaho put business parks and sites located next to Washington State at a disadvantage. Some of the tax disadvantages, which are in effect and cause this disadvantage, include the corporate income tax method of taxation in effect in Idaho; therefore causing overall business taxes to be greater than in bordering states, and personal income taxes on both individuals and business affect location decision. Also, Business & Occupation taxes provide a strong encouragement to locate in Washington rather than Idaho. Taxation of individual homeowners located in Idaho is greater than those located in Washington. Further discussion on the economics of Idaho and Washington, including the tax situation, can be found in Appendix H.

D. The Riverbend Commerce Park is located on the west side of the City and is slightly more than 1 mile from the Washington State border. The property was annexed into the city in 1988, and platting of the project area started in 1990. The project area currently consists of 330 acres of undeveloped and developed lots that, with the exception of a single housing unit, the developments within the project area are commercial and industrial in nature. After platting the Riverbend Commerce Park in the early 1990's, some development has taken place on the site. Although, since 1995 no new development has taken place. Approximately three-fourths of the Riverbend Commerce Park is vacant. Among the problems that the Riverbend Commerce Park face in recruiting business relate to an existing disadvantage concerning the tax structure in Idaho vs. Washington. Lack of infrastructure that currently is not in place at the business park, but is in place in most business parks and locations in the Spokane Area. Lack of mass transit to Riverbend Commerce Park, and the distance to a dense population enjoyed by most business parks in the Spokane area. The use of Tax Increment Financing is intended to cover the costs of constructing public improvements as shown in the Tax Allocation Feasibility Study, Appendix B.

Riverbend has been the target of company site selection inquiries. These inquiries have fallen into two categories; 1) companies which were large enough to warrant infrastructure investment to accommodate their needs and, 2) companies small enough to be accommodated by existing infrastructure. The University of Idaho project is an example of a large enough development to warrant new infrastructure. Some infrastructure is not in place, such as roads and lighting, for such a large development but the amount of investment warrants new infrastructure investment. As the infrastructure is put in place, additional space will be available for smaller companies which could not justify a major improvement based on their investment level. The rate of growth for commercial activity will be directly related to the infrastructure restraints in Post Falls. With the Riverbend Urban Renewal Project, job growth in Post Falls will be able to increase, unlike the past. The specific improvements that are proposed for the Riverbend area include, (refer to figure 1 for street identification,) the completion of Lochsa Street from Pleasant View Road to South Clearwater Loop Street. The construction of East Clearwater Loop from Selway Avenue to Lochsa Street. The Construction of Moyie Street from Selway to Lochsa Street, and the completion of St. Joe Avenue from West Clearwater Loop to Lochsa Street. Other construction is anticipated dependent on grant funds, along with City and State funds, including the extension of Pleasant View Road from Riverbend Avenue to Lochsa Street, and may include improvements to the freeway interchange at Pleasant View Road and Interstate 90.

Improvements to the freeway interchange must be made to sustain the interchange at a level of service "C" or better. This being addressed in the "Concept Design Report" (attachment I), done by Inland Pacific Engineering for the Riverbend Commerce Park in 1996, concerning the traffic situation at the freeway interchange. Traffic flowing onto Pleasant View Road from Riverbend Avenue traveling north (360 cars per hour), to either turn west onto Interstate 90 towards Spokane (145 cars per hour), or east onto Interstate 90 towards Coeur d' Alene (210 cars per hour), face delays in the weekday PM peak hour volumes. Improvements containing the following actions, are needed for the Riverbend Commerce Park to remain viable; a 6 lane underpass, four lanes on the I-90 westbound off-ramp, change of the current one-way or two-way

Way/I-90 westbound ramps. Further discussion on the traffic situation in and near the Riverbend Commerce Park can be found in Appendix I.

SECTION 2

RIVERBEND PURPOSE & GOALS

2. PURPOSE AND GOALS.

This plan has been determined to be necessary by the City Council, Ordinance No. 815 adopted September 5th, 1995, under the Disadvantaged Border Community Area legislation. This plan is intended to discuss the Riverbend Commerce Park and its status as a Disadvantaged Border Community, including the background of the Riverbend Commerce Park, and its viability utilizing the Urban Renewal Law. It has been determined that without assistance utilizing the Disadvantaged Border Community Area legislation, commerce activity in the Riverbend Commerce Park, that would benefit the entire City and its residents, through the availability of jobs and increase revenues for the City, would occur at a much slower pace in the Riverbend Commerce Park. This Riverbend Urban Renewal Plan will show through discussion, and through the several attachments, the disadvantage that the Riverbend Commerce Park is at in relation to competing against Washington State as a viable commerce park. The Urban Renewal Agency and the City have made the following determinations, and set the following goals as support for the Competitively Disadvantaged Border Community Area designation under the Urban Renewal Law.

The Project Area has been determined to be a Competitively Disadvantaged Border Community Area, and as such the City adopts the following purposes and major goals for the Riverbend Urban Renewal Plan:

- A. To stimulate the development of industrial and commercial expansion in this section of the City of Post Falls;
- B. To enhance this potential site for educational, industrial and commercial development and expansion;
- C. To improve public infrastructure and public facilities at this site for benefit of the immediate area;
- D. To enhance and improve transportation routes for the benefit of area business, tourist and industrial center;
- E. To strengthen tourist and visitor related commercial functions within the project area; and
- F. To provide commercial and educational facilities for the residents of Post Falls and visitors.

