



District Review Committee
September 30, 2025 – 9:00 a.m.
Chamber Conference Room
201 E 4th Avenue, Post Falls, ID

1. Call to Order, Commissioner Roll Call
2. Conflict Disclosure
3. Citizen Comments
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. Kootenai Health & Lakeside Capital Project (Technology URD) **ACTION**
5. A&A Reimbursement Request #2 Update (Downtown URD)
6. Project Funding Agreement – Warren Playfield (Downtown URD) **ACTION**
7. T.W. Clark Project (Downtown URD) **ACTION**
8. Scope of Work: Impact Assessment of Closed Districts – Metts Group (EPF & CP URDs) **ACTION**
9. District Reports Project Update **ACTION**
10. 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.

HELPING EACH OTHER
CREATE BETTER COMMUNITIES



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

J-U-B FAMILY OF COMPANIES

September 25, 2025

Jamé Davis, Chairman
Post Falls Urban Renewal Agency
201 E. 4th Avenue
Post Falls, ID 83854

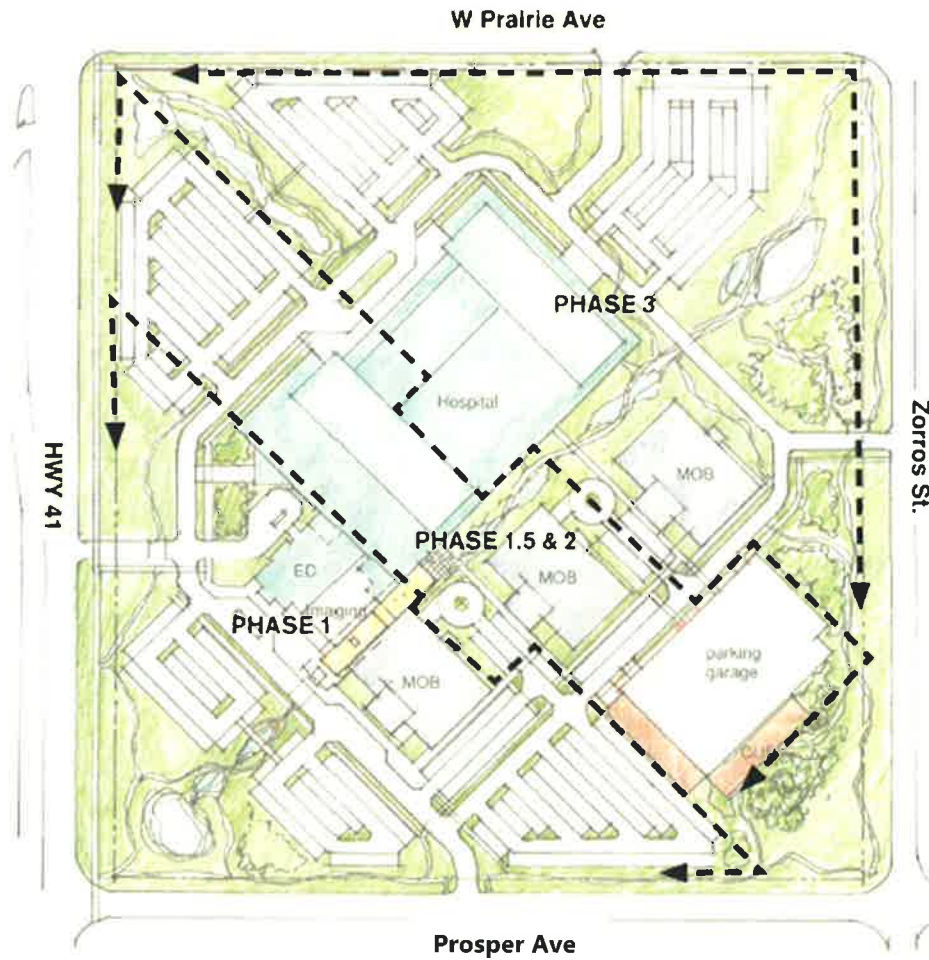
**RE: Prairie Medical Center - Request for Reimbursement of Public Infrastructure, Post Falls
Technology District**

Dear Chairman Davis,

On behalf of North Idaho Healthcare Holdings, LLC ("NIHH"), a joint venture of Kootenai Health and MultiCare Health System, and their development partners, Parkwood Properties and Lakeside Companies, J-U-B ENGINEERS, Inc. respectfully requests the Agency's consideration for reimbursement of public infrastructure improvements supporting the proposed Prairie Medical Center ("PMC") and surrounding developments near the southeast corner of Highway 41 and Prairie Avenue, within the Post Falls Technology Urban Renewal District (the "District").

As you may be aware, Kootenai Health, our local community hospital system, is partnering with MultiCare and Parkwood Properties to develop Phase I of a new medical campus to meet the growing medical needs of our community. Phase I of the PMC development will include both a: (i) micro-hospital with an emergency department, inpatient beds, and imaging services; and (ii) multi-story medical office building housing healthcare clinics (e.g., primary and specialty care, orthopedics).

Kootenai Health and MultiCare have plans to develop two additional phases of medical facilities over the next 11-15 years, with the goal of creating a campus that could include an **approximately 573,000 square feet hospital with approximately 250 inpatient beds** and an additional **299,000 square feet of medical office space**. The campus, at that estimated full build-out, is projected to **create over 1,000 local, well-paying professional jobs** on-site.



The purpose of the Urban Renewal District is to fund public infrastructure improvements that foster business growth and generate property and sales tax revenue, helping offset the cost of residential growth. The PMC will benefit the City of Post Falls through:

- Short-term construction employment.
- Long-term professional job creation.
- Expanded access to critical medical services to support the growth and continuity of the community.

During construction, millions of dollars will be spent on wages and benefits for construction employees. These workers, along with suppliers and vendors, will contribute to the local economy through spending

on goods and services. Once completed and occupied, the development will generate ongoing commercial activity and household spending, further multiplying its economic impact through indirect and induced effects.

Parkwood and Lakeside, the owners of the property adjacent to NIH's property, are longstanding members of the local business community, and intend to develop their property into a mix of medical office space, health-related uses, and single-family homes within walking distance of the PMC. These developments will generate additional property and sales tax revenue and employment opportunities for Post Falls residents.

It is possible that a portion of PMC, being comprised of hospitals and related facilities, could seek to exempt a portion of the property from real property taxes. Those potential property tax exemptions, if granted by applicable authorities having jurisdiction, would apply to limited portions of the property. In that case, the District would continue to benefit from the increment created by the portions of property still subject to property tax in addition to the significant community benefits identified above.

Public Infrastructure Improvements

The owners within the NIH property, Parkwood Properties, and Lakeside will jointly invest in shared infrastructure, including:

- Construction of Prosper Road (Highway 41 to Fennecus Road)
- Construction of Zorros Road (Prairie Avenue to Prosper Road)
- Intersection improvements at Prosper and Zorros Road (anticipated to be a two-way stop)
- Right-in/right-out access on Highway 41
- Eastbound right-turn (deceleration) lanes on Prairie Avenue
- Public water and sewer improvements around PMC site

(See Appendix A – Site Plan)



These improvements will enhance the transportation network, offset vehicle trips to Kootenai Health's main campus in Coeur d'Alene, and support future growth. Lakeside will also install the Meyer Alternative North sewer line along Fennecus Road (Prairie Avenue to Hope Road), upsizing the line from 10" to 15" to accommodate increased wastewater flows.

Reimbursement Request

The adopted Post Falls Technology Urban Renewal District Plan includes the following* Priority 2 projects:

- **Meyer Alternative North Sewer Line** – Upsizing from 10" to 15" at deeper depth: **\$300,000**
- **Foxtail PUD Streets** – Additional width for collector streets: **\$500,000**

**Note: This list serves as a guide and does not dictate the specific order or sequence of project funding.*

We respectfully request reimbursement for the following:

1. **Meyer Alternative North Sewer Line** – Added cost for upsizing and deeper installation, plus 12% soft costs (estimated at \$281,252)

2. **Foxtail PUD Collector Streets** – Additional width for Zorros and Fennecus Roads, plus 12% soft costs (estimated at \$453,902)

Total Estimated Cost: \$735,154

(See Appendix B – Engineer's Opinion of Costs)

We understand that Beyond Green, Inc. ("BGI") holds an Owner Participation Agreement ("OPA") with the Agency and is first in line for reimbursement. We further acknowledge BGI's completed improvements in the Prairie Crossing Shopping Center and their future reimbursement claims. Upon fulfillment of any obligations to BGI, we respectfully request the Agency consider entering into an OPA with NIHH, Parkwood Properties, and Lakeside Companies for future reimbursement of the public infrastructure costs outlined above.

The Foxtail Planned Unit Development (PUD") currently generates a significant portion of the district's tax increment, and as the PMC site and surrounding areas develop, additional increment will become available. With the district's termination date set for 2038, our goal is for the PMC to serve as a catalyst for economic growth, generating jobs, property and sales tax revenue, and essential medical services for the citizens of Post Falls within that timeframe and beyond.

Conclusion

The PMC is a transformative project for Post Falls, advancing the District's goals by bringing **jobs, healthcare access, and tax-base growth** to the community. The requested reimbursement will leverage private capital investment to accelerate public infrastructure improvements that will serve both the PMC and future development in the Technology District.

Thank you for your consideration. We look forward to working with the Agency to advance this important community investment.

Sincerely,



Brad Marshall, Senior Planner
Land Development Group Lead
J-U-B ENGINEERS, Inc.

