



Post Falls Technology District Urban Renewal Plan

October 2018

POST FALLS URBAN RENEWAL AGENCY

Post Falls Technology District Urban Renewal Plan Contents

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B. AGENCY COMMISSIONERS

Jerry Baltzell (Chairman), Larry Carstensen (Vice-Chairman), Len Crosby (Treasurer), Collin Coles, Jame' Davis, Rich Houser and Laura Horn.

C. DEFINITIONS

Act – Local Economic Development Act (Chapter 29, Title 50 of the Idaho Code), and/or the Urban Renewal Act (Chapter 20, Title 50 of the Idaho Code).

Agency or U.R.A. – The Post Falls Urban Renewal Agency created May 7, 1991 by Resolution 91-11.

Baseline Projection – A projection based on the assumption that next years financial status will not change from the financial status of this year. The baseline projection assumes that no new project is developed, and therefore, no new tax increment is added.

Bonds - Debt instruments used to finance the cost of an Urban Renewal Project.

City – The incorporated City of Post Falls.

City Council – The local governing body of the City of Post Falls consisting of Mayor and six (6) Council Members.

Comp Plan – The City of Post Falls Comprehensive Plan adopted in 1995 by Resolution 95-09, revised in 2004 and updated in 2010. The City is currently revising and updating the Plan with estimated completion in the 4th Quarter of 2018.

Coverage Ratio – A margin which is applied to a bond to insure adequate revenues are available to service the debt secured by the Bond.

Deteriorated/Deteriorating Area – Any area, including a slum area, in which there is a predominance of buildings or improvements, whether residential or nonresidential, which by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, high density of population and overcrowding, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime, and is detrimental to the public health, safety, morals or welfare.

Any area which by reason of the presence of a substantial number of deteriorated or deteriorating structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair value of the land, defective or unusual conditions of title, or the existence of conditions which endanger life or

property by fire and other causes, or any combination of such factors, results in economic underdevelopment of the area, substantially impairs or arrests the sound growth of a municipality, retards the provision of housing accommodations or constitutes an economic or social liability and is a menace to the public health, safety, morals or welfare in its present condition and use.

Any area which is predominately open and which because of obsolete platting, diversity of ownership, deterioration of structures or improvements, or otherwise, results in economic underdevelopment of the area or substantially impairs or arrests the sound growth of a municipality.

Any area which the local governing body certifies is in need of redevelopment or rehabilitation as a result of a flood, storm, earthquake, or other natural disaster or catastrophe respecting which the governor of the state has certified the need for disaster assistance under any federal law.

Any area which by reason of its proximity to the border of an adjacent state is competitively disadvantaged in its ability to attract private investment, business or commercial development

Under the Local Economic Development Act, the City Council must find and determine, on the basis of substantial evidence in the record, that the project area is a “deteriorated area” when adopting an ordinance approving and adopting an Urban Renewal Plan for a Revenue Allocation Area.

Competitively Disadvantaged Border Community Area - An area consisting of at least 40 acres which is situated within the boundaries of an incorporated city and within twenty-five (25) miles of state or international border, which the governing body of such incorporated city has determined by ordinance is disadvantaged in its ability to attract business, private investment, or commercial development, as a result of a competitive advantage in the adjacent state or nation resulting from inequities or disparities in comparative sales taxes, income taxes, property taxes, population or unique geographic features.

Economic Feasibility Study – The Study that evaluates a project’s financial and economic feasibility.

Foregone Taxes – Taxes that are voluntarily foregone by a taxing entity to the Urban Renewal Agency for a predetermined period of time.

Levy Rate – The rate usually expressed as an amount per \$1,000 of assessed valuation, at which properties are taxed.

Owner Participation Agreement (OPA) – A legal document that forms a Public/Private partnership between the Urban Renewal Agency and one or more private developers for Projects within an Urban Renewal District.

Plan – or “Urban Renewal Plan” means a plan, as it exists or may from time to time be amended, prepared and approved pursuant to Idaho Code Sections 50-2008 and 50-2906, and any method or methods of financing such plan, which methods may include revenue allocation financing provisions.

Project Area - The **POST FALLS TECHNOLOGY DISTRICT** area as identified in Section 2 of the Plan.

Post Falls Technology District Urban Renewal Plan – A plan prepared in accordance with Idaho Code Sections 50-2008 and 50-2905 that describes the process and reasoning for the declaration of the Post Falls Technology District as a Deteriorated Area and/or a Competitively Disadvantaged Border Community Area.

Proponent – A private developer who has entered into an OPA with the Urban Renewal Agency for a specific Project within an Urban Renewal District.

Revenue Allocation Area (RAA) – All of the properties included in the boundaries of an Urban Renewal District, from which tax increment will be collected as that property is improved and developed over the term of the District.

Revenue Allocation Financing – A method of financing urban renewal activities by using property tax revenues generated from increases in assessed valuation within an Revenue Allocation Area.