SECTION 3

RIVERBEND CONFORMANCE WITH STATE AND LOCAL REQUIREMENTS

3. CONFORMANCE WITH STATE AND LOCAL REQUIREMENTS.

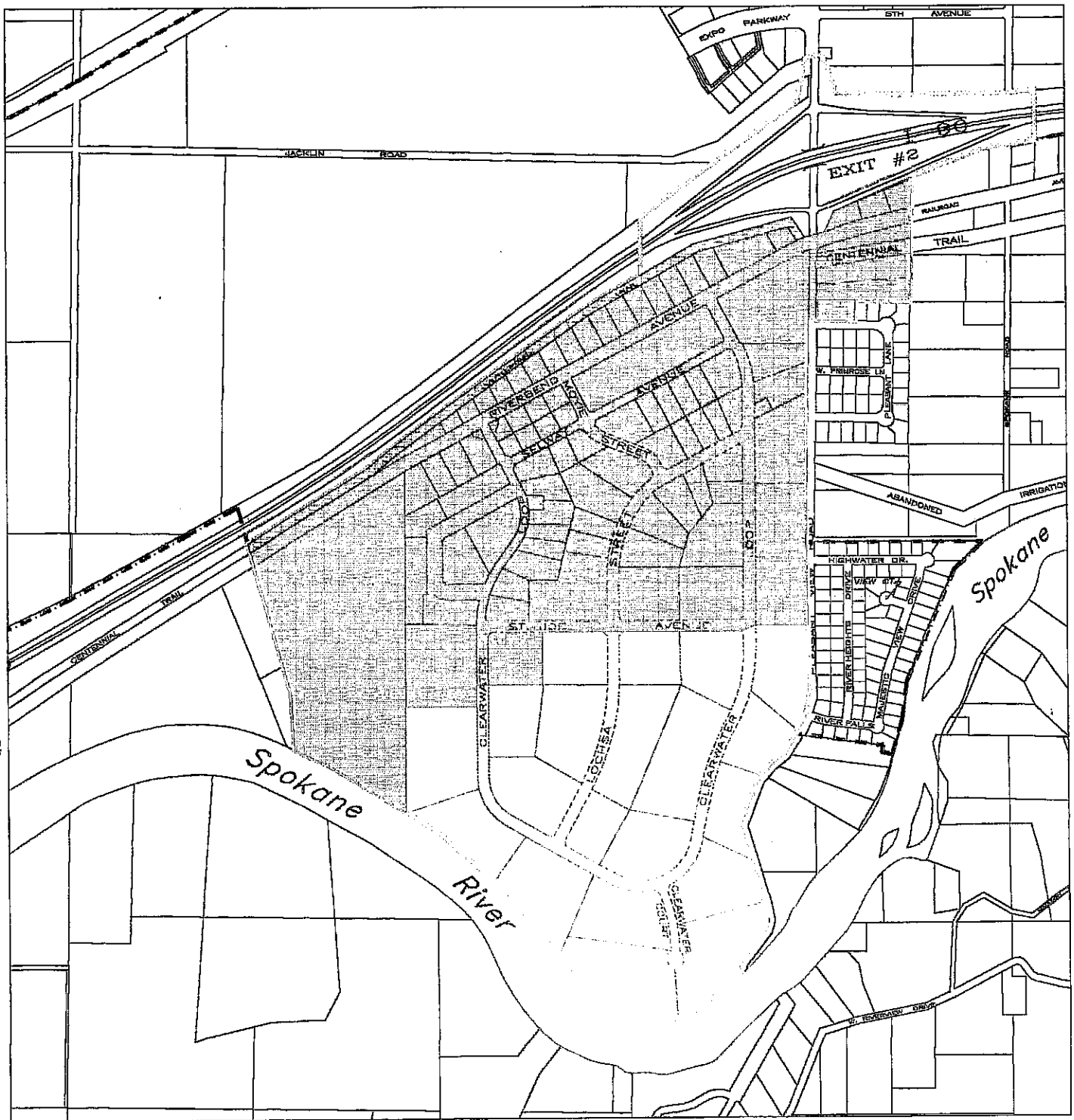
Comprehensive And Urban Renewal Plans

A. The proposed development area conforms to the Comprehensive Plan of the City of Post Falls which identifies this area as commercial/industrial. The Comprehensive Plan of the City of Post Falls was adopted by the City Council on May 16, 1995, and includes current revisions to the Comprehensive Plan and the City's Zoning Ordinance.

The primary objectives for the Urban Renewal Agency are to improve the quality of life, bring economic vitality and improve the aesthetics of the Riverbend Area utilizing the Local Economic Development Act of Urban Renewal. There are two (2) differing categories of land use issues involved in any plan. The first category deals with the designated or planned land uses of the Comprehensive Plan and the second category address existing non-conforming land uses, which are uses which do not conform to the Comprehensive Plan. All uses proposed in this plan must conform to the Comprehensive Plan of the City of Post Falls per Chapter 20, 50-2008, paragraph B, Idaho Code.

Designated Land Uses Of The Comprehensive Plan

As can be seen by comparing the applicable portion of the Generalized Future Land Use Map of the Post Falls Comprehensive Plan, following as (Figure 2), to the Riverbend Urban Renewal Plan map (Figure 3), both are consistent. If the necessary resources are available, the Urban Renewal Agency will assist most projects which desire support, but each project must be consistent with this Urban Renewal Plan and the Comprehensive Plan of the City. The following is a list of the existing and proposed land uses in the Riverbend Urban Renewal Plan as they are described in the Comprehensive Plan. All proposed uses for new development at the Riverbend Commerce Park must comply with the appropriate land use designation which is in effect at the time the use is implemented.



LEGEND

- STREET RIGHT-OF-WAY OR PUBLIC ACCESS
- RAILROAD
- LOT / PROPERTY LINES
- CITY LIMITS
- RIVERBEND PROJECT BOUNDARY
- COMMERCIAL DISTRICT
- INDUSTRIAL DISTRICT
- RESIDENTIAL DISTRICT (1 - 5 RU / ACED)
- PUBLIC / QUASI PUBLIC DISTRICT