CC: Kootenai Health – Jame Smith, CEO
Parkwood Business Properties – Chris Meyer, Partner
Lakeside Companies, Melisa Wells, CAO

Appendix A

Site Plan

Appendix B

Engineer's Opinion of Cost



ENGINEER'S OPINION OF PROBABLE COST

PROJECT:	Prairie Medical Campus - URA Technology District	9/25/2025	
PROJECT DESCRIPTION:	Infrastructure Cost Estimate		
CLIENT:	Kootenai Health, Parkwood Properties, and Architerra		
J-U-B PROJ. NO.: 09-25-040			
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES	
		ITEM COST	TOTAL COST
	ZORROS ROADWAY WIDENING		\$104,847
1	Difference in Street Section Costs	\$93,613	
2	Anticipated soft costs (12% of construction costs)	\$11,234	
	PROSPER ROADWAY WIDENING		\$139,156
3	Difference in Street Section Costs	\$124,246	
4	Anticipated soft costs (12% of construction costs)	\$14,910	
	FENNECUS ROADWAY WIDENING		\$209,899
5	Difference in Street Section Costs	\$187,410	
6	Anticipated soft costs (12% of construction costs)	\$22,489	
	FENNECUS DEEP SEWER		\$281,252
6	Difference in Sanitary Sewer Costs	\$251,118	
7	Anticipated soft costs (12% of construction costs)	\$30,134	
TOTAL ESTIMATED CONSTRUCTION COSTS			\$656,387
TOTAL ESTIMATED SOFT COSTS			\$78,766
TOTAL DIFFERENCE IN ESTIMATED COSTS			\$735,154
KRF J-U-B ENGINEERS, INC.			
7825 MEADOWLARK WAY, COEUR D'ALENE, ID 83815 (208) 762-8787			



ENGINEER'S OPINION OF PROBABLE COST

PROJECT:		Prairie Medical Campus - URA Technology District			9/25/2025	
PROJECT DESCRIPTION:		Infrastructure Cost Estimate				
CLIENT:		Kootenai Health, Parkwood Properties, and Archterra				
CLIENT PROJ. NO.		J-U-B PROJ. NO.: 09-25-040				
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES				
		QUANTITY	UNIT	UNIT PRICE	TOTAL COST	
ZORROS ROADWAY WIDENING						
ASPHALT PAVING AND SUBGRADE ROCK						
	80' ROW - Asphalt Roadway 3" AC over 4" Base	8,727	SY	\$26	\$226,893	
	60' ROW - Asphalt Roadway 2" AC over 4" Base	6,347	SY	\$21	(\$133,280)	
1	Difference in Street Section Costs				\$93,613	
ZORROS WIDENING DIFFERENCE IN ESTIMATED COSTS					\$93,613	
PROSPER ROADWAY WIDENING						
ASPHALT PAVING AND SUBGRADE ROCK						
	80' ROW - Asphalt Roadway 3" AC over 4" Base	11,582	SY	\$26	\$301,139	
	60' ROW - Asphalt Roadway 2" AC over 4" Base	8,423	SY	\$21	(\$176,893)	
2	Difference in Street Section Costs				\$124,246	
KILLDEER WIDENING DIFFERENCE IN ESTIMATED COSTS					\$124,246	
FENNECUS ROADWAY WIDENING						
ASPHALT PAVING AND SUBGRADE ROCK						
	80' ROW - Asphalt Roadway 3" AC over 6" Base	10,370	SY	\$30	\$311,100	
	60' ROW - Asphalt Roadway 2" AC over 4" Base	5,890	SY	\$21	(\$123,690)	
3	Difference in Street Section Costs				\$187,410	
FENNECUS WIDENING DIFFERENCE IN ESTIMATED COSTS					\$187,410	
FENNECUS DEEP SEWER						
SANITARY SEWER						
	48" Sanitary Sewer Manhole - Deep	9	EA	\$6,300	\$56,700	
	48" Sanitary Sewer Manhole (standard depth ~10')	9	EA	\$4,300	(\$38,700)	
4	Difference in Sanitary Sewer Manhole Costs				\$18,000	
	15" PVC Sanitary Sewer Main Pipe - Deep	1,332	LF	\$240	\$319,704	
	8" PVC Sanitary Sewer Main Pipe (standard depth ~10')	1,332	LF	\$65	(\$86,587)	
5	Difference in Sanitary Sewer Main Pipe Costs				\$233,118	
FENNECUS DEEP SEWER DIFFERENCE IN ESTIMATED COSTS					\$251,118	
KRF						
J-U-B ENGINEERS, INC.						
7825 MEADOWLARK WAY, COEUR D'ALENE, ID 83815 (208) 762-8787						

HELPING EACH OTHER
CREATE BETTER COMMUNITIES



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

J-U-B FAMILY OF COMPANIES

September 25, 2025

Mayor Ron Jacobson
City of Post Falls
408 N. Spokane Street
Post Falls, ID 83854

Jamé Davis, Chairman
Post Falls Urban Renewal Agency
201 E. 4th Avenue
Post Falls, ID 83854

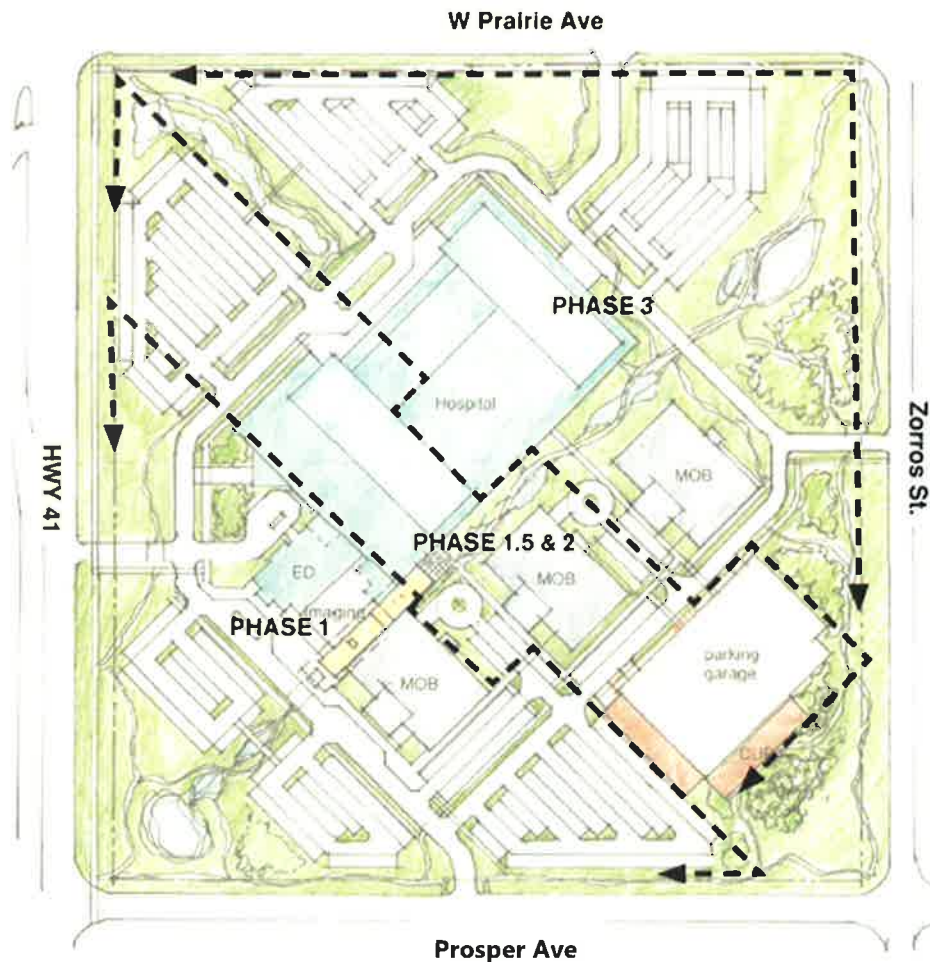
**RE: Prairie Medical Center – Request for Amendment to the Post Falls Technology Urban
Renewal District Plan**

Dear Mayor Jacobson and Chairman Davis,

On behalf North Idaho Healthcare Holdings, LLC ("NIHH"), a joint venture of Kootenai Health and MultiCare Health System and their development partners Parkwood Properties and Lakeside Companies, J-U-B ENGINEERS, Inc. respectfully requests that the City of Post Falls and the Urban Renewal Agency consider an amendment to the Post Falls Technology Urban Renewal District (URD) Plan. This amendment would allow for the reimbursement of public infrastructure improvements supporting the proposed Prairie Medical Center (PMC) and surrounding area near the southeast corner of Highway 41 and Prairie Avenue.

As you may be aware, Kootenai Health, our local community hospital system, is partnering with MultiCare and Parkwood Properties to develop Phase I of a new medical campus to meet the growing medical needs of our community. Phase I of the PMC development will include both a: (i) micro-hospital with an emergency department, inpatient beds, and imaging services; and (ii) multi-story medical office building housing healthcare clinics (e.g., primary and specialty care, orthopedics).

Kootenai Health and MultiCare have plans to develop two additional phases of medical facilities over the next 11-15 years, with the goal of creating a campus that could include an **approximately 573,000 square feet hospital with approximately 250 inpatient beds** and an additional **299,000 square feet of medical office space**. The campus, at that estimated full build-out, is projected to **create over 1,000 local, well-paying professional jobs** on-site.



The purpose of the URD is to fund public infrastructure improvements that foster business growth and generate property and sales tax revenue, helping offset the cost of services associated with residential growth.

The PMC will serve as a catalyst for regional development, creating professional jobs both on and off campus. Benefits to the City include short-term construction jobs, long-term professional employment, and expanded access to critical medical services to support the growth and continuity of the community.

During the construction phase, millions of dollars will be spent on wages and benefits for construction employees. These workers, along with suppliers and vendors, will contribute to the local economy through spending on goods and services. Once completed and occupied, the development will generate ongoing

commercial activity and household spending, further multiplying its economic impact through indirect and induced effects.

Parkwood and Lakeside, the owners of the property adjacent to NIHH's property, are longstanding members of the local business community, and intend to develop their property into a mix of medical office space, health-related uses, and single-family homes within walking distance of the PMC. These developments will generate additional property and sales tax revenue and employment opportunities for Post Falls residents.

It is possible that a portion of PMC, being comprised of hospitals and related facilities, could seek to exempt a portion of the property from real property taxes. Those potential property tax exemptions, if granted by applicable authorities having jurisdiction, would apply to limited portions of the property. In that case, the District would continue to benefit from the increment created by the portions of property still subject to property tax in addition to the significant community benefits identified above.

