



Commission Workshop Agenda
September 8, 2026 - 9:00 am
Chamber of Commerce Conference Room
201 E 4th Avenue, Post Falls ID 83854

1. Call to Order, Commissioner Roll Call
2. Conflict Disclosure
3. Citizen Comment
This section of the agenda is reserved for citizens wishing to address the Commission regarding an Agency related issue. Comments related to future public hearings should be held for that public hearing. Persons wishing to speak will have 5 minutes.
4. District Plan Amendment Proposal (PF Technology URD) **ACTION ITEM**
5. A&A Construction & Development OPA – Addendum #4 Proposal (Downtown URD) **ACTION ITEM**
6. Staff Report
7. Commissioner Comments
8. Adjournment

Requests for accommodation of special needs to participate in the meeting should be addressed to the Office of the Executive Director, 201 E. 4th Avenue, Post Falls, Idaho 83854, or call (208) 777-8151.

Mission Statement: To encourage sound economic and community improvement that enhances the overall quality of life in Post Falls by: providing and improving infrastructure, attracting jobs, and enhancing citizen safety and health.



STAFF MEMORANDUM

TO: Post Falls Urban Renewal Commission

FROM: Executive Director

DATE: September 8, 2026

SUBJECT: Proposed Amendment to the Post Falls Technology District Urban Renewal Plan

WORKSHOP: Consideration of Amendment to Technology District Boundary

I. PURPOSE

The purpose of this workshop item is to provide the Commission with an opportunity to consider amending the Post Falls Technology District Urban Renewal Plan to modify the District boundary to include certain existing public rights-of-way that currently adjoin the District.

The proposed amendment has originated from a reimbursement request submitted to the Agency for public infrastructure costs associated with the development of a new shopping center in Zone C of the Technology District. A portion of the public infrastructure constructed in connection with that development, including improvements to Zorros Road and the Zorros Road/Prairie Avenue roundabout, is located outside the existing Technology District boundary.

The primary purpose of the proposed boundary amendment is therefore to include the additional public right-of-way immediately adjacent to the Zone C development so that the Agency may consider the construction costs associated with those improvements. The costs have already been submitted to the Agency and are currently pending review by the Agency's consulting engineers.

In addition to the right-of-way associated with the Zone C development, City staff has recommended that the Agency consider several other existing public rights-of-way that adjoin the Technology District as part of the same boundary amendment. These additional areas are being proposed because Idaho law provides an opportunity for a one-time modification of the geographic boundaries of an urban renewal district. Staff believes that, if the Commission determines that a boundary modification is appropriate, the opportunity should be considered comprehensively rather than using the one-time boundary modification solely to address the immediate Zone C reimbursement issue.

II. BACKGROUND

The Post Falls Technology District was established to facilitate redevelopment and new development within an area identified for urban renewal activities. The District Plan identifies public infrastructure improvements intended to support development within the District.

Development within Zone C has resulted in substantial investment in public infrastructure, including improvements to Zorros Road and construction of the Zorros Road/Prairie Avenue roundabout. These improvements serve the Zone C development as well as the broader surrounding area.

The Agency has received a reimbursement request seeking participation in the public infrastructure costs associated with the Zone C development. As part of its review of that request, the Agency has identified that portions of the relevant public rights-of-way are outside the existing Technology District boundary.

The Agency's consulting engineers are currently reviewing the submitted reimbursement documentation and associated construction costs. Amending the District boundary to include the applicable right-of-way would allow the Agency to consider those improvements within the geographic area governed by the Technology District Plan.

During the review of the boundary issue, City staff recommended that the Agency also consider several additional existing public rights-of-way adjoining the District. The recommendation recognizes that the proposed amendment would represent the one-time opportunity to modify the geographic boundaries of the Technology District and that other logical adjoining public rights-of-way should be considered before that opportunity is used.

III. PROPOSED BOUNDARY ADJUSTMENTS

Staff proposes consideration of the following existing public rights-of-way as part of the boundary amendment. The east half of Zorros Road and the Zorros Road/Prairie Avenue roundabout are directly associated with the Zone C reimbursement request. The remaining areas are included for consideration at the recommendation of City staff as part of the broader one-time boundary modification.

1. East Half of Zorros Road

The proposed amendment would include the east half of Zorros Road adjoining the Zone C development. This is the primary area prompting consideration of the boundary amendment because of the public infrastructure improvements constructed in connection with the new shopping center.

Including this right-of-way would allow the Agency to consider the construction costs associated with the Zorros Road improvements that have been submitted as part of the pending reimbursement request.

2. Zorros Road/Prairie Avenue Roundabout

The proposed amendment would include the entire public right-of-way associated with the Zorros Road/Prairie Avenue roundabout.

The roundabout was constructed as part of the development of the Zone C shopping center. Including the entire roundabout within the District boundary would avoid dividing a single public infrastructure improvement between areas inside and outside the District and would allow the Agency to consider the associated construction costs as part of its reimbursement review.

3. Prairie Avenue Right-of-Way West of Highway 41

The proposed amendment would include the additional existing public right-of-way along the southern side of Prairie Avenue west of Highway 41.

This area is immediately adjacent to the existing District and is being proposed for inclusion at the recommendation of City staff as part of the broader one-time boundary modification.

4. Zorros Road Immediately North of Early Dawn Avenue

The proposed amendment would include the small section of Zorros Road located immediately north of Early Dawn Avenue.

This existing public right-of-way adjoins the District and is being proposed for inclusion at the recommendation of City staff as part of the comprehensive boundary modification.

5. East Half of Highway 41 North of the Railroad and South of Hayden Avenue

The proposed amendment would include the east half of the Highway 41 right-of-way extending from the railroad north to Hayden Avenue.

This existing public right-of-way is also being proposed for inclusion at the recommendation of City staff as part of the one-time opportunity to modify the District boundary.

IV. PRIMARY PURPOSE OF THE PROPOSED AMENDMENT

The immediate purpose of the proposed amendment is to address the boundary issue identified through the Agency's review of the Zone C reimbursement request.

The public infrastructure constructed as part of the Zone C shopping center development includes improvements to Zorros Road and the Zorros Road/Prairie Avenue roundabout. Because the existing Technology District boundary does not encompass the applicable portions of the public right-of-way, the Agency cannot fully consider those improvements within the geographic boundaries of the existing District.

Including the applicable right-of-way would allow the Agency to consider the construction costs already submitted by the project proponent and currently pending review by the Agency's consulting engineers.

The proposed amendment would therefore provide an opportunity to resolve the geographic boundary issue associated with the current reimbursement request while also making a broader, one-time adjustment to include other existing public rights-of-way that reasonably adjoin the Technology District.

V. ONE-TIME BOUNDARY MODIFICATION OPPORTUNITY

Idaho law provides for modification of an urban renewal district's geographic boundaries under specified circumstances and limits the opportunity to extend the geographic boundaries of a revenue allocation area.

Because the proposed amendment would represent the Agency's one-time opportunity to modify the geographic boundaries of the Technology District, City staff has recommended that the Commission consider whether other existing public rights-of-way immediately adjoining the District should be included as part of the same amendment.

The additional right-of-way areas identified in this memorandum are not being proposed because there is currently a reimbursement request associated with each area. Rather, they are being presented for consideration at the recommendation of City staff because they are existing public rights-of-way that adjoin the District and because the Agency should carefully consider the full scope of the one-time boundary modification before proceeding.

This approach would allow the Agency to address the immediate Zone C infrastructure issue without unnecessarily limiting the boundary modification to only those areas directly associated with the current reimbursement request.

VI. DISTINCTION BETWEEN BOUNDARY AMENDMENT AND REIMBURSEMENT ELIGIBILITY

It is important to distinguish the proposed boundary amendment from the Agency's separate determination regarding reimbursement eligibility.

Amending the District boundary would allow public infrastructure located within the amended boundary to be considered under the Technology District Urban Renewal Plan. It would not, by itself, establish that any particular improvement or construction cost is eligible for reimbursement.

The Zone C infrastructure costs remain subject to the Agency's normal reimbursement review process, including review by the Agency's consulting engineers and consideration of the requirements of the Technology District Plan, applicable law, Agency policies, and any applicable agreements.

Accordingly, the proposed amendment should be viewed as establishing the appropriate geographic framework within which the Agency can consider the submitted costs. It does not constitute approval of the reimbursement request or establish the amount of any reimbursement.