FIGURE 2

SCALE IN FEET

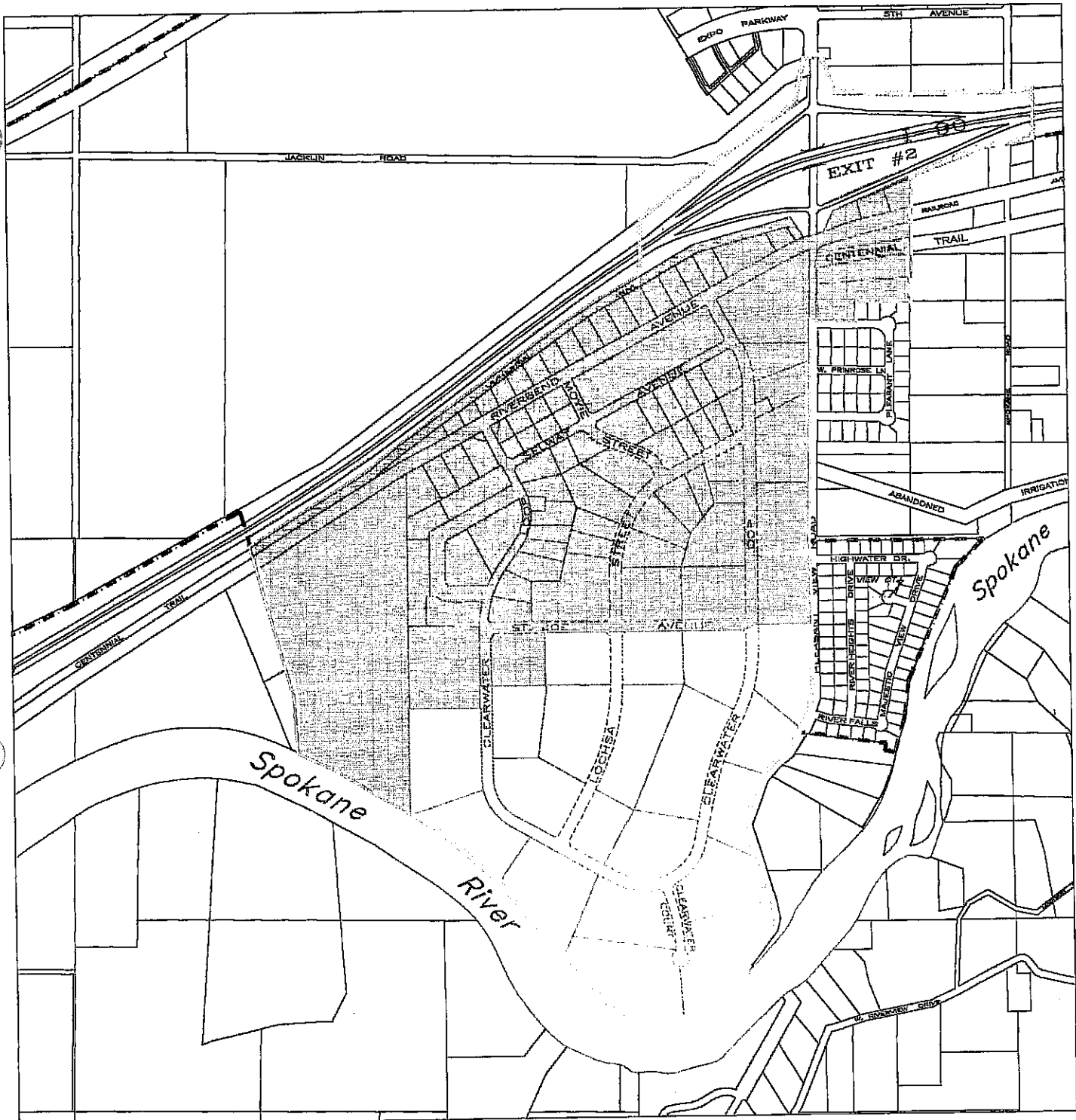


Established 1881
Post Falls
 Idaho's River City
 URBAN RENEWAL

408 SPOKANE STREET
 POST FALLS, IDAHO 83854
 (208) 773-3511

GENERALIZED FUTURE LAND USE

DRAWN BY: K.J.G. DATE: 7/25/97 SHEET 1 of 1
 FILE: RIVERBEND.DWG SCALE: 1" = 1,000' DWG No. 97-125

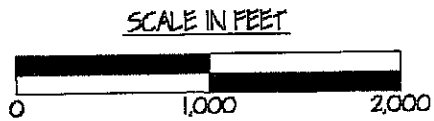


LEGEND

- STREET RIGHT-OF-WAY OR PUBLIC ACCESS
- RAILROAD
- LOT/PROPERTY LINES
- CITY LIMITS
- RIVERBEND PROJECT BOUNDARY
- COMMERCIAL DISTRICT
- INDUSTRIAL DISTRICT
- RESIDENTIAL DISTRICT (1 - 5 RU / ACRES)
- PUBLIC / QUASI PUBLIC DISTRICT



FIGURE 3



Established 1881
POST FALLS
 Idaho's River City
URBAN RENEWAL

408 SPOKANE STREET
 POST FALLS, IDAHO 83854
 (208) 773-3511

RIVERBEND URBAN RENEWAL PLAN MAP

DRAWN BY: K.J.G. DATE: 7/25/97 SHEET 1 of 1
 FILE: RIVERBEND.DWG SCALE: 1" = 1,000' DWG No. 97-125

Regional / Community Commercial / Office:

The proposed land use designation in the Riverbend Urban Renewal Project Area that is currently used as regional/Community Commercial/Office, is approximately 61.66% of the Riverbend Urban Renewal Project Area. The function of this land use designation found in the Comprehensive Plan is to provide regional, local and tourist needs in readily accessible locations. Existing compatible land uses within the Riverbend Urban Renewal Project Area consists of a mixture of office, retail and service commercial available for use. There are no non-conforming residential and/or industrial land uses within this Riverbend Urban Renewal Project Area. For the sake of brevity and clarification, this portion of the project area will be referred to as the "Commercial District" in this document.

Industrial:

This proposed land use designation in the Riverbend Urban Renewal Project Area that is currently used as industrial, is approximately 35.71% of the project area. Industrial designations in the Comprehensive Plan provide for manufacturing employment centers. Industrial areas should be separated from residential uses by other types of land uses such as commercial or open space. Currently there are no non-conforming uses within this portion of the Project Area. There is sufficient available adjacent undeveloped land for expansion of any of the existing industrial facilities within the Riverbend Urban Renewal Project Area.

Public / Quasi-Public:

This proposed land use designation is expected to occupy approximately 2.36% of the project area. This is intended for lands which are publicly or privately owned and are open to the public or used to benefit the general public. The only existing land uses are the Centennial Trail and some vacant land which is held for future right-of-way expansion.

Residential, Urban (1-5 Units / Acre):

This existing land use currently occupies approximately 0.27% of the project area. The purpose of this designation is to provide housing options for all income categories. In terms of developing a long range land use plan for a sustainable city, both lower and higher density residential land uses are essential. This land use in the target area is currently fully developed as low density residential. This land use consists of a single parcel of land which is located on the east side of the project area.

Other Land Uses

In addition to the above comprehensive plan land uses there are other more specific land uses, found in the zoning code, which are of importance to the Riverbend Urban Renewal Plan. These land uses are compatible with those which are described above and are an integral part of the proposed developments for the Riverbend Urban Renewal Project Area. They are as follows:

Public Rights-Of-Way:

With some exceptions, most of the public rights-of-way in the Riverbend Urban Renewal Project Area are deficient in terms of complete development. Street infrastructure including sewer, water, curbs and gutters, drainage, and streetlighting is inadequate and is a major drawback to attracting beneficial development such as high-tech, manufacturing, and educational/research development. The Urban Renewal Agency finds these infrastructure needs critical to the attraction of new business and the development of the area. The Agency intends to use its resources, plus any additional assistance which may be derived from any other public or private source for the improvement of this critical public right of way public rights-of-way component.

Institutional And Non-Profit Uses:

The location and development of institutional uses such as technical schools and governmental facilities are extremely important components to attract industrial activity to the Riverbend Urban Renewal Project Area. When sufficient funds are available and where allowed by Urban Renewal Law, the Urban Renewal Agency will assist the location of public facilities, or public facilities and/or amenities which can provide a direct benefit to the area. Such facilities include (but are not limited to) universities, technical schools, parks, and other related amenities.

B. The Competitive Disadvantaged Border Community Area designation under the Urban Renewal law, supports the overall land use of Post Falls for the Riverbend Commerce Park, as adopted by the City Council on May 16, 1995 and the zoning of Post Falls. Both land use and zoning maintain a commercial/light industrial use for the Riverbend Commerce Park area. The Riverbend plan, through discussion and goals, furthers the intent of this area to become a commercial/light industrial business park through its approval and implementation.

C. The laws of the State of Idaho Chapter 20, 50-2008, paragraph D, Idaho Code, require an Urban Renewal Plan to be prepared on an area certified as a Urban Renewal Area. Competitively Disadvantaged Border Community Area. Section 50, Chapter 29 of the Idaho Code provides that a City can declare portions of land within its boundaries as a Competitively Disadvantaged Border Community Area. The City of Post Falls has made that determination for the Riverbend Commerce Park, this includes findings that the City does indeed meet the State mandated criteria for said designation (see Appendix C). The formal action was taken on September 5th, 1995 by Ordinance No. 815 (Appendix D). This, the Riverbend Urban Renewal Plan, is submitted as a proposal for an Urban Renewal Plan as required by state law.