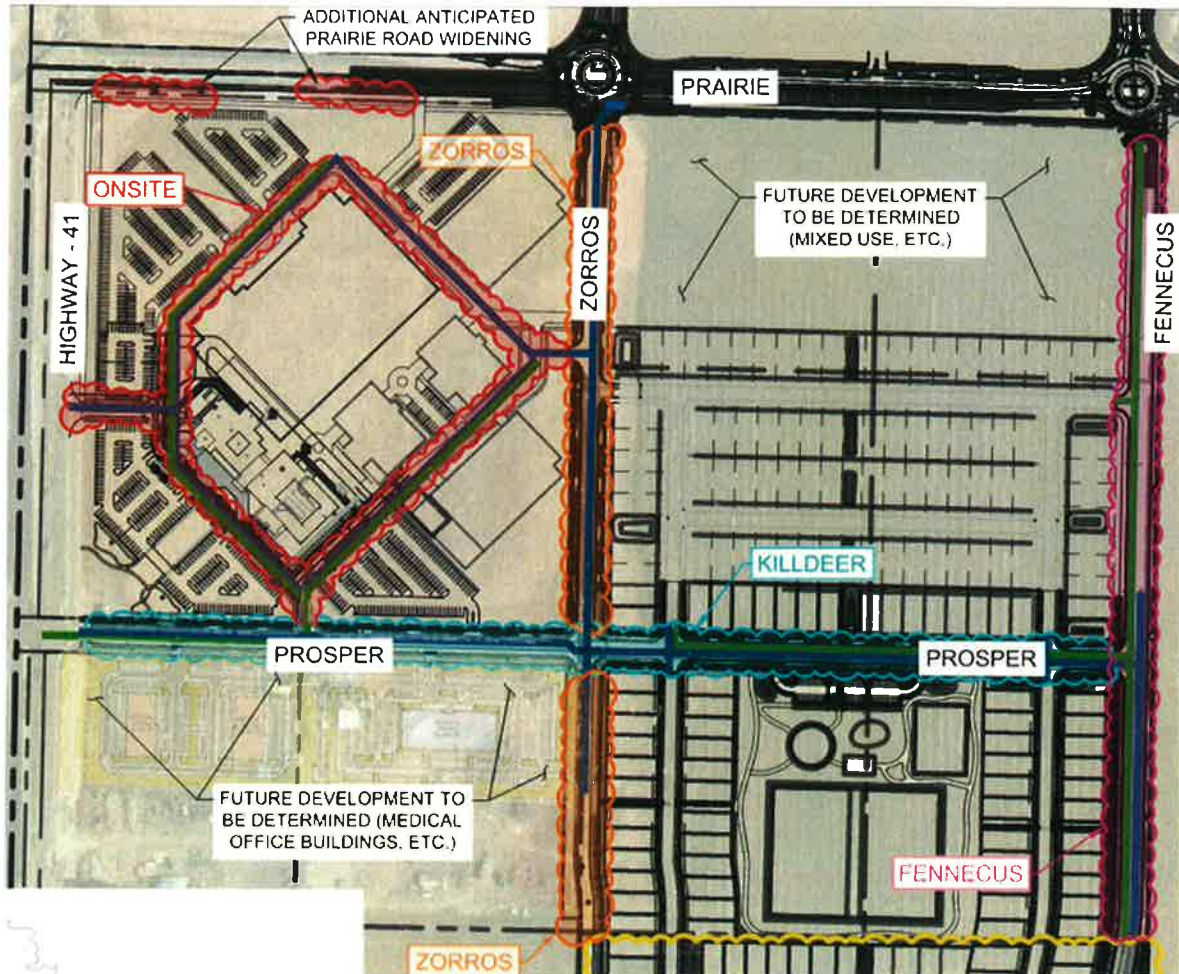
The owners within the NIHH property, Parkwood Properties, and Lakeside will jointly invest in shared infrastructure, including:

- **Prosper Road:** Construction from Highway 41 to Zorros Road
- **Zorros Road:** Construction from Prairie Avenue to Prosper Road
- **Intersection Improvements:** At Prosper and Zorros (anticipated to be a two-way stop or roundabout)
- **Highway 41 RI/RO:** Installation of a right-in/right-out access
- **Prairie Avenue Site Access:** Right in/Right out and three-quarter turning movement
- **Public Water and Sewer:** Installation in and around the PMC

(See Appendix A – Site Plan)

These infrastructure improvements will not only support the PMC but also enhance the overall transportation network, creating a system of arterials and collectors to better serve the area and distribute traffic. Additionally, the PMC will offset vehicle trips to Kootenai Health main campus in Coeur d'Alene, improving access to medical services locally.

Lakeside will also install the **Meyer Alternative North sewer line** along Fennecus Road from Prairie Avenue to Hope Road, including upsizing the line from 10" to 15" to accommodate increased wastewater flows from commercial development.



The currently adopted Post Falls Technology URD Plan includes:

- Meyer Alternative North – sewer line upsizing
- Foxtail PUD Streets – Additional street width for collector streets

However, the Plan **currently does not** include public infrastructure support for the Prairie Medical Center and surrounding area, as the PMC was not envisioned at the time of adoption. Therefore, we respectfully request an amendment to the Plan to allow for reimbursement of the following improvements:

Public Infrastructure	Project Description	Estimated Total Cost
PMC	Public water and sewer infrastructure in and around the PMC, Hwy 41 Right-in-right-out, Prairie Ave entrances and turn lanes	\$1,124,919
Zorros	Full collector street improvements from Prairie Avenue to Prosper including utilities	\$917,492
Prosper	Full collector street improvements from Highway 41 to Fennecus, adjacent to the PMC and new city park, including utilities	\$2,752,893
Fennecus	Full collector improvements from Prairie Avenue to full build out connection point north of Hope, including utilities	\$1,599,044
Total		\$6,394,348

Please note that **Prosper and Zorros Roads** are adjacent and will directly support the Prairie Medical Center. Additionally, **Prosper and Fennecus Roads** will support both the PMC and the new City Park planned within the Foxtail development. All proposed traffic improvements are designed to enhance **efficient and safe circulation and access** to the PMC.

(Please see Appendix B – Engineer’s Opinion of Probable Costs)

We understand that Beyond Green, Inc. (“BGI”) holds an Owner Participation Agreement (“OPA”) with the Agency and is first in line for reimbursement. We further acknowledge BGI’s completed improvements in the Prairie Crossing Shopping Center and their future reimbursement claims. Upon fulfillment of any obligations to BGI, we respectfully request that the City and the Agency consider an amendment to the Post Falls Technology Urban Renewal District Plan to allow for the reimbursement of public infrastructure improvements supporting the proposed Prairie Medical Center and surrounding area near the southeast corner of Highway 41 and Prairie Avenue.

Following approval of the Plan Amendment, we would seek a corresponding amendment to the future PFURA/Kootenai Health Owner Participation Agreement to address the requested infrastructure projects.

The Foxtail Planned Unit Development (PUD”) currently generates a significant portion of the district’s tax increment, and as the PMC site and surrounding areas develop, additional increment will become available. With the district’s termination date set for 2038, our goal is for the PMC to serve as a catalyst for economic growth, generating jobs, property and sales tax revenue, and essential medical services for the citizens of Post Falls within that timeframe and beyond.



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

J-U-B FAMILY OF COMPANIES

Conclusion

The PMC is a transformative project for Post Falls, advancing the District's goals by bringing **jobs, healthcare access, and tax-base growth** to the community. The requested reimbursement will leverage private capital investment to accelerate public infrastructure improvements that will serve both the PMC and future development in the Technology District.

Thank you for your consideration. We look forward to working with the Agency to advance this important community investment.

Sincerely,

Brad Marshall

Brad Marshall, Senior Planner
Land Development Group Lead
J-U-B ENGINEERS, Inc.

CC: Kootenai Health – Jame Smith, CEO
Parkwood Business Properties – Chris Meyer, Partner
Lakeside Companies, Melisa Wells, CAO

Appendix A

Site Plan

Appendix B

Engineer's Opinion of Cost



ENGINEER'S OPINION OF PROBABLE COST

PROJECT: Prairie Medical Campus - URA Technology District 9/25/2025

PROJECT DESCRIPTION: Infrastructure Cost Estimate

CLIENT: Kootenai Health, Parkwood Properties, and Architerra

J-U-B PROJ. NO.: 09-25-040

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES	
		ITEM COST	TOTAL COST
	PRAIRIE MEDICAL CAMPUS - PUBLIC INFRASTRUCTURE		\$1,124,919
1	ROADWAY	\$214,000	
2	WATER	\$613,752	
3	SEWER	\$176,640	
4	SOFT COSTS (12% OF CONSTRUCTION COST)	\$120,527	
	ZORROS - PUBLIC IMPROVEMENTS		\$917,492
5	ROADWAY	\$618,169	
6	WATER	\$201,020	
8	SOFT COSTS (12% OF CONSTRUCTION COST)	\$98,303	
	PROSPER - PUBLIC IMPROVEMENTS		\$2,752,893
9	ROADWAY	\$1,993,540	
10	WATER	\$326,800	
11	SEWER	\$137,600	
12	SOFT COSTS (12% OF CONSTRUCTION COST)	\$294,953	
	FENNECUS - PUBLIC IMPROVEMENTS		\$1,599,044
13	ROADWAY	\$818,600	
14	WATER	\$113,218	
15	SEWER	\$495,900	
16	SOFT COSTS (12% OF CONSTRUCTION COST)	\$171,326	

TOTAL ESTIMATED CONSTRUCTION COSTS **\$5,709,239**

TOTAL ESTIMATED SOFT COSTS **\$685,109**

TOTAL ESTIMATED COSTS **\$6,394,348**

KRF

J-U-B ENGINEERS, INC.

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



ENGINEER'S OPINION OF PROBABLE COST

PROJECT: Prairie Medical Campus - URA Technology District 9/25/2025

PROJECT DESCRIPTION: Infrastructure Cost Estimate

CLIENT: Kootenai Health, Parkwood Properties, and Architerra

CLIENT PROJ. NO. J-U-B PROJ. NO.: 09-25-040

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QUANTITY	UNIT	UNIT PRICE	TOTAL COST
PRAIRIE MEDICAL CAMPUS - PUBLIC INFRASTRUCTURE IMPROVEMENTS					
ROADWAY IMPROVEMENTS					\$214,000
1	Prairie Ave Road Entrance (includes 150' of additional lane, curbing, stribing, pedestrian walkways, etc.)	2	EA	\$86,000	\$172,000
2	Hwy 41 Right-In-Right-Out	1	EA	\$42,000	\$42,000
DOMESTIC WATER					\$613,752
5	12" PVC Water Main	2,847	LF	\$96	\$273,312
6	12" Gate Valve	16	EA	\$1,600	\$25,600
7	12" Bends/Fittings	21	EA	\$1,100	\$23,100
8	4" water meter and vault	6	EA	\$27,000	\$162,000
9	6" water meter and vault	1	EA	\$42,000	\$42,000
10	Fire Hydrant Assembly	11	EA	\$4,500	\$49,500
11	4" Fire Sprinkler Piping	330	LF	\$68	\$22,440
12	2" water Meter	4	EA	\$2,300	\$9,200
13	2" water service pipe (up to meter)	120	LF	\$55	\$6,600
SANITARY SEWER					\$176,640
14	48" Sanitary Sewer Manhole	9	EA	\$4,200	\$37,800
15	8" PVC Sanitary Sewer Main Pipe	2,136	LF	\$65	\$138,840
PRAIRIE MEDICAL CAMPUS - PUBLIC INFRASTRUCTURE IMPROVEMENTS TOTAL ESTIMATED COSTS					\$1,004,392
ZORROS IMPROVEMENTS					
ROADWAY					\$618,169
1	Asphalt Roadway 3" AC over 4" Base	5,807	SY	\$26	\$150,973
2	Concrete Sidewalk with 4" thickness and 2" CSTC	17,264	SF	\$8	\$138,114
3	Concrete ADA Ramps with Truncated Domes	4	EA	\$3,500	\$14,000
4	Concrete Commercial Approach	4	EA	\$8,500	\$34,000
5	Concrete Curb and Gutter	2,326	LF	\$30	\$69,782
6	Drainage Curb Cut	20	EA	\$180	\$3,600
7	ROW Striping	4,880	LF	\$2	\$9,760
8	Roadway Symbols (turn arrows, biker + arrow)	4	EA	\$300	\$1,200
9	Roadway Signage	8	EA	\$1,600	\$12,800
11	Cobra Head Style Street Light in ROW	15	EA	\$8,500	\$127,500
12	Dry utility trenching and Service connection fees	1,140	LF	\$6	\$6,840
13	Electrical Transformer	2	EA	\$11,000	\$22,000
14	Trees in Public ROW	46	EA	\$600	\$27,600