VII. CONSIDERATIONS FOR THE COMMISSION

In considering the proposed amendment, the Commission may wish to focus on the following:

1. The immediate Zone C reimbursement issue

The proposed inclusion of the east half of Zorros Road and the entire Zorros Road/Prairie Avenue roundabout is directly related to the reimbursement request currently under review by the Agency.

2. The one-time nature of the boundary modification

Because the proposed amendment represents the Agency's opportunity to make a one-time geographic modification to the District, the Commission should consider whether the additional identified public rights-of-way recommended by City staff should be included at the same time.

3. Existing public rights-of-way

All of the proposed additions consist of existing public rights-of-way. The proposal is not intended to add additional private development property to the Technology District.

4. Logical District boundaries

Including the identified rights-of-way would create a more logical relationship between the District boundary and the public transportation infrastructure serving development within and adjacent to the District.

5. Preservation of the Agency's reimbursement review process

The proposed amendment would not eliminate or alter the Agency's existing process for determining whether particular public infrastructure improvements and costs qualify for urban renewal participation.

VIII. LEGAL AND PLAN CONSIDERATIONS

The proposed amendment will need to comply with the applicable provisions of Idaho law governing modification of urban renewal plans and revenue allocation areas.

Idaho Code § 50-2008 provides for modification of an urban renewal plan, while Idaho Code § 50-2033 addresses extensions of revenue allocation areas and includes limitations applicable to a geographic boundary extension.

Before the amendment is formally presented for approval, Agency legal counsel should confirm the proposed boundary configuration and the applicable statutory requirements.

The amended District Plan should also clearly identify the revised geographic boundary through an appropriate legal description and map exhibit.

IX. STAFF OBSERVATION

Staff's preliminary recommendation is that the Commission consider a comprehensive boundary modification rather than limiting the proposed amendment solely to the public right-of-way immediately adjacent to the Zone C shopping center.

The current reimbursement request provides the immediate reason for considering the amendment. Including the east half of Zorros Road and the entire Zorros Road/Prairie Avenue roundabout would allow the Agency to consider the public infrastructure construction costs already submitted and currently pending review by the Agency's consulting engineers.

City staff has recommended that the Agency use this opportunity to also consider the additional identified public rights-of-way adjoining the Technology District. Because the proposed amendment would represent the Agency's one-time opportunity to modify the District boundary, staff believes it is appropriate for the Commission to consider these additional areas at the same time rather than potentially foregoing the opportunity to address them in the future.

The proposed amendment should not be viewed as a commitment to reimburse any particular project cost. Any reimbursement would remain subject to the Agency's established review process and the requirements of the Technology District Plan, applicable law, Agency policies, and applicable agreements.

X. PROPOSED IMPLEMENTATION

If the Commission determines that the proposed boundary modification should proceed, staff would engage an appropriate engineering/surveying firm to prepare a revised legal description and map depicting the amended Technology District boundary.

Agency legal counsel would then prepare a resolution for the purpose of amending the Post Falls Technology District Urban Renewal Plan, incorporating the revised boundary description and applicable exhibits for consideration by the Urban Renewal Commission and, as required, the Post Falls City Council.

To the easterly right-of-way line of Hwy 41.

To the easterly right-of-way line of Zorros Road, including roundabout.

To the southerly right-of-way line of Prairie Avenue.

To the westerly right-of-way line of Zorros Road.

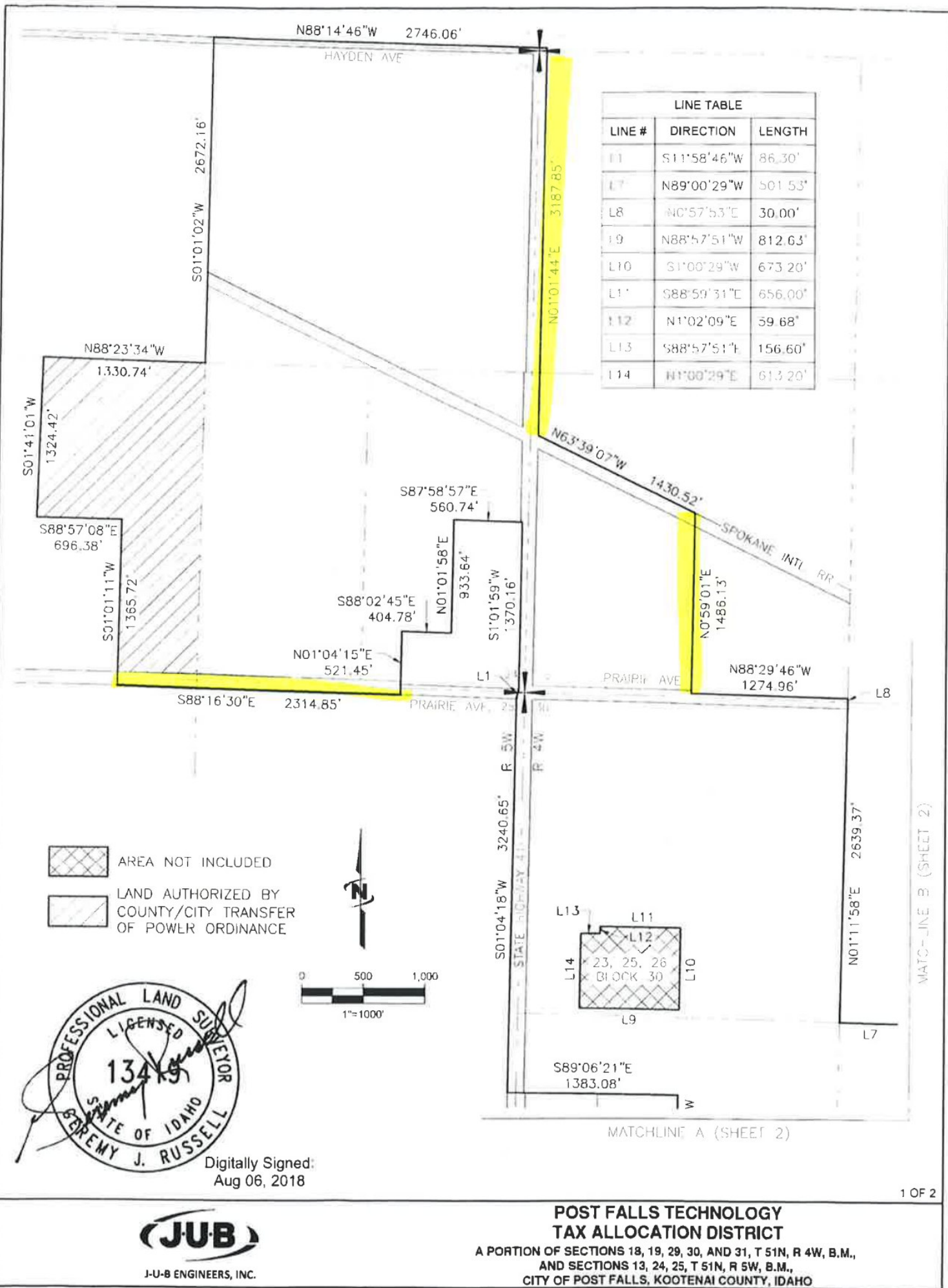
To the easterly right-of-way
line of Zorros Road,
including roundabout.

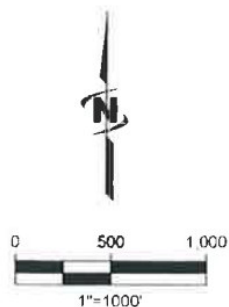
To the southerly right-of-way line of Prairie Avenue.