SECTION 4

DESCRIPTION OF THE PROJECT AREA

4. Description of the Project Area

The legal description of the project area is as presented in Appendix A. The boundaries are also depicted in the "Riverbend Urban Renewal District" and "Riverbend Tax Allocation District" maps which follow as Figures 4 and 5 respectively. The area is generally located west of Pleasant View Road, north of the Spokane river, east of the Jacklin Seed Company, and just north of Interstate 90. The project area is generally flat, with slight changes in elevation towards the river. Currently, the Riverbend Commerce Park contains tenants including the following, Tapmatic, Swiss Tech, DAL, AAA, Quality Coating, Wilkenson Company, North Idaho College Workforce Training Center, and Cabletron.

From 1983 to 1991 Post Falls was expanding the amount of commercial land available for development at a modest rate. In 1992, new commercial land became available at an increasing rate. Since 1992, the West Seltice Urban Renewal Area with the location of Harper's has drastically changed the commercial investments in Post Falls which far exceed commercial growth for the entire county. Most of the recent commercial growth in Post Falls and in the county has occurred in or near the investment area of Harper's. During this time, however, development of the Riverbend Commerce Park has been relatively stagnate, with no new building permits issued in 1995 or 1996. One major difference between the West Seltice Area and Riverbend is the deficiency of public infrastructure at Riverbend.

The project area has been determined by the Post Falls City Council to be located within a "Disadvantaged Border Community Area" as defined by Sections 50-2902 and 50-2903(6) Idaho Code, and as such requires tax increment financing to assist in attracting development that most likely would not occur otherwise. Difficulty in attracting business to the Riverbend Commerce Park is due primarily to the following reasons, the proposed area lies within twenty-five (25) miles of Spokane County, and the City of Spokane, which due to their size offer more options for business. The State of Idaho imposes an income tax upon corporations and individuals, while the State of Washington does not have a corporate or individual income tax. The Riverbend Commerce Park is also lacking some public facilities such as roads and lighting; therefore the Riverbend Commerce Park community is at a disadvantage with regards to inferior essential public infrastructure.

Due to the disproportionate rate of property taxes between the State of Idaho and the State of Washington, the Riverbend Commerce Park is at a disadvantage in attracting new business into the Project Area. Depending upon the type of commercial activity, the proximity of dense population plays a pronounced part in competition between locating in Idaho or Washington. The business parks located throughout the Spokane area are serviced by a mass transit system which provides economic and reliable transportation. This Idaho project area has no public transportation system and is therefore offers no public transportation to the project area.

The City, in response to the realization of the deficiencies discussed above, approved by Ordinance the declaration of this area as a "Competitively Disadvantaged Border Community Area" (Appendix D, Ord No. 815.). Utilizing the Disadvantaged Border Community Area designation the Urban Renewal Agency has developed the following redevelopment actions for the Riverbend Commerce Park. The Agency is seeking to moderate the disadvantages that exist within the project area by purchasing land for public purposes, installing and constructing sewer lines, water lines, streets, lighting and other public improvements in the project area, issue bonds and/or employ other finance methods, to support any or all of the above-identified projects, including to the extent allowed by law, the use of grants to facilitate redevelopment. Also, improvements to the freeway interchange are needed, as traffic flow created by additional developments in the Riverbend Commerce Park will overwhelm an already overloaded freeway interchange. These recommended improvements are located in section 5. Refer to the introduction, section D for further discussion on the traffic situation at the freeway interchange.

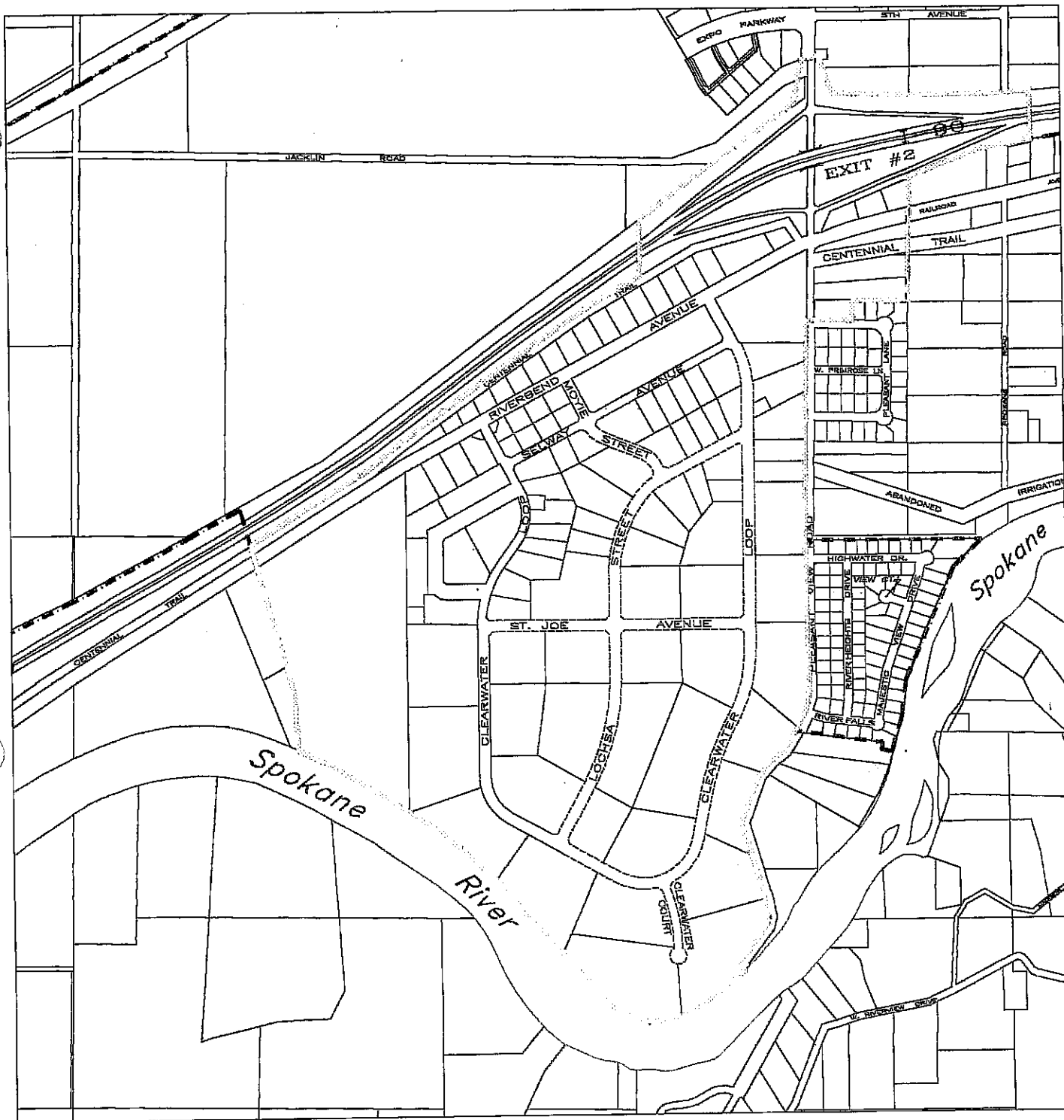
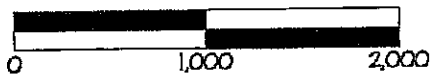