CLIENT:		Kootenai Health, Parkwood Properties, and Architerra			
CLIENT PROJ. NO.		J-U-B PROJ. NO.: 09-25-040			
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QUANTITY	UNIT	UNIT PRICE	TOTAL COST
WATER		\$201,020			
15	12" PVC Water Main	1,270	LF	\$96	\$121,920
16	12" Gate Valve	16	EA	\$1,600	\$25,600
17	12" Bends/Fittings	21	EA	\$1,100	\$23,100
18	Fire Hydrant Assembly	5	EA	\$4,500	\$22,500
19	2" water Meter	2	EA	\$2,300	\$4,600
20	2" water service pipe (up to meter)	60	LF	\$55	\$3,300
ZORROS IMPROVEMENTS TOTAL ESTIMATED COSTS		\$819,189			
PROSPER IMPROVEMENTS					
ROADWAY		\$1,993,540			
1	Intersection improvements at Prosper and Zorros from 2 way controlled stop, to a single lane roundabout. Includes all curb islands, roadway re-alignments, pedestrian walkway adjustments, art, landscaping, signage, striping, and other roundabout infrastructure	1	LS	\$700,000	\$700,000
2	Asphalt Roadway 3" AC over 4" Base	11,752	SY	\$26	\$305,549
3	Concrete Sidewalk with 4" thickness and 2" CSTC	37,948	SF	\$8	\$303,584
4	Concrete ADA Ramps with Truncated Domes	32	EA	\$3,500	\$112,000
5	Concrete Driveways	9	EA	\$8,500	\$76,500
6	Concrete Curb and Gutter	4,734	LF	\$30	\$142,027
7	Drainage Curb Cut	38	EA	\$180	\$6,840
8	ROW Striping	9,480	LF	\$2	\$18,960
9	Roadway Symbols (turn arrows, biker + arrow)	10	EA	\$300	\$3,000
10	Roadway Signage	12	EA	\$1,600	\$19,200
12	Cobra Head Style Street Light in ROW	30	EA	\$7,000	\$210,000
13	Dry utility trenching and Service connection fees	2,380	LF	\$6	\$14,280
13	Electrical Transformer	4	EA	\$11,000	\$44,000
14	Trees in Public ROW	94	EA	\$400	\$37,600
WATER		\$326,800			
15	12" PVC Water Main	2,750	LF	\$96	\$264,000
16	12" Gate Valve	14	EA	\$1,600	\$22,400
17	12" Bends/Fittings	6	EA	\$1,100	\$6,600
18	Fire Hydrant Assembly	4	EA	\$4,500	\$18,000
19	2" water Meter	4	EA	\$2,300	\$9,200
20	2" water service pipe (up to meter)	120	LF	\$55	\$6,600
SANITARY SEWER		\$137,600			
21	48" Sanitary Sewer Manhole	6	EA	\$4,300	\$25,800
22	8" PVC Sanitary Sewer Main Pipe	1,720	LF	\$65	\$111,800
KILLDEER IMPROVEMENTS TOTAL ESTIMATED COSTS		\$2,457,940			
FENNECUS LANE IMPROVEMENTS					
ROADWAY		\$818,600			
1	Asphalt Roadway 3" AC over 6" Base	10,370	SY	\$30	\$311,100
2	Concrete Sidewalk with 4" thickness and 2" CSTC	14,880	SF	\$6	\$89,280
3	Concrete ADA Ramps with Truncated Domes	8	EA	\$3,500	\$28,000
4	Concrete Driveways	2	EA	\$8,500	\$17,000
5	Concrete Curb and Gutter	3,680	LF	\$30	\$110,400
6	ROW Striping	7,320	LF	\$2	\$14,640
7	Roadway Svmbols (turn arrows, biker + arrow)	8	EA	\$300	\$2,400

CLIENT:		Kootenai Health, Parkwood Properties, and Architera			
CLIENT PROJ. NO.		J-U-B PROJ. NO.: 09-25-040			
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QUANTITY	UNIT	UNIT PRICE	TOTAL COST
8	Roadway Signage	10	EA	\$1,600	\$16,000
9	Cobra Head Style Street Light in ROW	24	EA	\$7,000	\$168,000
11	Dry utility trenching and Service connection fees	1,830	LF	\$6	\$10,980
12	Electrical Transformer	2	EA	\$11,000	\$22,000
13	Trees in Public ROW	72	EA	\$400	\$28,800
WATER					\$113,218
14	12" PVC Water Main	1,443	LF	\$42	\$60,618
15	12" Gate Valve	10	EA	\$2,400	\$24,000
16	12" Bends/Fittings	6	EA	\$450	\$2,700
17	Fire Hydrant Assembly	4	EA	\$4,500	\$18,000
18	2" water Meter	2	EA	\$2,300	\$4,600
19	2" water service pipe (up to meter)	60	LF	\$55	\$3,300
SANITARY SEWER					\$495,900
20	48" Sanitary Sewer Manhole - Deep	9	EA	\$6,300	\$56,700
21	15" PVC Sanitary Sewer Main Pipe (Over 20' Deep)	1,830	LF	\$240	\$439,200
FENNECUS IMPROVEMENTS TOTAL ESTIMATED COSTS					\$1,427,718
TOTAL ESTIMATED CONSTRUCTION COSTS					\$5,709,239
KRF		J-U-B ENGINEERS, INC.			
7825 MEADOWLARK WAY, COEUR D'ALENE, ID 83815 (208) 762-8787					

PROJECT FUNDING AGREEMENT

Warren Playfield Project

THIS AGREEMENT is executed this Click or tap to enter a date., by and between the **City of Post Falls** (the “City”), an Idaho municipal corporation, with its principal place of business at 408 N. Spokane Street, Post Falls, ID, and the **Post Falls Urban Renewal Agency** (the “Agency”), an Idaho urban renewal agency, established by the City as an independent public body, with its principal place of business at 201 E. Fourth Street, Post Falls, ID 83854.

WHEREAS, the City is authorized under Idaho Code Title 50, Chapters 20 and 29, to establish an urban renewal agency by resolution and to adopt urban renewal plans, revenue allocation areas, competitively disadvantaged border community declarations, deteriorated area declarations, and to provide improvements within an urban renewal plan area for the benefit of the public; and

WHEREAS, the City adopted Resolution 91-11 to establish the Agency as the City’s independent urban renewal agency with the powers authorized under Idaho Code Title 50, Chapters 20 and 29, including funding the construction of public infrastructure projects contained in an urban renewal district plan adopted by the City; and

WHEREAS, the City, acting in conjunction with the Agency, adopted Ordinance 1415 establishing the Downtown Urban Renewal District (the “District”) and plan along with a revenue allocation area; and

WHEREAS, the Downtown District Urban Renewal Plan (the “Plan”) contemplates using tax increment financing to fund the construction of identified public infrastructure, including the Project that is the subject of this Agreement (the “Project”), in the district to encourage development and economic growth in the district; and

WHEREAS, the City is ready to construct the Project and the parties desire to confirm their obligations concerning its design, construction, and financing.

NOW THEREFORE, IN CONSIDERATION of the mutual goals and consideration to be derived by the parties, the parties enter this understanding as follows:

ARTICLE I: DESCRIPTION AND DESIGN OF PROJECT

- 1.1. **Description and Purpose of Project:** The Project is located on North Idaho Street and East Second Avenue and is intended to provide new on street parking for the Warren Playfield. The total reimbursable Project costs are \$80,000.00, as shown in Exhibit A attached hereto. All work to accomplish the intended purpose is included within the scope of the Project.

ARTICLE II: PROJECT CONSTRUCTION

- 2.1. Property Acquisition: The City is responsible to acquire any property that may be needed to construct the Project and for all associated costs. If necessary, the City may retain the services of appraisers, lawyers, and other professional consultants to obtain the necessary property.
- 2.2. Bidding: The City has solicited construction bids, and awarded a construction contract, consistent with the requirements of Idaho laws concerning public works construction. The parties agree that all third-party bidding costs, including, costs to rebid the Project or to resolve bid disputes, if necessary, are reimbursable Project costs as described in and limited by Section 3.1.
- 2.3. Construction Management: Following bidding and award of a construction contract, the City will manage the construction of the Project, using City staff and/or a third-party consultants hired to perform construction management services. Upon completion of construction, and acceptance of the Project by the City, the City will provide the Agency with a construction summary and copies of all third-party invoices for the construction phase. All construction costs incurred by the city, including third party construction management costs but excluding resolution of any disputes under the construction contract, are reimbursable Project costs as described in and limited by Section 3.1.
- 2.4. Project Completion: The City shall complete the Project, as detailed in Exhibit A attached hereto, on or before the 1st day of January, 2026.

ARTICLE III. REIMBURSEMENT OF PROJECT COSTS

- 3.1. Reimbursable Project Costs: The Agency agrees to reimburse the City for all reimbursable Project costs, as described above in a total amount not to exceed \$80,000.00. The City agrees to manage costs, consistent with contractual and legal requirements, to limit Project costs increases to the extent practical.
- 3.2. Source and Timing of Repayment: The Agency agrees to make reimbursements for the Project using tax increment funds attributable to the District as they become available. The Agency will reimburse the City after satisfying any reimbursement due to any other party pursuant to Agency Policy No. 7, attached hereto as Exhibit B. The Agency agrees to advise the City on a semi-annual basis of the status of outstanding repayment obligations and the accrued tax increment or other sources available to reimburse or make payments for the Project.
- 3.3. Termination of Repayment Obligation: The parties acknowledge that the District has a finite life, and that all reimbursements/payments must be completed prior to the District's maturity date of June 1, 2041. The City also understands and acknowledges that any costs or other obligations associated with the Project which are not documented and provided to the Agency in sufficient time to be paid prior to the maturity date of the District, may not be reimbursed and will not be an obligation or liability of the Agency.