To the westerly right-of-way
line of Zorros Road.

b. Urban Renewal District Map

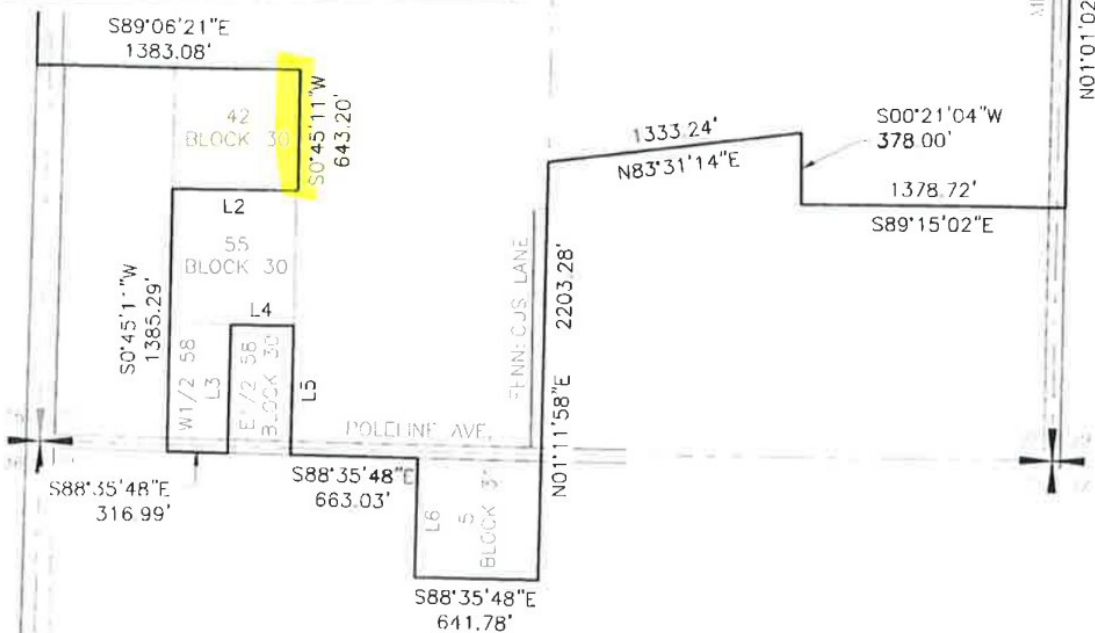
Plot Date: 7/26/2018 \\CDAFILES\PUBLIC\PROJECTS\JUB\20-18-019 BEYOND GREEN INC\CAD\SURVEY\CITY OF POST FALLS\URD & DE ANNEX\MODEL\PTF TECHNOLOGY TAX ALLOCATION DISTRICT.DWG





MATCHLINE A (SHEET 1)

MATCHLINE B (SHEET 1)



LINE TABLE		
LINE #	DIRECTION	LENGTH
L2	N89°14'49"W	656.00'
L3	N1°01'00"E	674.80'
L4	S89°09'56"E	327.50'
L5	S1°01'00"W	678.05'
L6	S1°10'49"W	625.00'
L7	N89°00'29"W	501.53'



AREA NOT INCLUDED



LAND AUTHORIZED BY
COUNTY/CITY TRANSFER
OF POWER ORDINANCE



Digitally Signed:
Aug 06, 2018



POST FALLS TECHNOLOGY TAX ALLOCATION DISTRICT

A PORTION OF SECTIONS 18, 19, 29, 30, AND 31, T 51N, R 4W, B.M.,
AND SECTIONS 13, 24, 25, T 51N, R 5W, B.M.,
CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO

HELPING EACH OTHER
CREATE BETTER COMMUNITIES



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

J-U-B FAMILY OF COMPANIES

August 20, 2026

Christi Fleischman, Chair,
Post Falls Urban Renewal Agency
201 E. 4th Avenue
Post Falls, Idaho 83854

RE: A&A Construction and Development's Millworx and North Mill One Subdivision – Request to amend the Owners Participation Agreement for Phase H, I, J, K, and L Public Infrastructure Improvements.

Chairman Fleishman and Commission Members

On behalf A&A Construction and Development J-U-B ENGINEERS, Inc. respectfully requests that the Post Falls Urban Renewal Agency (PFURA) consider a 4th Addendum to the PFURA/A&A Owners Participation Agreement (OPA) for Millworx Phase H, I, J, K, and L Public Infrastructure Improvements as illustrated in the attached Appendix A Exhibit Map and Appendix B Engineers Opinion of Probable Cost. The addendum would allow for the reimbursement of public infrastructure improvements supporting the proposed Millworx and Downtown Post Falls.

As we previously stated, A&A greatly appreciates the assistance of the Agency in the redevelopment of the former Idaho Veneer site into a mixed-use commercial, residential, and entertainment area referred to as the Millworx creating opportunities for professional/retail services, employment, a range of housing types, entertainment venues, sales, and property tax revenue that will benefit the residents of Post Falls, etc. for years to come.

Amendment Requests

In accordance with the Owners Participation Agreement (OPA) and between the PFURA and A&A dated October 20, 2022, prior Addendums, PFURA Policies 7 and 18 and addendums, A&A, is requesting the following projects be considered for reimbursement as part of the 4th addendum.

Public Infrastructure	Project Description	Estimated Cost
Phase H Reclamation All Phases	Reclamation for the remaining portions of the Millworx development	\$1,300,000
Phase I Roadway (RR Cross 3 rd)	Full public roadway infrastructure from the Idaho St Railroad crossing south of Railroad Ave Roadway intersection down to 3 rd Ave	\$729,559
Phase J Water (West Millworx)	Public water system infrastructure for the Millworx development west of Idaho St	\$91,372
Phase K Roadway (West End)	Public roadway infrastructure for the areas around the West End Apartments project	\$161,734
Phase L Water (Hyatt)	Public Improvements for the water system around the Hyatt Place Hotel	\$63,058
Total		\$2,345,723

Phase (H) – Reclamation of all phases - Continued reclamation of the remaining undeveloped areas of the Millworx site primarily south of 4th Avenue from Idaho Street, Lincoln Street, 4th Ave to the future extension of Railroad Avenue, including removal of three steel buildings, an out-of-date office building, concrete, asphalt, private rail spur, undocumented fill, and non-native materials. Please refer to **Appendix C** which shows an aerial image and some details that go along with this request.

Phase (I) – Idaho Street Roadway (starting at the railroad crossing down to 3rd Ave)

The extension of Idaho Street as a 3- lane collector from the currently constructed location in Millworx to 3rd Avenue including a crossing of the Burlington Northern rail spur. While, the extension will benefit the Millworx with another downtown street for development of first floor retail, office space with 2nd and 3rd floor housing the extension will provide a much needed north south traffic route connecting the area south of Interstate 90 to those commercial, service and residential areas north of the Interstate without requiring the public to drive to either Spokane or Bay Street to get to the north side of the City. Furthermore, the connection will reduce traffic congestion on Spokane and Bay Streets by spreading the north south traffic from two to three streets. All of which is why the extension of Idaho Street is in the City's Transportation Master Plan, and Tier 1 of the Downtown Plan Urban Renewal Plan.

Furthermore, it should be noted the project is outside the boundaries of the Millworx, ownership, fronts other private properties, it could be a City lead and funded project. However, we understand the City does not have the funds to construct the project at this time and is encouraging A&A to fund and construct the project, with reimbursement from the Agency. By using a public/private partnership and a private competitive bidding of project Idaho Street connection can be completed at a lessor cost than a traditional public project. **Appendix C** outlines a 30% design effort of what this roadway may likely look like, which is what the cost estimate is based upon.



Phase (J) - Water (West Millworx)

As part of redeveloping the area west of Idaho Street existing the old and substandard public water and sewer mains will be removed and replaced with new mains constructed to current City standards in new locations to accommodate the planned development of the area into a mix of commercial and residential areas. The new water mains will not only provide fire flow to new development they will overall improve fire flow and equalize pressure to the surrounding area.. **Appendix C** shows an exhibit of the concept development for this area and a possible options for water system routing.

Phase (K) – Roadway (West End)

As part of redeveloping the area south of 4th Avenue between Lincoln and Post Street to Railroad Avenue into much needed infill housing units A&A completed the City required frontage and public alley way improvements. More, specifically A&A reconstructed the south side of 4th Avenue as a three-lane collector street with angled parking, curb, gutter, swales, widened sidewalk, signage, street lighting, and landscaping. The reconstruction of Lincoln and Post Street as a two - lane local access street with parking, curb, gutter, swales, sidewalk, signage, street lighting, and landscaping. Plus, A&A reconstructed the public alleyway way between Lincoln and Post including domestic water improvements (i.e. water meters and valves) that were installed at each end of the alleyway. All of which improved overall traffic circulation, fire flow and water pressure in the area. The frontage and alleyway improvements have been reviewed, inspected and accepted by the City of Post Falls. While the improvements are in the current Downtown URD Plan the frontage improvement on Post, Lincoln and alleyway way improvements are not in the current OPA or Addendum which is why we are respectfully requesting reimbursements for these costs. **Appendix C** indicates the limits of these improvements in an exhibit.

Phase (L) – Water (Hyatt)

As part of redeveloping the area between Interstate 90 and 4th Avenue just west of Idaho Street in Hotel and other commercial uses, A&A installed public water mains and hydrants to current City standards to serve the Hotel. The new public water system improvements provide sufficient fire protection and domestic water to the Hotel. **Appendix C** outlines these water system improvements.