FIGURE 4

SCALE IN FEET



LEGEND

- STREET RIGHT-OF-WAY OR PUBLIC ACCESS
- RAILROAD
- LOT/PROPERTY LINES
- CITY LIMITS
- RIVERBEND URBAN RENEWAL DISTRICT BOUNDARY

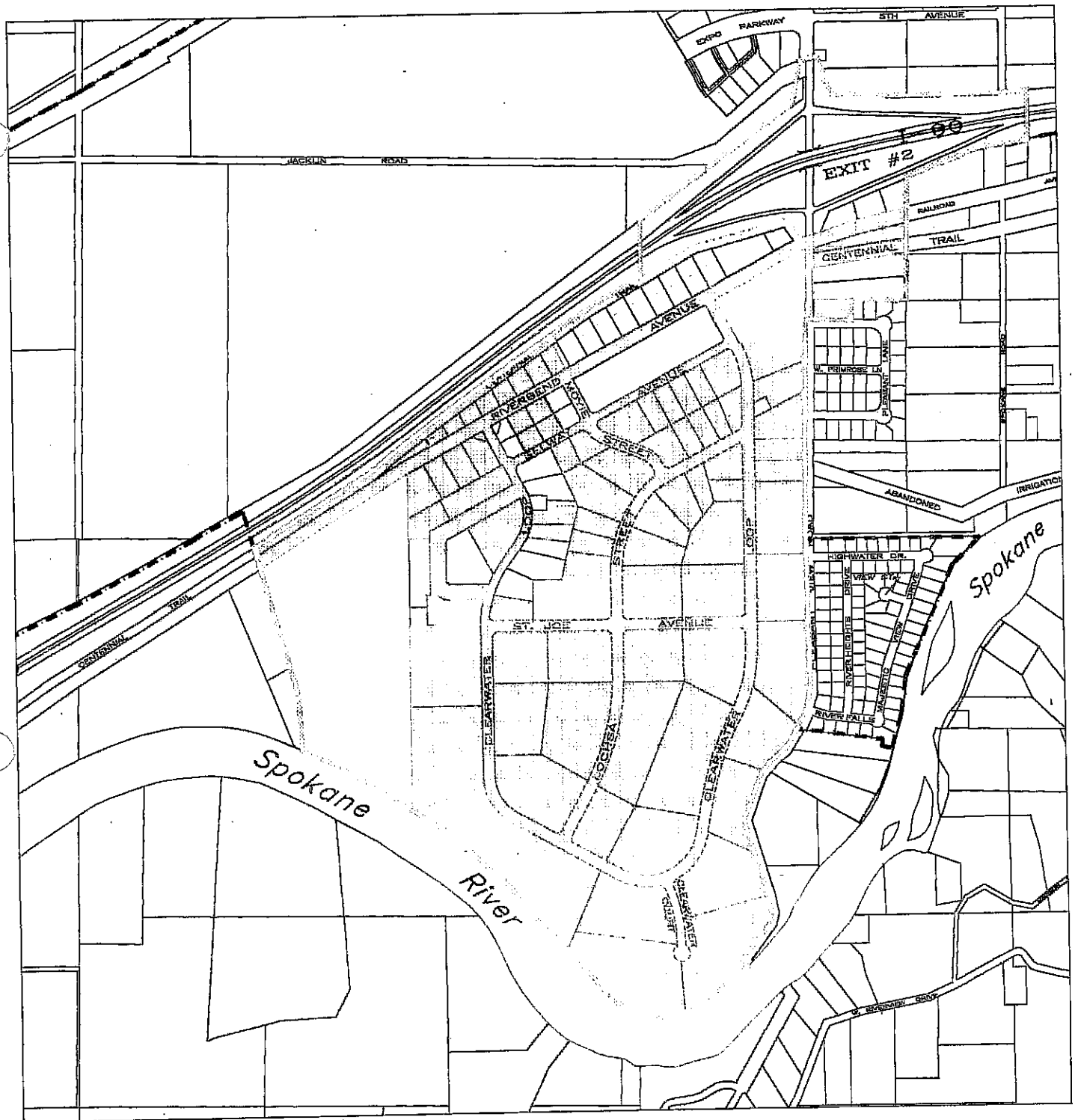


Established 1891
Post Falls
 Idaho's River City
 URBAN RENEWAL

408 SPOKANE STREET
 POST FALLS, IDAHO 83854
 (208) 773-3511

RIVERBEND URBAN RENEWAL DISTRICT

| | | |
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| DRAWN BY: K.J.G. | DATE: 7/25/97 | SHEET 1 of 1 |
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LEGEND

- STREET RIGHT-OF-WAY OR PUBLIC ACCESS
- RAILROAD
- LOT/PROPERTY LINES
- CITY LIMITS
- RIVERBEND PROJECT BOUNDARY
- PROPOSED TAX ALLOCATION DISTRICT

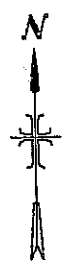
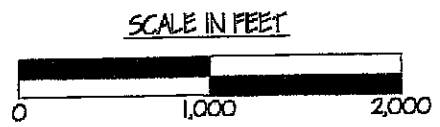


FIGURE 5



408 SPOKANE STREET
 POST FALLS, IDAHO 83854
 (208) 773-3511

RIVERBEND TAX ALLOCATION AREA

| | | |
|---------------------|--------------------|----------------|
| DRAWN BY: K.J.G. | DATE: 7/25/97 | SHEET 1 of 1 |
| FILE: RIVERBEND.DWG | SCALE: 1" = 1,000' | DWG No. 97-125 |

SECTION 5

DESCRIPTION OF PROPOSED IMPROVEMENTS

5. DESCRIPTION OF PROPOSED IMPROVEMENTS

The following is a description of proposed improvements that have been identified as needed in the Riverbend Commerce Park. The estimated costs are realistic estimates for improvements that are needed in the Riverbend Commerce Park to attract business that otherwise would not locate in the Commerce Park. Each street improvement has been listed with a description of what the improvement is, the quantity (described in units), and an overall estimated cost range for that particular item. These improvements were identified by Jacklin Co. as the construction upgrades necessary to provide infrastructure to the site which will enable the site to become a viable commerce business park. All construction in the Project Area shall comply with all applicable state and local laws, and codes. Any improvements proposed for the existing water system shall only be funded with Urban Renewal funds if the existing system becomes a public system. In addition to applicable codes, ordinances, or other requirements, governing development in the Riverbend Urban Renewal Project Area, additional specific performance and development standards may be adopted by the Urban Renewal Agency to control and direct redevelopment activities, found by the Urban Renewal Agency to be in the best interest of the Urban Renewal Project Area. Construction may be completed by the Urban Renewal Agency, or in concert with other governmental entities including the City, Highway District, or State.