ARTICLE IV. MISCELLANEOUS

- 4.1. No Extension of Credit: The parties, after careful consideration of the actual burdens on the City, have agreed to a specific timeline in which those burdens will occur. This Agreement anticipates specific payment at a specific date and is in no manner a loan of services or an extension of credit by the City to the Agency.
- 4.2. Merger and Amendment: All promises and prior negotiations of the parties' merge into this Agreement and the representations, warranties, covenants, conditions, and agreements of the parties contained in the Agreement shall survive the acceptance of any deeds and/or easements. The parties agree that this Agreement may only be amended by a written instrument that is signed by both parties. The parties agree that this Agreement will not be amended by a change in law.
- 4.3. Section Headings: The section headings of this Agreement are for clarity in reading and not intended to limit or expand the contents of the sections to which they apply.
- 4.4. Incorporation of Recitals and Exhibits: The recitals to this Agreement and all exhibits referred to in this Agreement are incorporated herein by this reference and made a part of this Agreement.
- 4.5. Promise of Cooperation: Should circumstances change, operational difficulties arise or misunderstandings develop, the parties agree to meet and confer at the request of either party to discuss the issue and proposed solutions. Further, each party agrees not to bring a claim, initiate other legal action, or suspend performance without meeting directly with the other party regarding the subject matter of the disagreement and if the parties cannot amicably resolve the disagreement, retain a mediator, acceptable to both parties, to mediate a solution to the disagreement. Each party shall be responsible for its own costs of any mediation and the parties shall equally split the fees of the mediator.
- 4.6. Severability: Should any provision of this Agreement be declared invalid by a court of competent jurisdiction the remaining provisions continue in full force and effect and must be interpreted to effectuate the purposes of the entire Agreement to the greatest extent possible.
- 4.7. Enforcement - Attorney's Fees: Should either party require the services of legal counsel to enforce compliance with the terms of this Agreement, the prevailing party will be entitled to its reasonable attorney's fees and related costs of enforcement.
- 4.8. Choice of Law and Venue: The parties agree that this Agreement will be interpreted in accordance with laws of the State of Idaho. The parties further agree that any lawsuit brought to enforce the terms of this Agreement must be filed in the First Judicial District of the State of Idaho in Kootenai County or the United States District Court for the District of Idaho and may not thereafter be removed to any other state or federal court.
- 4.9. No Third Party Beneficiaries: The terms and provisions of this Agreement are intended solely for the benefit of each party hereto and it is not the intention of the Parties to confer third-party beneficiary rights upon any other person or entity.

IN WITNESS WHEREOF, the City of Post Falls has caused this Agreement to be executed by its Mayor and City Clerk, and the Owner has executed this Agreement to be effective the day and year first above written.

[Signature Page Follows]

DRAFT

CITY OF POST FALLS

POST FALLS URBAN RENEWAL

By: _____
Ronald G. Jacobson, Mayor

By: _____
Jaime Davis, Chairperson

Attest: _____
Shannon Howard, City Clerk

Len Crosby, Treasurer

DRAFT

POST FALLS URBAN RENEWAL AGENCY

Project Questionnaire and Evaluation

Applicant:

Name of Project: _____

Name of Applicant: _____

Address: _____

Phone Number: _____

Ownership Capacity:

- ☐ Recorded property owners as of _____ (date).
- ☐ Purchasing as of _____ (date) under contract with no contingencies.
- ☐ Purchasing as of _____ (date) under contract contingent upon approval by Agency of request for assistance for public improvements.
- ☐ Authorized agent of the foregoing, duly authorized in writing (written authorization must be attached).

Project:

Location (or legal description) of project:

General description of business:

Total number of jobs to be created: _____

Number of jobs created in first year: _____

Number of jobs created in second to fourth year: _____

Number of jobs created in fourth year forward: _____

Estimated average value of wages and benefits for jobs created: \$ _____

General description of site improvements:

Assistance:

Describe the assistance for public improvements being requested:

Estimated total value (cost) of improvements: \$ _____

If the Urban Renewal Agency is unable to provide the assistance identified above, would your business otherwise be able to locate (relocate) in Post Falls? ☐ Yes ☐ No

Why? _____

If the Agency was required to incur debt to construct the improvements, would you or your business be able to provide an independent financial guarantee to repay the debt incurred by the Agency? ☐ Yes ☐ No N/A

PROJECT EVALUATION

Ownership:

The primary business operation in the proposed district is

Project Location:

Within tax increment portion of an existing plan area: ☐ Yes ☐ No

Within a defined economically disadvantaged border community area: ☐ Yes ☐ No ☐

Not within any already defined area: ☐ Yes ☐ No

Type of Business:

- | | |
|---|---|
| <input type="checkbox"/> Skilled manufacturing & research | <input type="checkbox"/> Multi-family housing |
| <input type="checkbox"/> Professional office | <input type="checkbox"/> Retail commercial |
| <input type="checkbox"/> Semi-skilled manufacturing | <input type="checkbox"/> Recreational |
| <input type="checkbox"/> Other: _____ | |

Jobs Created:

Percentages of minimum wage by wage bracket: _____

New Buildings and Personal Property Value: _____

Bracketed taxable value per employee: _____

Improvements Requested:

Water and/or sewer and/or street infrastructure needed:

Other public infrastructure needed:

URBAN RENEWAL FUNDING SUPPORT ESTIMATE

FROM: T.W. CLARK CONSTRUCTION, LLC
JOB #: 2451

TO: 209 E 2nd LLC
ATTN:

RE: 2nd Ave Multi Family

DATE: 9/2/2025

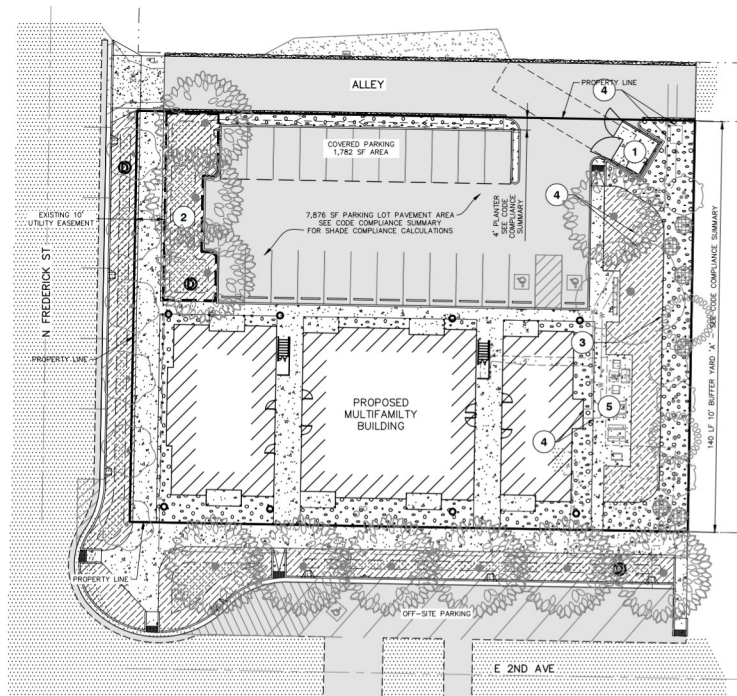
SCOPE: PUBLIC STREET FRONTAGE IMPROVEMENTS FOR 209 E 2ND AVE - 2ND AVE MULTI FAMILY

Key:
Actual
Estimate



	ITEM	DESCRIPTION	QTY	UNIT	SUBCONTRACTOR	UNIT RATES			SUBTOTAL			TOTAL	
						LABOR	MATERIAL	SUB	LABOR	MATERIAL	SUB		
		EARTHWORK MOBILIZATION	1	LS	DBL T			\$ 5,000.00	\$ -	\$ -	\$ 5,000.00	\$ 5,000.00	Hard
		EROSION CONTROL	1	LS	DBL T			\$ 3,500.00	\$ -	\$ -	\$ 3,500.00	\$ 3,500.00	Hard
		OFF-SITE DEMO	1	LS	DBL T			\$ 1,500.00	\$ -	\$ -	\$ 1,500.00	\$ 1,500.00	Hard
		OFF-SITE MASS EXCAVATION / GRADING	1	LS	DBL T			\$ 20,675.00	\$ -	\$ -	\$ 20,675.00	\$ 20,675.00	Hard
		OFF-SITE GRAVEL BASE SIDEWALKS	1	LS	DBL T			\$ 10,000.00	\$ -	\$ -	\$ 10,000.00	\$ 10,000.00	Hard
		OFF-SITE SITE CONCRETE MOBILIZATION	1	LS	LIBERTY CONCRETE			\$ 3,214.00	\$ -	\$ -	\$ 3,214.00	\$ 3,214.00	Hard
		OFF-SITE CURB AND GUTTER	395	LF	LIBERTY CONCRETE			\$ 26.00	\$ -	\$ -	\$ 10,270.00	\$ 10,270.00	Hard
		OFF-SITE DRIVEWAY APPROACH	380	SF	LIBERTY CONCRETE			\$ 7.50	\$ -	\$ -	\$ 2,850.00	\$ 2,850.00	Hard
		OFF-SITE SIDEWALKS	5305.5	SF	LIBERTY CONCRETE			\$ 5.50	\$ -	\$ -	\$ 29,180.25	\$ 29,180.25	Hard
		OFF-SITE PED CURB	58.5	LF	LIBERTY CONCRETE			\$ 18.00	\$ -	\$ -	\$ 1,053.00	\$ 1,053.00	Hard
		OFF-SITE PED CURB RAMPS	5	EA	LIBERTY CONCRETE			\$ 515.00	\$ -	\$ -	\$ 2,575.00	\$ 2,575.00	Hard
		OFF-SITE CURB INLETS	7	EA	LIBERTY CONCRETE			\$ 85.00	\$ -	\$ -	\$ 595.00	\$ 595.00	Hard
		ASPHALT - UTILITY PATCH	1	SY	CDA PAVING			\$ 15,000.00	\$ -	\$ -	\$ 15,000.00	\$ 15,000.00	Hard
		ASPHALT - ROADWAY	1	SY	INTERSTATE			\$ 25,127.50	\$ -	\$ -	\$ 25,127.50	\$ 25,127.50	Hard
		ASPHALT - ALLEY	1	SY	INTERSTATE			INCL ABOVE				INCL ABOVE	Hard
		LANDSCAPING	1	LS	SPRINKLERS NORTHWEST			\$ 10,089.76	\$ -	\$ -	\$ 10,089.76	\$ 10,089.76	Hard
		STREET LIGHTS	1	LS	WYATT ELECTRIC			\$ 33,500.00	\$ -	\$ -	\$ 33,500.00	\$ 33,500.00	Hard
		TRENCHING FOR STREET LIGHTS	335	LF	DBL T			\$ 17.50	\$ -	\$ -	\$ 5,862.50	\$ 5,862.50	Hard
		STRIPING / PARKING SIGNAGE	1	LS	MATHIS STRIPING			\$ 2,320.00	\$ -	\$ -	\$ 2,320.00	\$ 2,320.00	Hard
		SURVEYING	1	SYNTIER	SYNTIER			\$ 3,645.00	\$ -	\$ -	\$ 3,645.00	\$ 3,645.00	Soft
		SPECIAL INSPECTION FEES	1	LS	LIBERTY GEOTECH			\$ 9,596.79	\$ -	\$ -	\$ 9,596.79	\$ 9,596.79	Soft
		AVISTA UTILITY FEES - METER - STREET LIGHTING	1	LS	LS			INCL BELLOW				INCL BELLOW	
		AVISTA UTILITY FEES - RELOCATE POWER	1	LS	LS			\$ 28,852.83	\$ -	\$ -	\$ 28,852.83	\$ 28,852.83	Hard
		TRENCHING FOR UNDERGROUND POWER	150	LF	DBL T			\$ 17.50	\$ -	\$ -	\$ 2,625.00	\$ 2,625.00	Hard
		GC GENERAL CONDITIONS - 15%	1	ls	ls			\$ 34,054.74	\$ -	\$ -	\$ 34,054.74	\$ 34,054.74	Soft
		Subtotal							-	-	256,086.38	\$ 256,086.38	
		Foreman (% calculated on total labor)		15%					-	-	-	\$ -	
		Small Tools (% calculated on total labor)		3%					-	-	-	\$ -	
		Safety (% calculated on total labor)		2%					-	-	-	\$ -	
		Subtotal							-	-	256,086.38	\$ 256,086.38	
		Liability Insurance								1.00%	\$ 2,560.86	\$ 2,560.86	Not Eligible
		Builder's Risk Insurance									By Owner		Not Eligible
		B&O Tax								0.471%	Excluded		Not Eligible
		Overhead & Profit								7.00%	\$ 17,926.05	\$ 17,926.05	Not Eligible
		Performance/Payment Bond									Excluded		Not Eligible
		Subtotal										\$ 276,573.29	
		Washington State Sales Tax									By Owner		Not Eligible
		Total										\$ 276,573.29	