Appendix A, B, and C

Appendix A, B, and C illustrates the additional phases, public improvements, approximate start date, and estimated costs of each phase with supporting Engineers Opinion of Probable Costs and Site Concepts

Development Progress and Next Steps

The North Mill One Subdivision north of 4th Avenue and east of Idaho Street to Seltice Way is in the process of being developed by A&A as part of the overall project starting with the opening of a landmark business, the Kindred & Co Bookstore and Bistro, at the northeast corner of the Idaho Street and 4th Avenue intersection.



J-U-B ENGINEERS, INC.



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Additionally, construction has wrapped up on the mixed-use building on the north side of 4th Avenue, and the construction of the Hyatt Place Hotel on the far east end of the same property. On the south side of 4th Avenue, townhomes (condominium units) and apartments in mixed-use buildings (1st floor commercial/residential, 2nd and 3rd floor residential) have been constructed and are being sold or leased.

A&A is constructing the North Silo Building on the southeast corner of 4th and Idaho Street which will be first floor retail (restaurant, office, etc.) with 2nd and 3rd floor apartment. Upon completion The North Silo Building will be another landmark structure similar to the Kindred and Co. The plans for the Terrace West Building to be located on the southeast corner of 4th and Lincoln along are currently under review by the City and construction is expected to commence this fall, 2026.

In support of the building construction discussed above A&A plans to construct the remaining section of Idaho Street to the north side BNSF Rail spur, Railroad Avenue from Lincoln to Idaho Street. Plus reconstruct the south side of 4th Avenue from Idaho Street to Lincoln Street, and the east side of Lincoln in fall of 2026 to current City Standards including new water and sewer. As such, we plan to submit reimbursement requests for those public infrastructure improvements and soft costs in 2026, 2027 and 2028. Again, without the assistance and partnership of the PFURA, these developments would not be occurring.

In summary, A&A very much appreciates the assistance of the PFURA with the redevelopment of the former Idaho Veneer site into a mixed-use commercial, residential, and entertainment area, referred to as the Millworx and the North Mill One Subdivision. **A&A is respectfully requesting for the amendment of the Owners Participation Agreement to include the outlined Phases H, I, J, K, and L at an approximate cost of \$2,345,723** to the previously approved amount for public infrastructure, and soft costs as illustrated in the appendices. It is understood that actual costs shall be submitted upon completion and acceptance of the infrastructure to verify actual reimbursable costs. Without the PFURA funding assistance, the property would likely remain undeveloped for years to come.

A&A and J-U-B ENGINEERS, Inc. staff members are available to meet with you, the Agency's consulting engineers, Committees, and the full Commission to explain the request and address any questions the agency may have.

Please do not hesitate to contact me.

Sincerely,

Brad Marshall

Senior Project Manager,
J-U-B ENGINEERS, Inc.

APPENDICIES

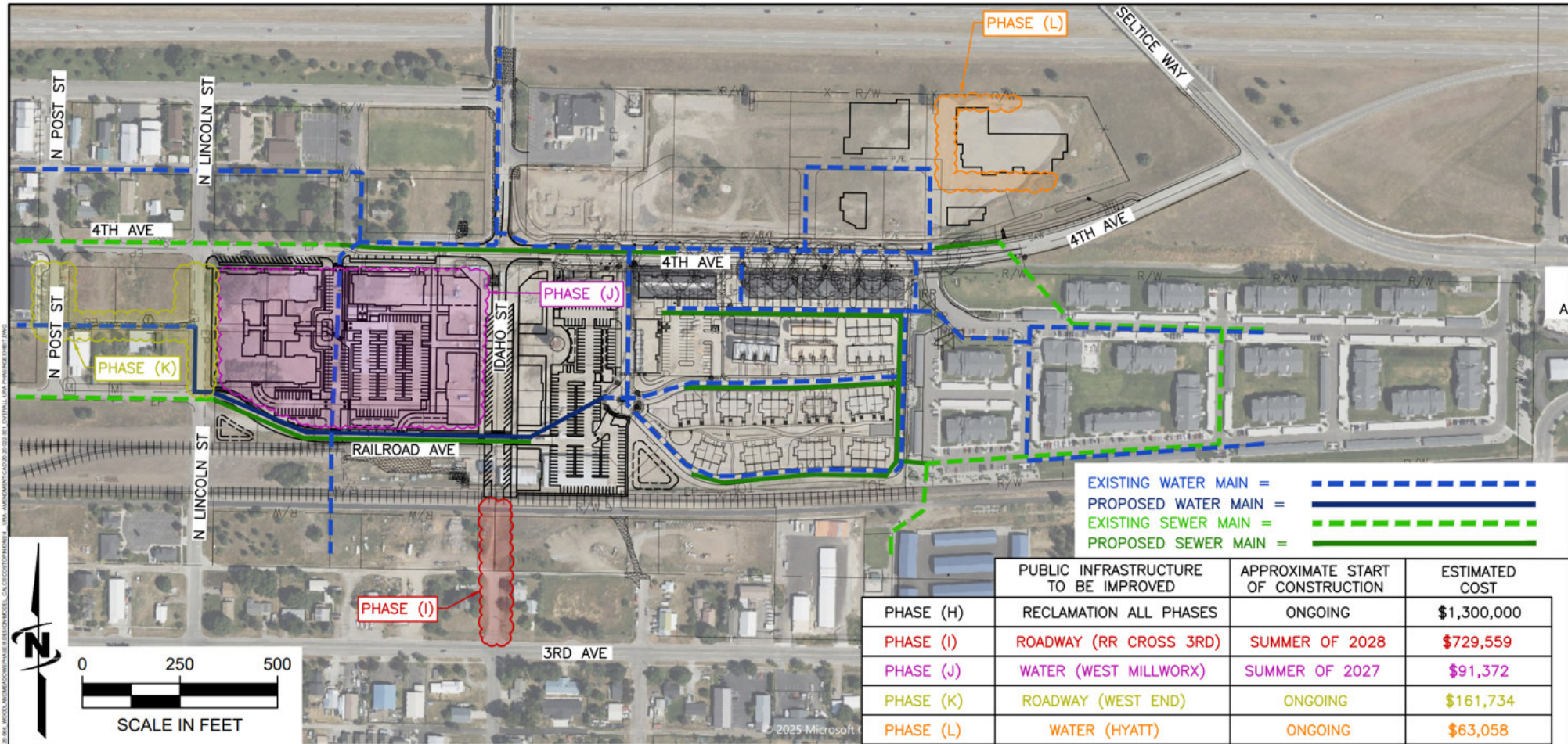
Appendix A – Current and Original Overall Site Plan Exhibits

Appendix B – Engineer's Opinion of Probable Cost

Appendix C – Site Concepts

Appendix A

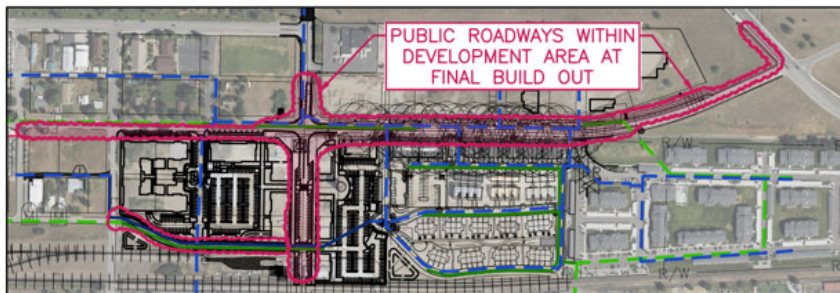
Current and Original Overall Site Plan
Exhibits



	PUBLIC INFRASTRUCTURE TO BE IMPROVED	APPROXIMATE START OF CONSTRUCTION	ESTIMATED COST
PHASE (H)	RECLAMATION ALL PHASES	ONGOING	\$1,300,000
PHASE (I)	ROADWAY (RR CROSS 3RD)	SUMMER OF 2028	\$729,559
PHASE (J)	WATER (WEST MILLWORX)	SUMMER OF 2027	\$91,372
PHASE (K)	ROADWAY (WEST END)	ONGOING	\$161,734
PHASE (L)	WATER (HYATT)	ONGOING	\$63,058