CONSTRUCTION COSTS FOR RIVERBEND

EAST CLEARWATER LOOP (SELWAY TO LOCHSA)

| ITEM # | DESCRIPTION | QUANTITY | UNIT | ESTIMATED TOTAL COST |
|--------|----------------------|----------|------|----------------------|
| 1. | CURB & GUTTER | 1,200 | LF | \$6,750 - 11,250 |
| 2. | DRYWELL | 2 | EA | 2,250 - 3,750 |
| 3. | STORMWATER TREATMENT | 500 | LF | 3,938 - 6,563 |
| 4. | SIDEWALK | 1,200 | LF | 8,100 - 13,500 |
| 5. | STREET TREES | 20 | EA | 3,000 - 5,000 |
| 6. | ROADWAY | 600 | LF | 22,500 - 37,500 |
| 7. | 10" C-900 PVC | 600 | LF | 8,850 - 14,250 |

| | | | | |
|-----|--|-----|----|---------------------------|
| 8. | 10" VALVES & FITTINGS | 2 | EA | 825 - 1,325 |
| 9. | 6" CL 160 PVC | 600 | LF | 4,950 - 8,250 |
| 10. | 6" VALVES & FITTINGS | 2 | EA | 375 - 625 |
| 11. | 2" WATER SERVICES | 4 | EA | 3,150 - 5,250 |
| | EAST CLEARWATER LOOP SUB-TOTALS | | | 64,688 - 107,263 |
| | DESIGN & CONST. ENGINEERING | | | \$10,300.00 |
| | EAST CLEARWATER LOOP TOTAL: | | | \$74,988 - 117,563 |

MOYIE STREET (SELWAY TO LOCHSA)

| ITEM # | DESCRIPTION | QUANTITY | UNIT | ESTIMATED TOTAL COST |
|--------|--|----------|------|---------------------------|
| 1. | CURB & GUTTER | 1,300 | LF | \$7,313 - 12,187 |
| 2. | DRYWELL | 2 | EA | 2,250 - 3,750 |
| 3. | STORMWATER TREATMENT | 520 | LF | 4,095 - 6,825 |
| 4. | SIDEWALK | 1,300 | LF | 8,775 - 14,625 |
| 5. | STREET TREES | 20 | EA | 3,000 - 5,000 |
| 6. | ROADWAY | 650 | LF | 24,375 - 40,625 |
| 7. | 10" C-900 PVC | 600 | LF | 8,550 - 14,250 |
| 8. | HYDRANTS-500' INTERVALS | 1 | EA | 500 - 2,500 |
| 9. | 10" VALVES & FITTINGS | 3 | EA | 1,238 - 2,063 |
| | MOYIE STREET SUB-TOTALS | | | 60,096 - 101,825 |
| | DESIGN & CONST. ENGINEERING | | | \$9,740.00 |
| | MOYIE STREET TOTAL: | | | \$69,836 - 111,565 |

ST. JOE AVENUE (WEST CLEARWATER LOOP TO LOCHSA)

| ITEM # | DESCRIPTION | QUANTITY | UNIT | ESTIMATED TOTAL COST |
|--------|--|----------|------|----------------------------|
| 1. | CURB & GUTTER | 1,600 | LF | \$9,000 - 15,000 |
| 2. | DRYWELL | 6 | EA | 6,750 - 11,250 |
| 3. | STORMWATER TREATMENT | 640 | LF | 5,040 - 8,408 |
| 4. | SIDEWALK | 1,600 | LF | 10,800 - 18,000 |
| 5. | STREET TREES | 30 | EA | 4,500 - 7,500 |
| 6. | ROADWAY | 800 | LF | 30,000 - 50,000 |
| 7. | 12" C-900 PVC | 800 | LF | 13,800 - 23,000 |
| 8. | HYDRANTS-500' INTERVALS | 1 | EA | 1,500 - 2,500 |
| 9. | 12" VALVES & FITTINGS | 3 | EA | 1,350 - 2,250 |
| 10. | 6" CL 160 PVC | 800 | LF | 6,600 - 11,000 |
| 11. | 6" VALVES & FITTINGS | 2 | EA | 375 - 625 |
| 12. | 2" WATER SERVICES | 2 | EA | 1,575 - 2,625 |
| | ST. JOE AVENUE SUB-TOTALS | | | 91,290 - 152,158 |
| | DESIGN & CONST. ENGINEERING | | | \$14,580.00 |
| | ST. JOE AVENUE TOTAL: | | | \$105,870 - 166,738 |

LOCHSA STREET (PLEASANT VIEW TO SOUTH CLEARWATER LOOP)

| ITEM # | DESCRIPTION | QUANTITY | UNIT | ESTIMATED TOTAL COST |
|--------|--|----------|------|-------------------------|
| 1. | CURB & GUTTER | 7,300 | LF | \$41,062 - 68,437 |
| 2. | DRYWELL | 12 | EA | 13,500 - 22,500 |
| 3. | STORMWATER TREATMENT | 2,900 | LF | 22,838 - 38,062 |
| 4. | SIDEWALK | 10,400 | LF | 70,200 - 117,000 |
| 5. | STREET TREES | 150 | EA | 22,500 - 37,500 |
| 6. | ROADWAY | 3,650 | LF | 136,875 - 228,125 |
| 7. | SANITARY SEWER | 2,900 | LF | 31,538 - 52,563 |
| 8. | 48" MANHOLES | 9 | EA | 9,788 - 16,312 |
| 9. | SEWER SERVICES | 38 | EA | 19,950 - 33,250 |
| 10. | 10" C-900 PVC | 3,700 | LF | 52,725 - 87,875 |
| 11. | HYDRANTS-500' INTERVALS | 7 | EA | 10,500 - 17,500 |
| 12. | 10" VALVES & FITTINGS | 18 | EA | 7,425 - 12,375 |
| 13. | 6" CL 160 PVC | 3,700 | LF | 30,525 - 50,875 |
| 14. | 6" VALVES & FITTINGS | 11 | EA | 2,063 - 3,438 |
| 15. | 2" WATER SERVICES | 38 | EA | \$29,925 - 49,875 |
| | LOCHSA STREET SUB-TOTAL\$ | | | 501,414 - 835,687 |
| | DESIGN & CONST. ENGINEERING\$80,250.00 | | | |
| | LOCHSA STREET TOTAL:\$581,664 - 915,937 | | | |

PLEASANT VIEW ROAD S (TO SOUTH CLEARWATER LOOP)

| ITEM # | DESCRIPTION | QUANTITY | UNIT | ESTIMATED TOTAL COST |
|--------|---|----------|------|-------------------------|
| 1. | CURB & GUTTER | 9,500 | LF | \$53,437 - 89,063 |
| 2. | DRYWELL | 16 | EA | 18,000 - 30,000 |
| 3. | STORMWATER TREATMENT | 3,800 | LF | 29,925 - 49,875 |
| 4. | SIDEWALK | 6,350 | LF | 42,863 - 71,438 |
| 5. | STREET TREES | 100 | EA | 15,000 - 25,000 |
| 6. | ROADWAY | 4,750 | LF | 178,125 - 296,815 |
| 7. | 10" C-900 PVC | 4,750 | LF | 67,688 - 112,813 |
| 8. | HYDRANTS-500' INTERVALS | 9 | EA | 13,500 - 22,500 |
| 9. | 10" VALVES & FITTINGS | 15 | EA | 6,188 - 10,313 |
| 10. | 6" CL 160 PVC | 4,750 | LF | 39,187 - 65,312 |
| 11. | 6" VALVES & FITTINGS | 6 | EA | 1,125 - 1,875 |
| 12. | 2" WATER SERVICES | 13 | EA | \$10,238 - 17,063 |
| | PLEASANT VIEW ROAD SUB-TOTAL\$ | | | 475,276 - 792,067 |
| | DESIGN & CONST. ENGINEERING\$76,000 | | | |
| | PLEASANT VIEW ROAD TOTAL:\$551,276 - 868,067 | | | |