Prelim. PFURA Review Notes (Soft Costs limited to 12% of Hard Costs per Agency Policy #18)
Hard/Soft Cost
Hard Costs \$ 213,790
Soft Costs (12%) \$ 25,655
Est. Eligible (max): \$ 239,445



SHEET INDEX

L100 LANDSCAPE SITE PLAN
L200 PLANTING PLAN
L300 IRRIGATION PLAN
L400 LANDSCAPE DETAILS

CODE COMPLIANCE SUMMARY:

LANDSCAPED AREA BETWEEN PARKING LOT AND EXTERIOR PROPERTY LINE SHALL BE A MINIMUM OF 4 FEET IN WIDTH

MINIMUM BUFFER YARD 'A' CALCULATED PER PPMC 18.24.080 - TABLE B.

PLANTS REQUIRED PER 100 LINEAR FEET: 4 DECIDUOUS TREES, 4 EVERGREEN TREES, AND 10 SHRUBS

LINEAR FEET OF REQUIRED BUFFER 'A':

- 8 DECIDUOUS TREES PROVIDED (4 TREES * (140 LF BUFFER/100 LF=1.4) = 5.6)
- 8 EVERGREEN TREES PROVIDED (4 TREES * (140 LF BUFFER/100 LF=1.4) = 5.6)
- 14 SHRUBS PROVIDED (10 SHRUBS * (140 LF BUFFER/100 LF=1.4) = 14)

SHADE COMPLIANCE - APPROXIMATELY 30% SHADED PARKING AREA AT TREE MATURITY CALCULATED PER PPMC 18.24.080.

PARKING AREA (PAVEMENT) ON SITE 7,876 SF (1,782 SF)

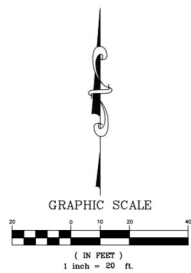
AREA TO BE SHADED 6,094 SF

PARKING AREA TREES AND PARKING LOT SHADE CALCULATION

TREE CLASS / LOCATION	NUMBER OF TREES	PARKING LOT AREA/TREE	MINIMUM PLANTER WIDTH PER POST FALLS TREE MANUAL	SUBTOTAL PARKING LOT AREA/TREES PROVIDED
CLASS II PERIMETER PARKING LOT TREES	1	1,000 SQ. FT.	4+ FEET	1,000 SQ. FT.
CLASS III PERIMETER PARKING LOT TREES	4	1,500 SQ. FT.	8+ FEET	6,000 SQ. FT.
		TOTAL PARKING LOT AREA/TREES PROVIDED		7,000 SQ. FT.

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY
1	TRASH ENCLOSURE - SEE ARCHITECTURAL PLANS FOR MORE INFORMATION (TYP.)	
2	BIORETENTION SWALE - SEE ENGINEERING PLANS FOR MORE INFORMATION.	
3	POLY EDGING - SEE DETAIL SHEET L500.	
4	UNDERGROUND UTILITIES (TYP.) - SEE ENGINEERING PLANS FOR MORE INFORMATION. MAINTAIN A MINIMUM OF 5'-0" MINIMUM OFFSET DISTANCE FOR TREE PLANTINGS.	
5	AMENITY AREA - SEE ARCHITECTURAL PLANS FOR MORE INFORMATION.	
	PLANTER AREA - 5" WASHED BASALT ROCK MULCH, MINIMUM 3" DEPTH, OVER COMMERCIAL GRADE WEED BARRIER - SEE DETAIL SHEETS.	4,190 SF
	LAWN AREA - IRRIGATED, SOD - INSTALL SAME DAY OF DELIVERY. DO NOT ALLOW TO DRY OUT.	6,382 SF



EXISTING FEATURES	LEGEND	PROPOSED FEATURES
ASPHALT PAVEMENT	HATCHES	ASPHALT PAVEMENT
CONCRETE / SIDEWALK	CONCRETE / SIDEWALK	CONCRETE / SIDEWALK
GRAVEL	GRAVEL	GRAVEL
ROCK / RIP RAP	ROCK / RIP RAP	ROCK / RIP RAP
POND / SWALE	POND / SWALE	POND / SWALE
BUILDING	BUILDING	BUILDING
CURB (TYPE A)	CURB (TYPE A)	CURB (TYPE A)
CURB (TYPE B)	CURB (TYPE B)	CURB (TYPE B)
CURB (ROLLED)	CURB (ROLLED)	CURB (ROLLED)
W	W	W
SS	SS	SS
SD	SD	SD
DP	DP	DP
BT	BT	BT
G	G	G
BFO	BFO	BFO
2435	2435	2435
2434	2434	2434
X	X	X
RETAINING WALL	RETAINING WALL	RETAINING WALL
STORM SYMBOL	STORM SYMBOL	STORM SYMBOL
CATCH BASIN	CATCH BASIN	CATCH BASIN
DRYWELL	DRYWELL	DRYWELL
STORM MANHOLE	STORM MANHOLE	STORM MANHOLE
STORM CLEANOUT	STORM CLEANOUT	STORM CLEANOUT
DOWNSPOUT	DOWNSPOUT	DOWNSPOUT
SANITARY SEWER SYMBOL	SANITARY SEWER SYMBOL	SANITARY SEWER SYMBOL
SANITARY SEWER MANHOLE	SANITARY SEWER MANHOLE	SANITARY SEWER MANHOLE
SANITARY SEWER CLEANOUT	SANITARY SEWER CLEANOUT	SANITARY SEWER CLEANOUT
OL/WATER SEPARATOR	OL/WATER SEPARATOR	OL/WATER SEPARATOR
WATER SYMBOLS	WATER SYMBOLS	WATER SYMBOLS
WATER METER	WATER METER	WATER METER
WATER VALVE	WATER VALVE	WATER VALVE
WATER MANHOLE	WATER MANHOLE	WATER MANHOLE
FIRE HYDRANT	FIRE HYDRANT	FIRE HYDRANT
PV	PV	PV
FDC	FDC	FDC
ICV	ICV	ICV
WSD	WSD	WSD
WELL	WELL	WELL
PRESSURE REDUCING VALVE	PRESSURE REDUCING VALVE	PRESSURE REDUCING VALVE
WATER VAULT	WATER VAULT	WATER VAULT
POWER SYMBOLS	POWER SYMBOLS	POWER SYMBOLS
TRANSFORMER	TRANSFORMER	TRANSFORMER
UTILITY VAULT	UTILITY VAULT	UTILITY VAULT
ELECTRICAL METER	ELECTRICAL METER	ELECTRICAL METER
POWER POLE	POWER POLE	POWER POLE
GUY POLE	GUY POLE	GUY POLE
GUY ANCHOR	GUY ANCHOR	GUY ANCHOR
UTILITY RISER	UTILITY RISER	UTILITY RISER
UTILITY MANHOLE	UTILITY MANHOLE	UTILITY MANHOLE
ELECTRICAL MANHOLE	ELECTRICAL MANHOLE	ELECTRICAL MANHOLE
COMMUNICATION SYMBOLS	COMMUNICATION SYMBOLS	COMMUNICATION SYMBOLS
PHONE RISER	PHONE RISER	PHONE RISER
TELEPHONE RISER	TELEPHONE RISER	TELEPHONE RISER
GAS SYMBOL	GAS SYMBOL	GAS SYMBOL
GAS METER	GAS METER	GAS METER
GAS VALVE	GAS VALVE	GAS VALVE
GAS RISER	GAS RISER	GAS RISER
MISCELLANEOUS SYMBOLS	MISCELLANEOUS SYMBOLS	MISCELLANEOUS SYMBOLS
SIGN (SINGLE)	SIGN (SINGLE)	SIGN (SINGLE)
SIGN (DOUBLE)	SIGN (DOUBLE)	SIGN (DOUBLE)
LIGHT POLE	LIGHT POLE	LIGHT POLE
MAIL BOX	MAIL BOX	MAIL BOX
BOLLARD POST	BOLLARD POST	BOLLARD POST
TREE (CONIFEROUS)	TREE (CONIFEROUS)	SEE LANDSCAPE PLANS
TREE (DECIDUOUS)	TREE (DECIDUOUS)	SEE LANDSCAPE PLANS