*CONSTRUCTION TIME FRAME IS SUBJECT TO CHANGE

TOTAL: \$2,345,723



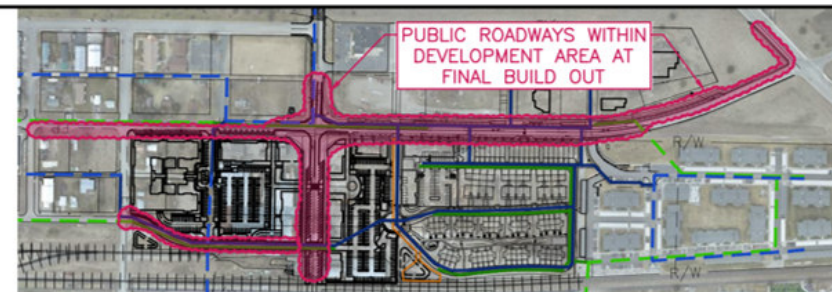
DATE UPDATED: 10/29/2025



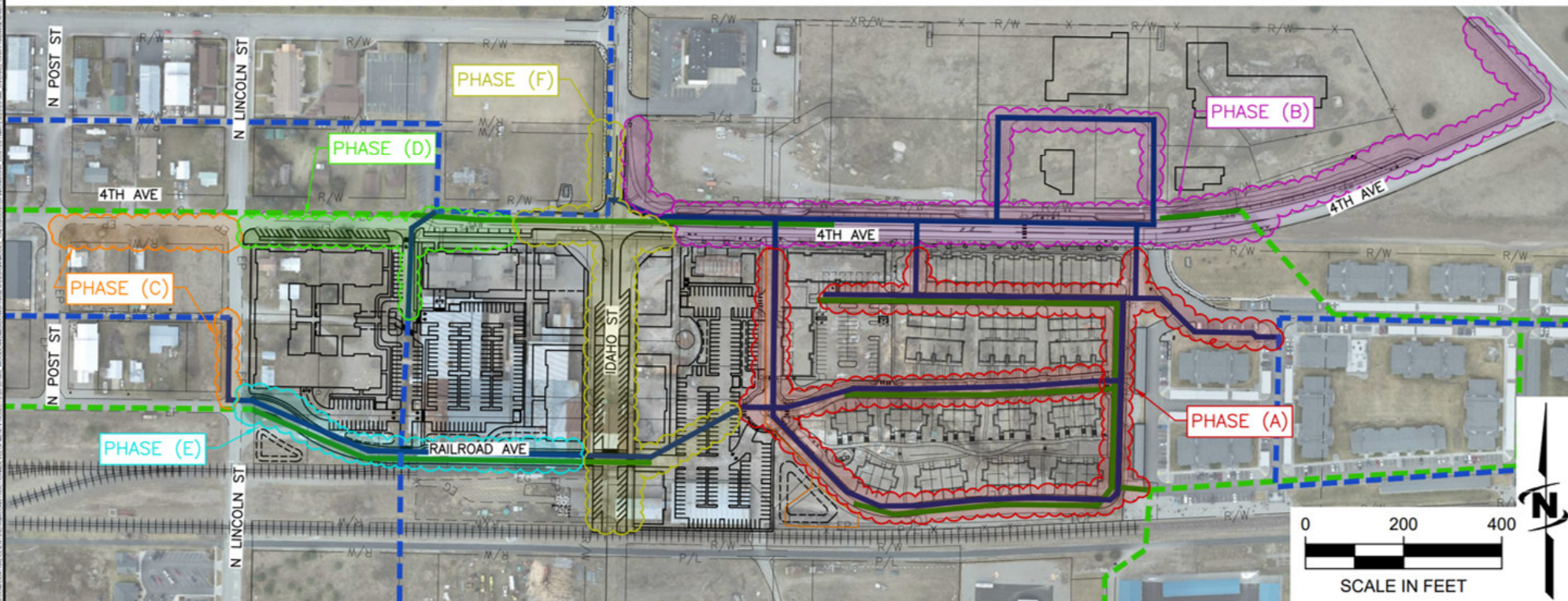
	PUBLIC INFRASTRUCTURE TO BE IMPROVED	APPROXIMATE START OF CONSTRUCTION	ESTIMATED 2022 COST
PHASE (A)	WATER, SEWER	MARCH 2022	\$1,401,000
PHASE (B)	ROADWAY, WATER, SEWER	APRIL 2022	\$1,526,000
PHASE (C)	ROADWAY, WATER, SEWER	*MAY 2023	\$325,000
PHASE (D)	ROADWAY, WATER, SEWER	*MAY 2023	\$491,000
PHASE (E)	ROADWAY, WATER, SEWER	*MAY 2023	\$952,000
PHASE (F)	ROADWAY, WATER, SEWER	*SEPTEMBER 2023	\$1,408,000
PHASE (G)	RECLAMATION ALL PHASES	ONGOING	\$2,938,000

*CONSTRUCTION TIME FRAME
IS SUBJECT TO CHANGE

TOTAL: \$9,041,000



EXISTING WATER MAIN = ---
 PROPOSED WATER MAIN = —
 EXISTING SEWER MAIN = ---
 PROPOSED SEWER MAIN = —



JUB ENGINEERS, INC.

DATE UPDATED: 7/28/2022

ORIGINAL PHASING EXHIBIT

Appendix B

Engineer's Opinion of Probable Cost



ENGINEER'S OPINION OF PROBABLE COST

PROJECT: Millworx - Urban Renewal Agency Amendment 4

PROJECT DESCRIPTION: Cost Estimate of Public Improvements to be Reimbursed by the Urban Renewal Agency

CLIENT: A&A Construction & Development

CLIENT PROJ. NO.

J-U-B PROJ. NO.: 20-20-066

ITEM NO.	DESCRIPTION		TOTAL COST
PHASE H: RECLAMATION ALL PHASES			\$1,300,000
1	Reclamation		\$1,300,000
PHASE I: ROADWAY (RR CROSS 3RD)			\$729,559
1	Asphalt Paving		\$67,652
2	Striping		\$8,643
3	ROW Concrete		\$109,765
4	Electrical Service		\$10,500
5	Stormwater Infrastructure		\$13,000
6	Railroad Crossing		\$520,000
PHASE J: WATER (WEST MILLWORX)			\$91,372
1	Domestic and Fire Water		\$91,372
Phase K: ROADWAY (WEST END)			\$161,734
1	Asphalt Paving		\$53,831
2	Signage & Striping		\$152
3	ROW Concrete		\$61,551
4	Electrical Service		\$41,000
5	Trees in ROW		\$5,200
PHASE L: WATER (HYATT)			\$63,058
1	Domestic and Fire Water		\$63,058
TOTAL ESTIMATED COSTS			\$2,345,723

CCH

J-U-B ENGINEERS, INC.

7825 MEADOWLARK WAY, COEUR D'ALENE, ID 83815 (208) 762-8787



ENGINEER'S OPINION OF PROBABLE COST

PHASE H: RECLAMATION ALL PHASES

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QUANTITY	UNIT	UNIT PRICE	TOTAL COST
Reclamation					\$1,300,000
1	Building Demolition	1	LS	\$575,000	\$575,000
2	Dirt Haul In & Out	1	LS	\$450,000	\$450,000
3	Rail Spur Demolition	1	LS	\$275,000	\$275,000
TOTAL ESTIMATED COSTS					\$1,300,000
CCH J-U-B ENGINEERS, INC.					
7825 MEADOWLARK WAY, COEUR D'ALENE, ID 83815 (208) 762-8787					



ENGINEER'S OPINION OF PROBABLE COST

PHASE I: ROADWAY (RR CROSS 3RD)

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QUANTITY	UNIT	UNIT PRICE	TOTAL COST
ASPHALT PAVING AND SUBGRADE ROCK					\$67,652
1	Asphalt Roadway 4" HMA over 6" Aggregate	2,058	SY	\$33	\$67,652
ROW CONCRETE					\$109,765
1	Concrete Sidewalk with 4" thickness and 2" CSTC	7,736	SF	\$6	\$46,415
2	Concrete ADA Ramps with Truncated Domes	6	EA	\$3,500	\$21,000
3	Concrete Driveways	2	EA	\$8,500	\$17,000
4	Concrete Curb and Gutter	845	LF	\$30	\$25,350
STRIPING AND SIGNAGE					\$8,643
1	Double Yellow	365	LF	\$2	\$730
2	Roadway Symbols (Pedestrian Crossing + Stopbar + handicap symbol)	9	EA	\$300	\$2,700
3	Railroad crossing	1	EA	\$750	\$750
4	Yellow no parking area	1138	SF	\$2	\$2,505
5	White striping (stalls + fog line)	979	LF	\$2	\$1,958
STORM WATER INFRASTRUCTURE					\$13,000
1	Dry Wells	2	EA	\$6,500	\$13,000
ELECTRICAL SERVICE					\$10,500
1	Street lights	3	EA	\$3,500	\$10,500
RAILROAD CROSSING					\$520,000
1	Railroad Crossing With Gates, etc	1	EA	\$520,000	\$520,000
TOTAL ESTIMATED COSTS					\$729,559
CCH					
J-U-B ENGINEERS, INC.					
7825 MEADOWLARK WAY, COEUR D'ALENE, ID 83815 (208) 762-8787					