FREEWAY UNDERPASS AT PLEASANT VIEW ROAD (INCLUDING ON/OFF RAMPS)

| ITEM # | DESCRIPTION | QUANTITY | UNIT | ESTIMATED TOTAL COST |
|--------|---|----------|------|-------------------------|
| 1 | 4" CLASS B ASPHALT | 1985 | CY | \$107,768 - 178,281 |
| 2 | 4" CLASS E ASPHALT | 1985 | CY | 96,768 - 161,281 |
| 3 | 14" C.S.T.C. | 5548 | CY | 49,932 - 83,220 |
| 4. | CURB & GUTTER | 3200 | LF | 18,000 - 30,000 |
| 5 | SIDEWALK | 1500 | LF | 10,125 - 16,875 |
| 6 | SWALES | 6699 | SF | 10,049 - 16,748 |
| 7 | DRYWELL | 16 | EA | 24,000 - 40,000 |
| 8 | SIGNALS | 5 | LS | 401,250 - 668,750 |
| 9. | ISLANDS | 5 | LS | 50,250 - 83,750 |
| 10 | SIGNS | 6 | LS | 42,750 - 71,250 |
| 11 | STRIPING | 6 | LS | 13,875 - 23,125 |
| 12 | UTILITY RELOCATION | 5 | LS | 20,625 - 34,375 |
| 13 | LANDSCAPING & IRRIGATION | 5 | LS | 16,500 - 27,500 |
| 14 | TRAFFIC CONTROL | 115 | DAYS | 45,938 - 76,563 |
| 15 | PERMIT & REVIEWS FEES | 6 | LS | 20,250 - 33,750 |
| 16 | 12" C.S.T.C. | 1200 | CY | 10,800 - 18,000 |
| 17 | FREEWAY/PLEASEANT VIEW RD. UNDERPASS SUB-TOTALS | | | \$ 938,302 - 1,563,837 |
| 15 | DESIGN & CONST. ENGINEERING | | | \$15,448.00 |
| 16 | PLEASANT VIEW ROAD TOTAL: | | | \$1,089,750 - 1,715,285 |

RIVERBEND TOTALS:

| | | | |
|----------------------------------|-----------|--------------------|------------------|
| EAST CLEARWATER LOOP | \$ | 74,988 - | 117,563 |
| MOYIE STREET | | 69,836 - | 111,565 |
| ST. JOE AVENUE | | 105,870 - | 166,738 |
| LOCHSA STREET | | 581,664 - | 915,937 |
| PLEASANT VIEW ROAD SOUTH | | 551,276 - | 868,067 |
| FREEWAY UNDERPASS AT PLEASANT V. | | 1,089,750 - | 1,715,285 |
| TOTAL PROJECT COST | \$ | 2,473,384 - | 3,895,155 |

PUBLIC LAND USES.

A. Rights-of-Way.

The major public streets currently located within the Riverbend Urban Renewal Project Area are Riverbend Avenue, Pleasant View Road and Clearwater Loop. The other major pedestrian and bicycle transportation link which runs through the Project Area is Centennial Trail. Any changes

in the existing layout of public rights-of-way will be made in accordance with the objectives of this Urban Renewal Plan and the City's design standards. Development of all public rights of ways shall be guided by the following criteria:

1. A balancing of the needs of proposed and potential new developments in the surrounding area for adequate pedestrian and vehicular access, vehicular parking, and delivery facilities against the similar needs of any existing developments. Such balance shall take into consideration the rights of existing owners and tenants; and

1.1 topography, traffic safety and esthetics; and

1.2 need of areas outside the Project Area for convenient and efficient vehicular, pedestrian, and bike access and movement; and

1.3. use of rights-of-way for vehicular, bicycle and pedestrian traffic, landscaping, public and private utilities, and activities typically found in urban areas.

B. Other Public, Institutional, and Non-profit Uses.

The Urban Renewal Agency may also provide for and permit, within the Project Area, the maintenance, establishment or enlargement of public, institutional, or non-profit uses, including park and recreational facilities; educational and fraternal facilities; philanthropic, religious and charitable institutions; utilities; governmental facilities; and facilities of other organizations or associations consistent with normal uses in a commercial type business area. All such uses shall, conform to the provisions of this Plan as well as the Comprehensive Plan and Zoning Ordinance of the City of Post Falls. The Agency may impose such other requirements and / or restrictions (which do not conflict with the aforementioned city documents) as may be necessary to protect the development and use of the project area.

RELOCATION OF PERSONS (INCLUDING INDIVIDUALS AND FAMILIES, BUSINESS CONCERNS, AND OTHERS DISPLACED BY THE PROJECT).

No relocation is contemplated at this time; however, if relocation becomes necessary and if the Agency receives federal funds for real estate acquisition and relocation, the Agency shall comply with 24 CFR, Part 42, implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If as a result of pursuing this plan individuals, families, businesses, non-profit organizations or others are required to relocate, the Urban Renewal Agency shall prepare a plan for the relocation of same. The Urban Renewal Agency shall be responsible to assist those individuals and entities in full accordance with state and federal statutes, including finding a new location and providing relocation assistance.

OPEN SPACE, LANDSCAPING, LIGHT, AIR AND PRIVACY.

Provisions for open space, landscaping, light, air and privacy shall be governed by applicable laws and ordinances and such additional restrictions which may be legally imposed by the Agency.

SECTION 6

MISCELLANIOUS

b. MISCELLANIOUS

PROJECT FINANCING.

General Description Of Financing Methodology

State law provides that Urban Renewal Agencies have the power to finance urban renewal (redevelopment) activities and related costs. Agencies can issue both short and long term debt with existing and projected revenues. Urban Renewal Agencies may utilize tax increment financing (TIF) as the financing tool; however, Idaho Code Section 50-2007(f) also allows other financing mechanisms such as those listed below:

1. advances
2. loans
3. grants
4. contributions
- 5 any other form of financial assistance from public or private sources

City And Agency Guidelines:

The Urban Renewal Agency may finance this plan with financial participation of the City, State of Idaho, Federal Government, interest income, Agency bonds, local improvement district bonds, donations, loans from private financial institutions, the lease of sale of Agency-owned property, 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, borrow funds, and create indebtedness in carrying out this Plan. The principal and interest on such advances, funds, and indebtedness may be paid from any other funds available to the Agency. The City, as it is able, may also grant additional assistance through City loans and grants for various public facilities. The City or any other public agency may expend money to assist the Agency in carrying out this project.

- A. Bonds. As allowed by law and subject to such restrictions as are imposed by law, the Agency is authorized to issue 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 shall be liable on the bonds by reason of their issuance.