Tax Increment Funds – Principal method of financing public costs or redevelopment. The assessed valuation at the time of adoption of a Revenue Allocation Area, becomes the base year value and is frozen at that level for the purpose of distribution of taxes to the various affected tax entities (excepting schools) over the life of the Urban Renewal Plan. Each fiscal year following the creation of an Urban Renewal Plan and the designation of a Revenue Allocation Area, the taxes generated by the assessed valuation which exceed the base year level (“Tax Increment”) are paid to the Urban Renewal Agency.

Termination Date – A specific date no later than twenty (20) years from the effective date of the approval by City Council of an Urban Renewal Plan.

U.R.A. – Urban Renewal Agency

Urban Renewal – A statutorily authorized process available to Idaho cities and Counties to improve deteriorated and economically disadvantaged areas by encouraging private and public development.

Urban Renewal Area – A Deteriorated or Deteriorating area or combination thereof designated as being such by the City Council and all of the properties located within the area.

Urban Renewal District (URD) – Essentially the same as an Urban Renewal Area, however in cities where there are multiple districts designated by the City Council, these may be referred to as specific Districts with specific names and specific goals. A separate Urban Renewal Plan is required to be developed and adopted by the URA, reviewed by the City Planning & Zoning Commission and approved by the City Council.

Urban Renewal Project – A specific project within an approved Urban Renewal District which may include undertakings and activities which support the elimination of deteriorated or deteriorating areas and which prevent the development or spread of slums and blight. Such projects may involve slum

clearance and redevelopment in an urban renewal area, or rehabilitation or conservation in an urban renewal area, or any combination or part thereof in accordance with an urban renewal plan.

D. PREFACE

The Urban Renewal Plan proposed within this document follows the guidelines prescribed within Idaho Code for the development of Urban Renewal Areas and Revenue Allocation Districts and is consistent with the goals of the City of Post Falls. Accordingly, this Plan directs use of revenue allocation financing to accomplish the following:

- 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.

With these objectives in mind, however it is important for the reader to be aware that the main and over-riding objective of this Urban Renewal Plan is **job creation, economic development and economic diversification**.

A key finding of the Economic Feasibility Study supporting this Urban Renewal Plan is that the public infrastructure improvements set forth in this Plan could, at full development, provide up to 18,218 new jobs for the citizens of Kootenai County and Post Falls.

SECTION I

INTRODUCTION

Post Falls Technology District URBAN RENEWAL PLAN

In 1994, the Idaho Local Economic Development Act was amended by the Idaho State Legislature to provide a new definition of properties and projects which could be considered under the authority of the Local Economic Development Act. The Local Economic Development Act also relies on the Urban Renewal Law, and it is the interplay between the two Acts that empowers Idaho cities and Counties to use tax increment financing as a means of authorizing debt to stimulate economic development locally.

Chapter 29, Section 50 of the Idaho Code contains the Local Economic Development Act, which brings the benefits of the Urban Renewal Law to cities that contain areas that are not necessarily blighted, but experience a true disadvantage in attracting business and commerce. The Act provides that in border communities where areas of forty (40) acres or more can be determined to be “competitively disadvantaged,” an Urban Renewal Agency may – with the approval of the City Council designate the area as a revenue allocation area. This provides funding opportunities through the use of tax increment financing for public improvements which will, pursuant to a specific urban renewal plan, improve and enhance the area and stimulate more commerce and business growth into the area and the community.

The City Council of the City of Post Falls has determined that a specific area referenced within this Plan, the “Post Falls Technology District”, meets the definition of being a deteriorated/deteriorating area and also qualifies as a Competitively Disadvantaged Border Community Area. The proposed public improvement projects envisioned for the Post Falls Technology District and designed to overcome the competitive disadvantages are listed in Section 3.

The City of Post Falls, a community with a population of approximately 35,000 is located in the panhandle of North Idaho within Kootenai County. Kootenai County is Idaho’s 24th largest county in terms of area, but is the third most populous county. Post Falls is the 7th fastest growing city in Idaho and its growth is following the State’s growth projection of three times the national rate through 2025. The western boundary of the City of Post Falls is adjacent to the Idaho/Washington border. Post Falls is situated in a valley along the Spokane River, and is adjacent to Interstate 90, with Spokane, Washington approximately 20 miles to the west, and Coeur d’Alene, Idaho approximately 3 miles to the east.

Traditionally, Kootenai County’s economy was timber-based. The economy has become more diverse over the past two decades, with an increase in manufacturing, health care, retail, and tourism. North Idaho’s transformation to manufacturing and health care from timber and agriculture is reflected in its growing list of dynamic companies calling it home. Not just known for potatoes anymore, Bloomberg rates the State of Idaho as having a 21st Century economy, outperforming the other 49 states, relying heavily on international trade. Approximately 10.5% of all Statewide natural resource employment opportunities still exist within Kootenai County, although these are not currently growth industries for Idaho, the Northwest, or the Nation. The City of Post Falls, along with North Idaho, is shifting to a manufacturing and industrial base, putting it in competition with Washington State and other Western

States. The Spokane metropolitan area, which includes Post Falls and Coeur d'Alene, was ranked #67 of The Best Places for Business and Careers in the 2016 Forbes Magazine.