ENGINEER'S OPINION OF PROBABLE COST

PHASE J: WATER (WEST MILLWORX)

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QUANTITY	UNIT	UNIT PRICE	TOTAL COST
DOMESTIC AND FIRE WATER					\$91,372
1	8" PVC Water Main	1,083	LF	\$40	\$43,320
2	8" Bends/Fittings	7	EA	\$400	\$2,800
3	6" PVC Lines to Fire Hydrants	92	LF	\$38	\$3,496
4	6" Bends/Fittings	4	EA	\$350	\$1,400
5	4" Water Meter	1	EA	\$8,000	\$8,000
6	4" PVC Lines to Meter	36	LF	\$36	\$1,296
7	2" Water Meter	3	EA	\$2,300	\$6,900
8	2" PVC Lines to Meters	112	LF	\$55	\$6,160
9	Fire Hydrant Assembly	4	EA	\$4,500	\$18,000
TOTAL ESTIMATED COSTS					\$91,372
CCH					J-U-B ENGINEERS, INC.
					7825 MEADOWLARK WAY, COEUR D'ALENE, ID 83815 (208) 762-8787



ENGINEER'S OPINION OF PROBABLE COST

PHASE K: ROADWAY (WEST END)

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QUANTITY	UNIT	UNIT PRICE	TOTAL COST
ASPHALT PAVING AND SUBGRADE ROCK					\$53,831
1	Asphalt Roadway 2" HMA over 4" Aggregate	1,633	SY	\$33	\$53,831
ROW CONCRETE					\$61,551
1	Concrete Sidewalk with 4" thickness and 2" CSTC	4,185	SF	\$6	\$25,111
2	Concrete ADA Ramps with Truncated Domes	1	EA	\$3,500	\$3,500
3	Concrete Driveways	2	EA	\$8,500	\$17,000
4	Scuppers	7	EA	\$250	\$1,750
5	Concrete Curb and Gutter	473	LF	\$30	\$14,190
STRIPING AND SIGNAGE					\$152
1	White Parallel Parking Lines	76	LF	\$2	\$152
ELECTRICAL SERVICE					\$41,000
1	Cobra Head Style Street Light in ROW	2	EA	\$7,000	\$14,000
2	Antique Decorative Pedestrian Light in ROW	6	EA	\$4,500	\$27,000
TREES IN PUBLIC ROW					\$5,200
1	Trees in Public ROW	13	EA	\$400	\$5,200
TOTAL ESTIMATED COSTS					\$161,734
CCH					
J-U-B ENGINEERS, INC.					
7825 MEADOWLARK WAY, COEUR D'ALENE, ID 83815 (208) 762-8787					



ENGINEER'S OPINION OF PROBABLE COST

PHASE L: WATER (HYATT)

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QUANTITY	UNIT	UNIT PRICE	TOTAL COST
DOMESTIC AND FIRE WATER					\$63,058
1	6" PVC Water Main	230	LF	\$38	\$8,740
2	8" PVC Water Main	257	LF	\$40	\$10,293
3	4" Water Service to Meter	5	LF	\$515	\$2,575
4	1.5" Water Service to Meter	5	LF	\$500	\$2,500
5	1.5" Gate Valve	1	EA	\$2,000	\$2,000
6	4" Gate Vavle	1	EA	\$1,200	\$1,200
7	6" Gate Valve	3	EA	\$1,400	\$4,200
8	6" Bends/Fittings + Thrust Block	5	EA	\$350	\$1,750
9	8" Bends/Fittings + Thrust Block	6	EA	\$400	\$2,400
10	8" Stub out + cap	1	EA	\$400	\$400
11	Vault	1	EA	\$8,000	\$8,000
12	4" Water Meter	1	EA	\$8,000	\$8,000
13	1.5" Irrigation Meter	1	EA	\$2,000	\$2,000
14	Fire Hydrant Assembly	2	EA	\$4,500	\$9,000

TOTAL ESTIMATED COSTS \$63,058

CCH

J-U-B ENGINEERS, INC.

7825 MEADOWLARK WAY, COEUR D'ALENE, ID 83815 (208) 762-8787



ENGINEER'S OPINION OF PROBABLE COST

PROJECT:

PROJECT DESCRIPTION:

CLIENT:

CLIENT PROJ. NO.