B. Other Loans and Grants. Any other loans, grants, guarantees, or financial assistance from the United States, the State of Idaho, or any other public or private source will be utilized if available.

Revenue Allocation Financing:

The Urban Renewal Agency hereby adopts, concurrently with the adoption of this plan, Appendix B, a revenue allocation financing provision as authorized by Chapter 29, Section 50, Idaho Code ("The Act"). These revenue allocation provisions shall apply as provided by law to all taxing districts in which the revenue allocation area is located. The Urban Renewal Agency shall take all actions necessary or convenient to implement these revenue allocation provisions. The Urban Renewal Agency specifically finds that the equalized assessed valuation of property within the revenue allocation area is anticipated to increase as a result of the initiation of the urban renewal project. The revenue allocation financing shall be in effect for a period not to exceed fifteen (15) tax years, from the date of adoption of this plan, unless it is necessary to continue such financing to pay off outstanding debt.

The Agency through its Board of Directors, may apply all or any portion of the revenues allocated to the Agency pursuant to the Act to pay costs incurred or to pledge all or any portion of such revenues to the repayment of any moneys borrowed, indebtedness incurred or bonds issued by the Agency to finance, or refinance the project costs stipulated in Section 5.

Upon enactment of an ordinance by the City of Post Falls, and final adoption of these revenue financing provisions, revenues will be governed by Idaho Code Section 50-2908. A Statement listing proposed public improvements and facilities and estimated project costs is designated in Section 5, and an economic feasibility study setting forth Fiscal Impact upon other taxing districts, and methods of financing project costs as required by Idaho Code Section 50-2905 is included in Appendix B, both of which are incorporated herein by reference.

ACTIONS BY THE CITY

The City will, to the extent authorized, by law assist and cooperate with the Agency in carrying out this Plan and take all actions necessary to ensure the continued fulfillment of purposes of this Plan. Actions by the City shall include, but not be limited to, the following:

- A. Institution and completion of the proceedings necessary for changes and improvements in private and publicly owned utilities within or affecting this project area.
- B. Revising of zoning or other standards (if necessary) within the project area to permit the development authorized by this Plan.

- C. Imposition, wherever necessary, through the use of special use permits or other means 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. Preservation of historical sites shall have a high priority in achieving development objectives.
- F. Performance of the above actions and all other functions and services relating to public health, safety, and physical development normally rendered in accordance with the schedule which will permit the redevelopment of the project area to be commenced and carried to completion without unnecessary delays.
- G. Institution and completion of proceedings necessary for the establishment of a local improvement
- H. The undertaking and completing of any other proceedings necessary to carry out the project.
- I. Administration of community development block grant and other state and federal funds that may be available for this project.
- J. Appropriate agreements with the Agency for administration, supporting services, funding sources, and the like.

The foregoing actions to be taken by the City do not constitute any commitment of financial outlay by the City.

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, to the extent allowed by law, the City. The provision of this Plan or other documents entered into, pursuant to this Plan, may be enforced by the Agency, City, or other governmental entity which may have jurisdiction over the violation.

DURATION OF THE PLAN.

The Plan is anticipated to run concurrently with the Tax Allocation District. The Tax Allocation District is anticipated to be in effect for a period not to exceed fifteen (15) years from the date of its adoption.

PROCEDURE FOR AMENDMENT.

The proposed Riverbend Urban Renewal Plan may be modified at any time by the Urban Renewal Agency as provided by state law. Where the proposed modifications substantially alter the adopted plan, the modifications must be approved by the Urban Renewal Agency, the City Planning and Zoning Commission and the City Council in the same manner as the original plan. Substantial changes for Council purposes shall include revisions to the following:

1. Project area boundaries
2. Permitted land uses not in compliance with the Comprehensive Plan
3. Land Acquisition not previously identified in this plan
4. Changes to plan objectives

SEVERABILITY.

The provisions of this plan are hereby declared to be severable and if any provision of this plan or the application of such provision to any person or circumstance is declared invalid for any reason, such declaration or the application shall not affect the validity of remaining portions of this plan.

SECTION 7 CONCLUSION

CONCLUSION.

Post Falls, as a smaller community of 14,000 between two larger commercial centers, Spokane, twenty miles to the west, and Couer d' Alene, three miles to the east, struggles to remain economically competitive due, in part, to the lack of infrastructure to attract business in many

parts of the City, including the Riverbend Commerce Park. As seen in section 1, business and job growth, 8.5%, has not kept up with residential growth, averaging 12% per year. A higher percentage of residential growth places increased burdens on the community to provide services. When commercial and residential growth are balanced, the communities can better provide essential services. Post Falls economy has traditionally been tied to the timber related industry. Approximately 10.5% of all Statewide Natural Resource Employment opportunities are concentrated within Kootenai County, and this is not a growth industry for Idaho. With the timber industry in decline in Post Falls, as evidenced by the closing of the Louisiana Pacific mill resulting in the loss of 120 high wage jobs, a shifting in the economy towards manufacturing, tourism, and service related jobs is occurring. Job growth is taking place but at a significantly reduced wage base.

The difference in taxation methodology between Washington and Idaho cause a disadvantage to business locating in Idaho. The corporate income tax in effect in Idaho causes overall business taxes to be greater than in Washington, see (Appendix H). The City, realizing the need to remain economically competitive, has determined that the entire City can benefit by utilizing the Competitively Disadvantaged Border Community Area designation for the Riverbend Commerce Park. As such, the City adopts purposes and goals for the Riverbend Urban Renewal Area including, stimulating the development of industrial and commercial expansion for this area, and enhancing the potential for educational, industrial and commercial development and expansion. Although Riverbend has been the target of many company site selection inquiries. These inquiries have fallen into two categories; 1) companies which were large enough to warrant infrastructure investment to accommodate their needs and, 2) companies small enough to be accommodated by existing infrastructure. Most inquires have been from large companies that will expend large investments into the Riverbend Commerce Park, making infrastructure upgrades required. The existing infrastructure is inadequate for these types of large commercial development. The designation of this area as a Competitively Disadvantaged Border Community will create a mechanism to provide the infrastructure that will attract industrial and commercial development. Industrial and commercial development would not generally occur without the help of the Competitively Disadvantaged Border Community Area designation.

This proposed Plan meets the City's stated goal for economic vitality which reads "to develop a healthy and vital economic economy, providing jobs for citizens and a tax base to support public service." This Plan is also a high priority to the community because, if adopted, this plan would begin to equalize the disparity for development between the State of Idaho and State of Washington. The plan conforms with the cities comprehensive plan, and its goals for land use in this area. The City needs a strong tax base to provide services which the Riverbend Urban Renewal Project would help provide by increasing local job opportunities. The Urban Renewal Agency will construct the financing vehicle which may include local, state, federal or private participation. This plan addresses the needs of the City of Post Falls and the Urban Renewal Agency for the Riverbend Commerce Park, which includes the quality of life, bringing economic vitality, and improving the aesthetics of the Riverbend Area utilizing the Competitively Disadvantaged Border Community Area of the Idaho Code.