LOCATES (2 WORKING DAYS NOTICE REQUIRED PRIOR TO EXCAVATION)
LOCAL CALLING NUMBERS
NOTEN: COUNTY

8-1-1



TREK ARCHITECTURE

1800 E SPRAGUE
SPOKANE, WA 99202
509.315.4330
HIL@TREKARCH.COM

1117 N EVERGREEN RD SITE 1
SPOKANE VALLEY, WA 99216

PROFESSIONAL ENGINEER
STATE OF IDAHO
7025
JST

2ND AVE
MULTI-FAMILY

11.27.24

11.27.24

11.27.24

11.27.24

11.27.24

11.27.24

11.27.24

11.27.24

11.27.24

11.27.24

11.27.24

11.27.24

11.27.24

11.27.24

11.27.24

Post Falls Urban Renewal Agency
Preliminary Submittal Review Notes – Executive Director
September 9, 2025

Project Name: 209 E 2nd Ave Multi-Family
Submitted by: Jake Williamson - JWilliamson@twclark.com
Project District: Downtown URD
Initial Submittal Date: September 4, 2025
Submittal Method: .pdf Email Attachment
Document/File Name: 25 09 04 Project Questionnaire fillable.pdf
Support.zip
2451 – Urban Renewal Funding Support.xlsx
99 24.27 2nd Ave Site Plan (002).pdf

County Information (as of 9/8/25):

PARCEL INFORMATION:

Owner Name: 209 E 2ND LLC

AIN: 141866

LRSN: 25253

Parcel Number: P6900034011A

Acres: 0.61

Site Address: 209 E 2ND AVE
POST FALLS

Legal Description: POST FALLS, LTS 11,12,13,14,15,16 BLK 34, PTN VAC RW PF DOWNTOWN URD 2022
0350N05W0350N05W

Gross Val: 175,000.00

Net Val: 175,000.00

Exempt Val: 0.00

Tax Code Area: 011036

- Questionnaire response form (pre-Minor Project Program version) originally provided 3/17/2025. Miscommunication resulted in delayed return of questionnaire to September 4, 2025.
- Response on 9/4/25 incl. Agency Policy #7 with note re: Minor Projects Program possibility.
- Costs submitted are for hard and soft costs associated with City required frontage improvements for project located at northeast intersection of 2nd Avenue & Frederick Street.
- City required improvement to alleyway.
- Approx. 190' frontage on 2nd Ave.
- Approx. 140' frontage on Frederick Street.
- Approx. 190' adjoining alleyway.
- Site Plan reflects 2nd Avenue angled parking as depicted in City Center Parking Plan, Page 2-2, (with minor revision near corner) and Frederick Street parallel parking as depicted on CCPP, Page F-2.
- Cost information provided includes hard and soft costs. Additional non-eligible costs included. Noted on worksheet for return to applicant.
 - Hard cost amounts (act. & est.) total \$213,789.84
 - Soft cost amounts total \$47,296.53. Agency Policy #18 limit (12% h.c.) = \$25,654.78

- Legal description available in public records.
- Downtown Urban Renewal District Plan project table contains one (1) listed district project for which this project may qualify
 - City Center Parking Plan – Street Completion Plan (Tier 1) described as:
 - “Multiple street revitalization projects consistent with the City Center Parking Plan – south of I-90. Locations TBD. See City Center Parking Plan.”
- This project may be best suited for consideration as a Minor Project and appears to fall under maximum \$250K reimbursement based upon soft cost qualifying limit.

Next step(s):

- Determination of project type: Standard District Project or Minor Program Participant.
- Agency staff to review project with city support staff.
- 9/30/25 DR Committee review of completed/returned Project Questionnaire, cost information, and ED’s Preliminary Submittal Review information



September 28, 2025

Scope of Work

IMPACT ASSESSMENT: POST-CLOSURE URBAN RENEWAL DISTRICTS

Post Falls Urban Renewal Agency
Post Falls, Idaho

Project Background

This scope of work responds to your request on behalf of the Post Falls Urban Renewal Agency that The Metts Group will assess the continuing impact of public investments made in the Center Point and East Post Falls Urban Renewal Districts, which officially closed in 2022. This focused update will evaluate post-closure performance through the lenses of job creation, continued tax increment growth, and the broader benefits to the City and taxpayers—such as increased revenues and reduced property tax burdens.

To understand these effects, it is essential to examine the trends during the final years of each district's operation (2016–2022). The goal is to quantify and illustrate how public investments made through urban renewal continue to benefit the City even after the districts sunset, and to underscore the long-term value of strategic urban renewal financing.

Scope of Work

Our proposed scope of work will include the following elements:

- 1. Kickoff Meeting:**

Meet with the Post Falls Urban Renewal Agency Executive Director and designated representatives to review the purpose of the update, identify key sources of data, and clarify project expectations.

- 2. Background Review (2016–2022):**

Analyze district-level investment activity during the latter years of the Center Point and East Post Falls Districts. Gather and review URA documents, tax increment financing (TIF) reports, project completion data, and related background materials.

- 3. Post-Closure Analysis:**

Evaluate the development activity, assessed value growth, and job creation trends in the former district areas, including:

- Building permit activity and private investment
- Change in assessed value and resulting tax revenue
- New business and employment growth in the former district boundaries

4. Fiscal Impact Assessment:

Quantify the ongoing fiscal benefits to the City and taxpayers, including:

- Increased general fund revenues from rising property values
- Additional sales tax revenue tied to new commercial development
- Potential impacts on overall tax rate burdens for residential taxpayers

5. Interviews and Stakeholder Input:

Conduct select interviews with city officials, developers, and real estate professionals to gather qualitative insights into continued development momentum and market trends in the former URA areas.

6. Report Preparation:

Prepare a concise, illustrated report summarizing:

- Background context and investments (2016–2022)
- Key post-closure findings
- Fiscal and economic benefits to the City and taxpayers
- Conclusions about the lasting value of urban renewal
- Visual aids such as charts, maps, and summary tables

Project Budget

The proposed fixed fee for the outlined services is \$17,400. This fee is based on direct costs. Our fees are based entirely on professional time devoted to the assignment.

In the event that there are significant changes to the project beyond the control of The Metts Group Team that may cause additional work scope and fees, The Metts Group will notify the Client and negotiate a written contract amendment prior to proceeding with the additional scope.

Consultant Services

The Metts Group shall provide the services outlined in the above Scope of Work. The Client and The Metts Group designate their authorized representatives to act on their behalf to the Scope of Work under this Contract. The following designated representatives are authorized to receive notices, transmit information and make decisions regarding the Project and Scope of Work on behalf of the respective parties. These parties represent and acknowledge that they have authority to execute this Contract. The Notice to Proceed, by the Client, verbal or written, or execution of this Contract shall constitute acceptance of the terms of this Contract.

Client:

Name

Street

City, State, Zip Code

BY (Signature)

Name, Title

The Metts Group:

The Metts Group

Name
1528 W. Union Drive

Street
Coeur d'Alene, ID 83814

City, State, Zip Code

A Metts

BY (Signature)
Alivia Metts, Principal

Name, Title

Christie Fleischman, Chair
Melissa Hjeltness
Pat Leffel
Len Crosby, Alternate

Table of Contents

1. District Review Committee Goals	1
2. District Summary	1
3. Creation of District	1
4. District Plan: Purpose and Goals	3
5. Proposed Development Projects and Cost Estimates	3
6. Completed Improvements	4
7. Job Creation	4
8. Financial Impact	5
9. Reimbursements & Rebates	6
10. Pending Actions	6
11. Findings	6

District Review Committee Goals

- To provide an annual update of the Pleasant View Urban Renewal District.
- To summarize key insights gained through meetings, workshops, interviews/discussions.
- To provide a benchmark for subsequent Pleasant View report efforts.

District Summary

The Pleasant View Urban Renewal District was established under the *deteriorated area* definition of Idaho Code Title 50, Chapter 29. The District Plan was adopted in June 2021 with a maximum 20-year term. The district is comprised of 600 total acres lying east of Pleasant View Road, the majority of which is zoned Industrial. In addition to the Industrial zoned properties there are approximately 85-acres Residential Mixed (RM) property, 7-acres Community Commercial Services (CCS) property, and 64-acres of Public Reserved property.

Creation of District

Efforts to establish the Pleasant View vicinity began to formalize early 2019. Several property owners were known by city staff to be considering the potential for commercial and industrial development along the corridor. Annexation of property into the City was estimated to take six months to 1-year. Wastewater infrastructure needs from Seltice Way to just south of Prairie Avenue required the completion of a sewer study. The city's wastewater master plan envisaged the construction of a lift station in about five years and a subsequent gravity line later. A force main down Seltice Way was considered the most expensive portion of the project and would require additional time for the acquisition of easements. The overall timeframe for construction of the wastewater system was 2-3 years. The agency was informed during Summer 2019 that a transportation systems company, having up to 300 employees, with an average employee annual wage of \$50,000, was interested in constructing a 60,000 sq. ft. building in the area. Additional support businesses could be assumed to follow the relocating company. CdA EDC noted the project would involve 500 FTE's plus 200-250 new contracts. Approximately 75% of the existing company employees were expected to relocate to the area. Additionally, an estimated 100-150 new jobs would be created. Wastewater was a critical consideration for the relocation of the company's operations. A preliminary estimate for the construction of approximately 2 miles of wastewater lines from Seltice Way northward was \$20 million. Estimated tax increment over the full term of the district was projected to be only \$4 million. An expansion of the proposed district boundary northward to Hwy 53, for the purpose of acquiring additional potential tax increment, was given consideration. A May 2020 wastewater study, performed by Keller, identified the need for two lift stations. One to serve parcels along Pleasant View running southward to Seltice Way. The second to serve parcels north of Prairie Ave. The estimated cost, including line oversizing to accommodate for future need, was \$10 million. A water system study, conducted internally by city staff, identified the need for an 18-inch line from Seltice Way to the existing railroad tracks, together with a new large well at the north end. The estimated cost of just the water line was \$1.6 million. Water service to properties north of the railroad would require an extension of this line. City staff pursued various grant opportunities (BUILD, EDA, Opportunity Fund, Aquifer Projection, etc.) to offset anticipated infrastructure development costs. Regular meetings of the agency and city staff began to take place every two weeks to make sure deadlines would be met. The drafting of the district plan was to be a combined effort by agency and city staff. City staff took the lead on the required Feasibility Study. A Joint Powers Agreement with the County was necessary pending