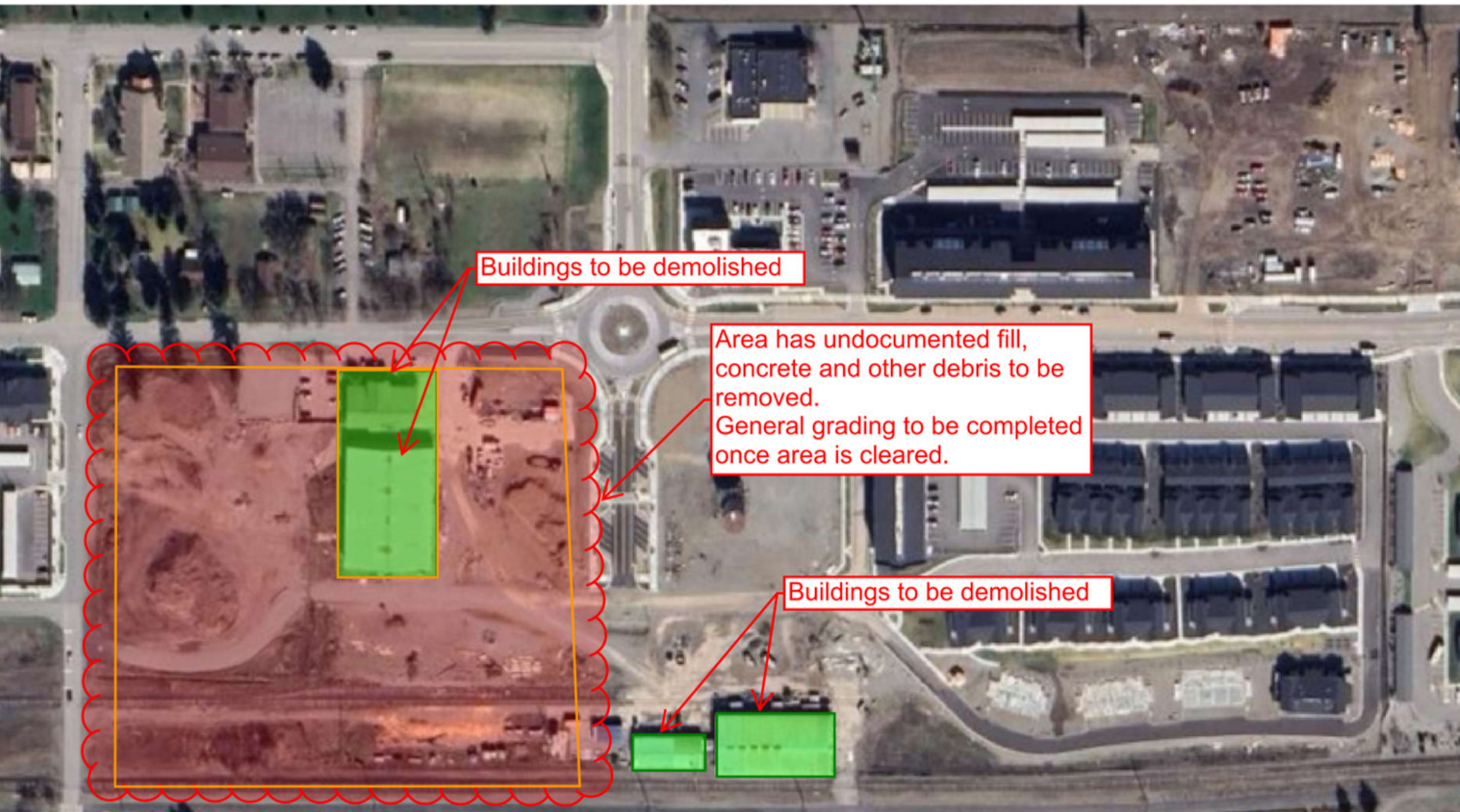
J-U-B PROJ. NO.: 20-20-066

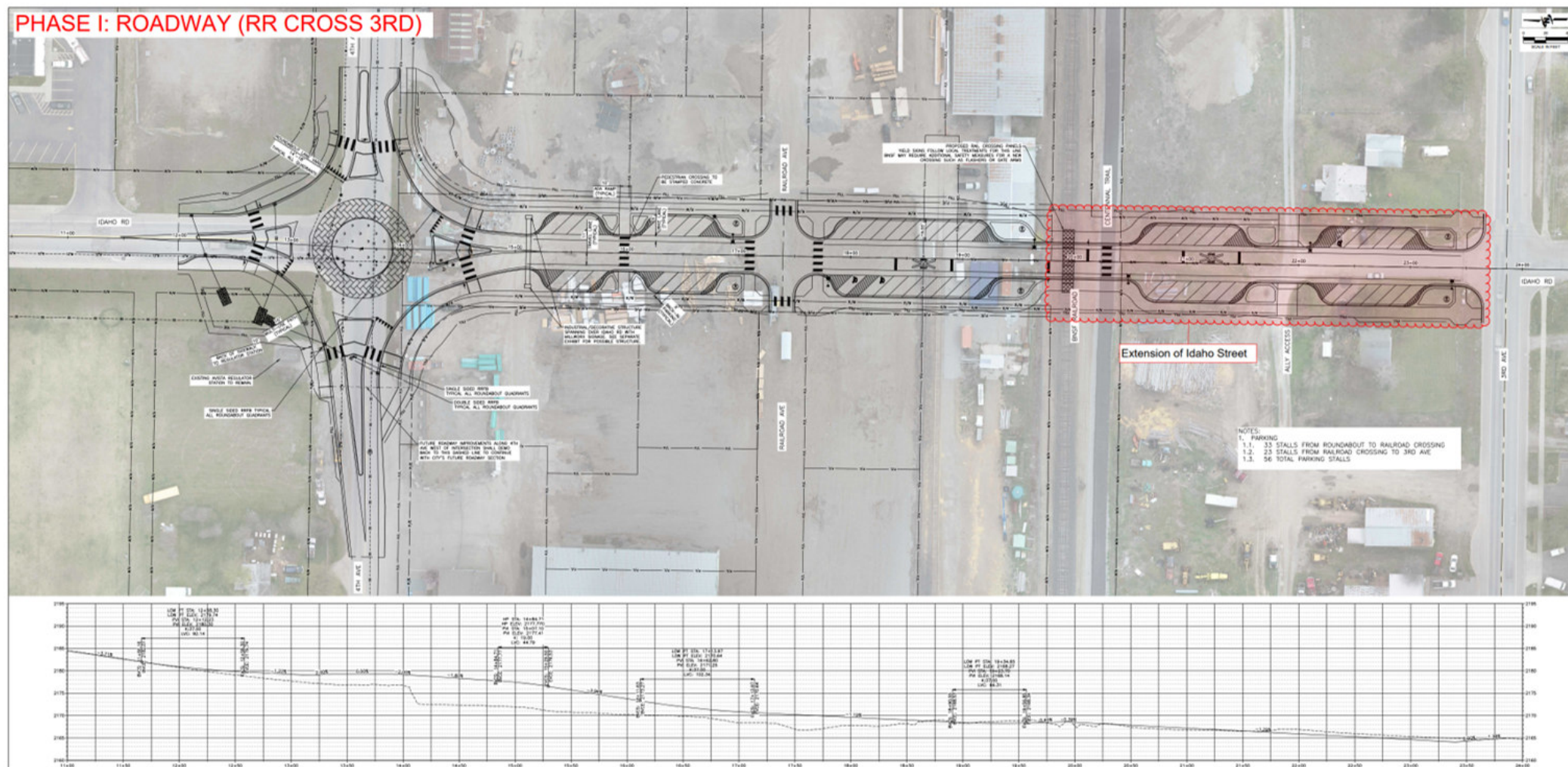
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QUANTITY	UNIT	UNIT PRICE	TOTAL COST
ASPHALT PAVING AND SUBGRADE ROCK					\$71,500
1	Asphalt Roadway 3" AC over 6" Base	2,750	SY	\$26	\$71,500
ROW CONCRETE					\$98,700
1	Concrete Sidewalk with 4" thickness and 2" CSTC	7,800	SF	\$6	\$46,800
2	Concrete ADA Ramps with Truncated Domes	2	EA	\$3,500	\$7,000
3	Concrete Driveways	2	EA	\$8,500	\$17,000
4	Concrete Curb and Gutter	930	LF	\$30	\$27,900
STRIPING AND SIGNAGE					\$24,800
1	ROW Striping	4,850	LF	\$2	\$9,700
2	Roadway Symbols (turn arrows, biker + arrow)	13	EA	\$300	\$3,900
3	Roadway Signage	7	EA	\$1,600	\$11,200
SANITARY SEWER					\$241,150
1	48" Sanitary Sewer Manhole	16	EA	\$5,000	\$80,000
2	8" PVC Sanitary Sewer Main Pipe	2,930	LF	\$55	\$161,150
DOMESTIC AND FIRE WATER					\$470,420
1	8" PVC Water Main	3,230	LF	\$40	\$129,200
2	10" PVC Water Main	1,530	LF	\$42	\$64,260
3	2" Water Service to Meter	1,240	LF	\$24	\$29,760
4	8" Gate Valve	21	EA	\$2,000	\$42,000
5	10" Gate Valve	2	EA	\$2,400	\$4,800
6	6" Bends/Fittings	12	EA	\$350	\$4,200
7	8" Bends/Fittings	18	EA	\$400	\$7,200
8	10" Bends/Fittings	8	EA	\$450	\$3,600
9	1" water meter	62	EA	\$2,100	\$130,200
10	Fire Hydrant Assembly	12	EA	\$4,600	\$55,200
ELECTRICAL SERVICE					\$73,840
1	Cobra Head Style Street Light in ROW	4	EA	\$7,000	\$28,000
2	Antique Decorative Pedestrian Light in ROW	9	EA	\$4,500	\$40,500
3	Dry utility trenching and Service connection fees	890	LF	\$6	\$5,340
TREES IN PUBLIC ROW					\$8,800
1	Trees in Public ROW	22	EA	\$400	\$8,800
TOTAL ESTIMATED COSTS					\$989,210
CCH					J-U-B ENGINEERS, INC.
7825 MEADOWLARK WAY, COEUR D'ALENE, ID 83815 (208) 762-8787					

Appendix C

Site Concepts

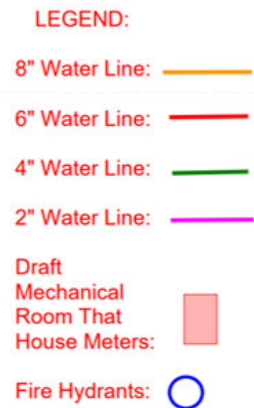
PHASE H: RECLAMATION ALL PHASES





1 WEST MILLWORX 7/23/25 UPDATE OP2
A0.8 SCALE: 1" = 30'-0"

Revisions:



DENSITY:
LAND AREA: 6.2 ACRES
RESIDENTIAL DENSITY:
1 TRI-MATE 300 BEDROOMS RESIDENTIAL
2 BED = 1 DENSITY UNIT
RESIDENTIAL = 190 DENSITY UNITS
COMMERCIAL DENSITY:
0.002 SF OF COMMERCIAL
1,000SF = 1 DENSITY UNIT
COMMERCIAL = 5 DENSITY UNITS
195 DENSITY UNITS / 6.2 ACRES = 31.5 UNITS / ACRE
EXCEEDS 18 UNITS / ACRE REQUIRED FOR SCS ZONE

POST FALLS MILLWORX - PHASE 1-A
A&A CONSTRUCTION AND DEVELOPMENT
4TH AVENUE, POST FALLS ID

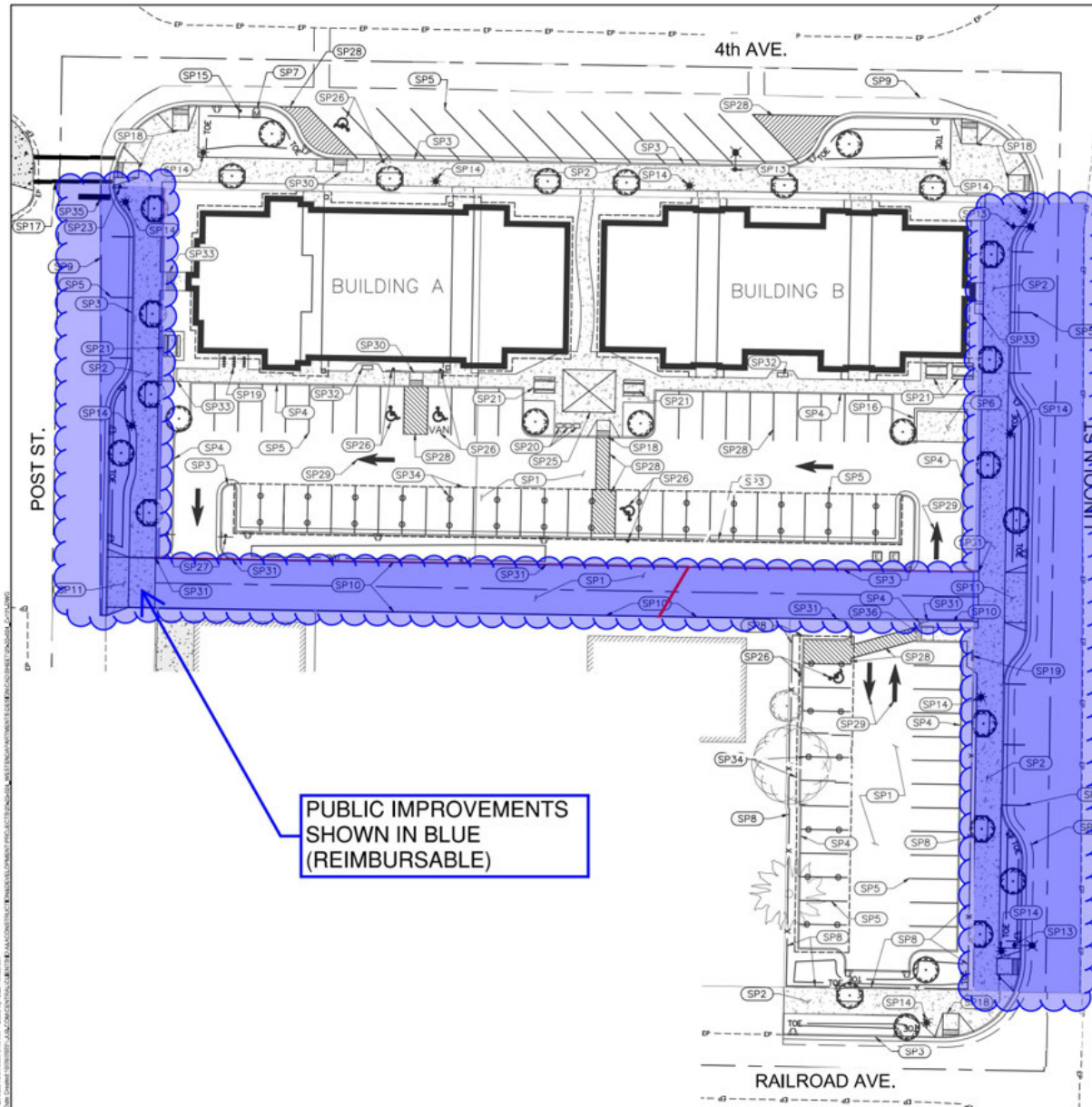
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Project No.:	21.000
Date:	8/6/2025
Drawn By:	MLE
Checked By:	RJW

Sheet No. _____

A0.8

PHASE K: ROADWAY (WEST END)



PUBLIC IMPROVEMENTS
SHOWN IN BLUE
(REIMBURSABLE)

KEYED NOTES:

SITE PLAN

- (SP1) STANDARD DUTY ASPHALT PAVEMENT (A)
(SP2) CONCRETE SIDEWALK PER CITY STD DWG SD 2012, TYP.
(SP3) CONCRETE CURB AND GUTTER PER CITY STANDARD DETAIL SD 2010
(SP4) STANDARD STRAIGHT CURB PER CITY STANDARD DETAIL SD 2009
(SP5) 4" WHITE SOLID PAINT STRIPE, TYP.
(SP6) CONCRETE SLAB ON GRADE FOR TRASH ENCLOSURE (A)
(SP7) MAILBOXES FOR ADJACENT PROPERTIES TO THE NORTH. SPECIFIC MAILBOX TYPE AND MOUNTING STRUCTURE TO BE APPROVED BY THE POST MASTER PRIOR TO INSTALLATION.
(SP8) 6-FT TALL FENCING - SEE ARCHITECTURAL PLANS FOR DETAILS
(SP9) SAWCUT AND MATCH EXISTING PAVEMENT
(SP10) EDGE OF PAVEMENT, TYP.
(SP11) 19'W DRIVEWAY APPROACH TYPE B PER CITY STD DWG SD 2015
(SP12) 4" WHITE SOLID PAINT STRIP AT 22' O.C. TYP.
(SP13) COBRA HUE STYLE STREET LIGHT (100W EQUIVALENT LED) ON STEEL POLE PER CITY OF POST FALLS AND AVISTA STANDARDS. TYP. CONTRACTOR TO COORDINATE WITH ELECTRICAL AND AVISTA DESIGNS. 300' MAX. SPACING
(SP14) ANTIQUE DECORATIVE PEDESTRIAN LIGHT WITH HANOVER PENDANT FIXTURE (LITHONIA EHL16 RT 49LED S25MA 4K GCF MVOLT R3 DBUO), ARM (LITHONIA EA4HW/B/O), AND CONCRETE POLE (AMERON 58119SPL). TYP. CONTRACTOR TO COORDINATE WITH ELECTRICAL AND AVISTA DESIGNS. 100' SPACING, TYP.
(SP15) POST MOUNTED SPEED LIMIT SIGN R2-1; 30" (35 MPH) FACING WEST PER CITY STD DWG SD 2017. SALVAGE EXISTING FOR REINSTALLATION. INSTALLATION PER CITY STD DWG SD 2016.
(SP16) TRASH ENCLOSURE - SEE ARCHITECTURAL PLANS FOR DETAILS
(SP17) STANDARD PEDESTRIAN CROSSING AND PED CROSSING SIGNS PER CITY STD DWG SD 2021.
(SP18) PEDESTRIAN RAMP, TYPE A, PER CITY STD DWG SD 2013, TYP.
(SP19) BIKE RACKS - SEE ARCHITECTURAL PLANS FOR DETAILS
(SP20) MAILBOXES - SEE ARCHITECTURAL PLANS FOR DETAILS
(SP21) PICNIC TABLE AND BENCHES - SEE ARCHITECTURAL PLANS FOR DETAILS.
(SP22) NOT USED
(SP23) POST MOUNTED STOP SIGN (R1-1) WITH "N. POST ST" STREET SIGN WITH GREEN BASE AND "4TH AVE" STREET SIGN WITH GREEN BASE PER CITY STD DWGS SD 2017 AND SD 2018. INSTALLATION PER CITY STD DWG SD 2016.
(SP24) NOT USED
(SP25) GAZEBO - SEE ARCHITECTURAL PLANS FOR DETAILS
(SP26) ACCESSIBLE PARKING SIGN, TYP. SIGN BASE AND ACCESSIBLE (A) (A)
(SP27) PARKING SYMBOL, TYP.
(SP28) POST MOUNTED "DO NOT ENTER" (30) R5-1 SIGN (A)
(SP29) 4" WIDE SOLID WHITE PAINT STRIPING, 2-FT O.C. 45° ANGLE AND PERIMETER
(SP30) PAINTED WHITE DIRECTIONAL ARROWS. TYP. (A)
(SP31) MID-BLOCK PED RAMP PER ISPCW STD DWG SD-712G
(SP32) CONCRETE CURB TERMINATION (A)
(SP33) BENCHES - SEE ARCHITECTURAL PLANS FOR DETAILS
(SP34) CONCRETE STAIRS
(SP35) COVERED PARKING STRUCTURE, ROOF OUTLINE AND SUPPORT POSTS SHOWN. SEE ARCHITECTURAL PLANS FOR DETAILS.
(SP36) PAINTED WHITE STOP BAR (A)
(SP37) PEDESTRIAN RAMP WITH TRUNCATED DOMES



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[illegible]

WEST END APARTMENTS
POST FALLS, IDAHO

SITE PLAN

FILE: 20-22-024-C-101
JUR PROJ: # 20-22-024
DRAWN BY: HOD
DESIGN BY: CDH
CHECKED BY: PSH
ONE EACH
AT FULL SIZE, IF NOT ONE
HIGH SCALE ACCORDINGLY
LAST UPDATED: 10/07/2010

SHEET NUMBER:

C-101

PHASE L: WATER (HYATT)