annexation of properties into the city. In August 2020 the Urban Renewal Commission approved Resolution 2020-04 recommending that the Pleasant View area be declared a deteriorated area and recommending boundaries for the deteriorated Pleasant View area. Likewise, the Post Falls City Council approved Resolution 20-10 (superseded by Resolution 20-16) declaring the proposed district boundary as a deteriorating area. By January 2021 the annexation of parcels lying south of Prairie Avenue were being considered by Planning and Zoning, with the City Council to consider them in February. The owner of property lying north of Prairie Avenue requested zoning changes to Residential Mixed (RM) and Commercial Mixed (CCM) uses to the support intended development. In order to proceed with annexation of the property north of Prairie Avenue the City acquired 50 feet of County property. The construction of public infrastructure to serve the corridor was broken down into priority tiers and phases. Welch-Comer and Heartland, having been tasked to conduct the district's Economic Feasibility Study, sought to reduce the costs for Phase I of infrastructure construction costs to \$6 million. Politically, House Bill 278 was introduced during the 2021 Legislative Session. The proposed bill would allow taxing districts to opt-out of new urban renewal districts. The bill's proposed effective date, July 1, 2021, became a deadline for any new urban renewal districts to be formed. The City multiplied its efforts to get the District Plan completed and get the Planning Commission and City Council's approval prior to the deadline. At the end of March 2021, a draft Economic Feasibility Plan was jointly reviewed and revised before going to the City Council for discussion on April 20, 2021. Annexation of the properties lying north of Prairie Avenue went before P&Z on April 27th and subsequently to City Council on June 1, 2021. The URD Plan went before the Urban Renewal Commission on April 27th, to Planning and Zoning on May 11th, and was presented to the City Council on June 1, 2021.

Official Actions during the district formation process:

- Resolution 2020-04. A resolution of the Post Falls Urban Renewal Agency recommending that the Pleasant View area be declared a deteriorated area and recommending boundaries for the deteriorated Pleasant View area. Approved by the Post Falls Urban Renewal Agency on August 20, 2020.
- Resolution 20-16 (supersedes Resolution 2020-10). A resolution of the City of Post Falls, Kootenai County, Idaho, declaring the area described therein as a deteriorating area based on an eligibility report dated September 21, 2020, that found the legally described area meets the criteria for a deteriorating area as defined in the Idaho Urban Renewal Law. Approved by the City of Post Falls on August 18, 2020.
- Resolution 2021-01. A resolution of the Post Falls Urban Renewal Agency, approving the Pleasant View District Urban Renewal Plan and Revenue Allocation area; recommending approval thereof by the City Council of the City of Post Falls; making certain finding and conclusions in support thereof; providing an effective date; and providing for other matters property relating thereto. Approved by the Post Falls Urban Renewal Agency on April 27, 2021.
- Resolution P&Z 21-03. A resolution of the Post Falls Planning and Zoning Commission relating to the proposal to create the Pleasant View Urban Renewal District. Approved by the Post Falls Planning and Zoning Commission on May 14, 2021.

- Ordinance No. 566. Transfer of powers within the Pleasant View Urban Renewal District. Adopted by the Kootenai County Board of Commissioners on May 11, 2021.
- Ordinance No. 1414. An ordinance of the City of Post Falls, Kootenai Count, Idaho, approving the Pleasant View Urban Renewal Plan, which includes revenue allocation financing provisions; authorizing the City Clerk to transmit a copy of the ordinance and other required information to Kootenai County and State officials; repealing conflicting ordinances; providing severability; providing for the publication of the ordinance by summary and providing an effective date. Approved by the City of Post Falls on June 1, 2021. Recorded with the Kootenai County Recorder at the request of the City of Post Falls June 10, 2021, as Instrument Number 2839042000.

District Plan: Purpose & Goals

The main and over-riding objective of every Urban Renewal District is job creation, economic development and economic diversification for the benefit of the Post Falls community. Goals specific to the Pleasant View District are:

- Eliminate deteriorated or deteriorating areas which constitute a serious growing menace, injurious to the public health, safety, morals and welfare.
- Facilitate proper growth and development in accordance with sound planning principles and local objectives by encouraging private development that eliminates deterioration and economic disuse of property through the removal of a substantial number of deteriorated and deteriorating structures.
- Provide improved traffic facilities including the construction or improvement of streets or roads.
- Provide or improve utilities, public improvements and public services that are currently inadequate, incomplete or non-existent.
- Eliminate underutilized areas which are causing economic under-development in the designated area, substantially impairing the sound growth of the City of Post Falls in general.
- Encourage both private and public development in the Urban Renewal Area in order to diversify and improve the local economy by providing adequate public facilities.
- Accomplish Plan goals in accordance with all appropriate federal, state and local laws.

A key finding of the Economic Feasibility Study supporting the District Plan is that the public infrastructure improvements set forth in the Plan could, at full development, provide up to 2,340 new jobs for the citizens of Kootenai County and Post Falls.

Proposed Development Projects and Cost Estimates

The 600-acre Pleasant View URD was initially composed from 24 parcels ranging in size from 4 acres to 69 acres. Formation of the district was largely motivated by the highly anticipated relocation of a

regional transportation systems company headquarters and the construction a new transload facility on a 68.3-acre parcel not served by adequate infrastructure. The business headquarters was estimated to host 250 on-site employees and 1,000 drivers, both long-haul and short-haul, together with a payroll of \$75 million annually. According to the Idaho Department of Labor, City of Post Falls, an additional 1,188 area jobs and \$52 million in additional economic activity would be generated through the local multiplier effect.

The construction of necessary public infrastructure (roadway, water, sanitary sewer) along the 2.2 mile district corridor (W. Seltice Way to Hwy 53) was planned to occur in five phases. The estimated (2021) infrastructure costs associated with these five phases were:

Infrastructure Phase	Est. Cost (millions, 2021)
Phase 1	\$6.78
Phase 2 & 3	\$7.40
Phase 4	\$4.95
Phase 5	\$6.8
Total	\$25.94

The assumed future development pattern and timeline identified in the course of planning the district was expected to generate adequate revenues, between \$38.6 and \$42.0 million cumulatively, during the life of district.

By 2024 it became apparent the relocation of the transportation systems company would not occur. Therefore, the City of Post Falls reengaged Welch-Comer/Heartland to perform a study of alternative infrastructure development scenarios and their feasibility. The results of the alternative study were presented to the Urban Renewal Commission's Executive Committee on March 20, 2025, and to the full Urban Renewal Commission on April 15, 2025. Welch/Heartland identified one of the original three infrastructure development scenarios presented in the district's original Feasibility Study Report as remaining viable, given the passage of time and the resulting loss of potential increment revenue to fund district projects. This remaining scenario was subsequently broken down into three potential options providing for incremental development of needed infrastructure throughout the district. After additional consideration, one option identified as "3c" was determined to provide the best opportunity to construct the minimal necessary infrastructure (\$11.6 million) while having potential to generate sufficient increment revenue (\$15.2 million) over the remaining life of the district.

Completed Improvements

No district related improvements to date.

Job Creation

No direct/indirect job information available to date.

Financial Impact

Tax increment funds are the principal method of financing public costs or redevelopment within a revenue allocation area. The assessed valuation at the time of adoption of a revenue allocation area, becomes the base year value for the purpose of distribution of taxes to the various affected tax entities over the life of the urban renewal plan. Each year following a district's creation, the taxes generated by the assessed valuation which exceed the base year value (tax increment) are remitted by the Kootenai County Auditor to the Agency.

The district's lack of completed improvements and development have resulted in a minimal increase of increment value and tax increment to date. In 2023 the real and personal property value increased as a result of prior property annexation and zoning change activity. The 2024 value increase is due to an increase in the assessment of operating property located within the district. Operating property is centrally assessed by the State Tax Commission and subject to annual fluctuations based upon the physical location of the (transitory) property at the time of assessment.

Table 1 – Annual Final Market Values – By Roll

<i>Year</i>	<i>Real & Personal Property Value</i>	<i>Sub-Roll Real & Personal Value</i>	<i>Operating Property Value</i>	<i>Net Taxable Value (Increment Value)</i>
2022	\$ 468,584	\$ 0	\$ 15	\$ 468,599
2023	\$ 2,232,663	\$ 0	\$ 47,572	\$ 2,280,235
2024	\$ 2,375,485	\$ 0	\$ 2,391,599	\$ 4,767,084
2025				PENDING

Source: Kootenai County Auditor's Office

Table 2 - Tax Increment Received – Fiscal Year

<i>Fiscal Year</i>	<i>Total Tax Increment</i>
2023	\$ 1,280
2024	\$ 11,030
2025	\$ 24,425

Source: Kootenai County Auditor – Monthly Tax Remittance

The Post Falls Urban Renewal Agency requires each urban renewal district provide and generate sufficient income to pay the costs of the general administrative support services provided annually by the Agency to the District and such City services as may be required to establish and maintain the District. Each District is billed an Annual Administrative Fee (\$25,000/district) in August for the purpose of funding the forthcoming fiscal year operating expenses of the Agency in administering each urban renewal district. Payment of the Agency's Annual Administrative Service fee is eligible for reimbursement from Tax Increment Funds.

To date the Tax Increment Funds remitted for the Pleasant View Urban Renewal District have been insufficient to pay the Agency's annual administrative fee. The resulting deficit is being carried by the Agency as a receivable pending the generation and remittance of sufficient tax increment in the future.

Table 3 - District Fund Balance – Fiscal Year End

<i>FYE</i>	<i>Balance</i>
2022	\$ -25,000
2023	\$ -48,720
2024	\$ -62,690
2025	\$ -63,265

Reimbursements & Rebates

There has been no reimbursement of project costs or rebate of tax increment to date.

Pending Actions

The Idaho Department of Transportation is in the process of conducting a study of the regional transportation network. The study results are expected to clarify the future utilization of the Pleasant View corridor. The City and Agency are awaiting the study's report, anticipated in the Fall 2025, for information relevant to assessing the viability of continuing the urban renewal district or closing it.

Findings

The Pleasant View Urban Renewal District was approved in June 2021 with an understanding of the significant public infrastructure costs required to support the expected relocation of a major transportation system company. However, pandemic related factors brought unforeseen economic conditions that resulted in the postponement, and inevitable cancellation, of the company's move to Post Falls. The City has since explored alternative district infrastructure plans that could support incremental development along the corridor. With the passage of time, it appears the window of opportunity for the district to create sufficient increment value and tax increment to fund construction of the required public infrastructure is closing.