Migration from larger markets spurred Kootenai County's economic growth from 2003 through 2006, driving demand for homes, recreational properties, and retail goods and services. With the onset of the "Great Recession", economic growth slowed in 2007, and stalled in subsequent years. The impact of the this national recession was evident in larger markets well before reaching Kootenai County and the Inland Northwest in early-to-mid 2008. Declines during the recession were steeper in markets such as Seattle, Washington, Portland, Oregon and Boise, Idaho. However, recovery in those markets has been quicker and stronger. The Spokane/Coeur d'Alene corridor still offers relatively inexpensive real estate and a well-trained labor force, making it attractive to new businesses. The prospects for growth in the next decade are on par with other communities in the Pacific Northwest.

The area is transitioning from agricultural to higher density residential and commercial uses. Improvement trends have historically been in the low-to-mid-end of the price range of residences in the area, due to the fairly moderate character of the neighborhoods and limited natural features that would attract high-end residences. Most high-end developments in this area are on view sites, around golf courses, or near Lake Coeur d'Alene or the Spokane River. The Kootenai Technology Education Center (KTEC) was completed in the fall of 2012, northeast of the proposed Urban Renewal District on Lancaster Road. The campus is a state-of-the-art professional technical center offering juniors and seniors in Kootenai County high schools the opportunity to learn skills that will prepare them for the workforce and/or post-secondary education. North Idaho College has recently constructed a new 110,000 square foot Career and Technology Education Facility on 10 acres adjacent to KTEC. This facility, known as the Parker Center, provides advanced training and certification including AA Degrees in a number of specialized fields that will support growth industries.

The Post Falls Technology District Project Area is included within the area which has already been designated as Deteriorated and/or Deteriorating and a Competitively Disadvantaged Border Community Area by the City Council of Post Falls. The City Council passed Resolution No. 2005-06 on April 5, 2005 and expanded their findings on July 17, 2018 by Resolution No. 2018-08 (See Appendix D).

The Post Falls Technology District is located on the northeast side of the City and is slightly more than 9 miles from the Washington State border. A substantial portion of the property within the proposed District was annexed into the city in 2018. The total Project Area consists of 831 acres of which 750 acres are undeveloped land. The creation of an Urban Renewal District and the use of Tax Increment Funds is intended to make the Area more competitive by providing a mechanism to reimburse all or part of specific costs of constructing public improvements within the District. These improvements include the expansion of sewer and water services, the improvement of major streets and other public improvements which will expand the ability of this Area to service employment growth and job creation.

The projected costs of each of the specific public improvements to be reimbursed within the District are set out in the Economic Feasibility Study (Section 11 of this document). It is important to remember that these improvements must be fully paid for, constructed, dedicated to and accepted by the City of

Post Falls prior to any reimbursement from tax increment accruing as a result of the new development experienced in the proposed District. If new development does not produce the anticipated tax increment, those costs will not be reimbursed. There is no liability to the City of Post Falls or the URA if tax increment is not created by new development. Additionally, the reimbursement will cease at the maturity of the proposed District.

North Idaho must provide every available option to attract business and compete with other states and other larger cities in the western United States. This is especially important in attracting tech-based and tech-driven industries. The area proposed in this Plan has the potential to significantly aid the City in this national and regional competition. Improvements to the Post Falls Technology District will help provide the stimulus needed to attract the growth of this type of employment base needed by the City. The opportunity to expand tech-driven industries will benefit the City and its residents, provide for increased economic opportunities for residents of Post Falls, and provide increased revenues for the citizens of Kootenai County. Development of this property will result in numerous jobs and add to the much needed technological and industrial base that is lacking in Post Falls.

SECTION 2

Boundary Description

2. BOUNDARY DESCRIPTION

a. Urban Renewal District Legal Description

That portion of Sections 18, 19, 29, 30, and 31, Township 51 North, Range 4 West, B.M., and Sections 13, 24, 25, Township 51 North, Range 5 West, B.M., City of Post Falls, Kootenai County, Idaho, Kootenai County, Idaho, described as follows:

BEGINNING at the intersection of the westerly right-of-way line of State Highway 41 and the southerly right-of-way line of Prairie Avenue;

thence South 01°04'18" West along said westerly right-of-way line a distance of 3,240.65 feet;

thence leaving said westerly right-of-way line, South 89°06'21" East along the north line of Tract 42, Block 30 of Post Falls Irrigated Tracts (and the westerly extension thereof) according to the plat thereof recorded in Book C of Plats at Page 78, records of Kootenai County, Idaho a distance of 1,383.08 feet, more or less, to the east line of said Tract 42;

thence South 00°45'11" West along said east line, 643.20 feet, more or less, to the south line of said Tract 42;

thence North 89°14'49" West along said south line, 656.00 feet, more or less, to west line of Tract 55, Block 30 of said Post Falls Irrigated Tracts;

thence South 00°45'11" West along said west line and the west line of the W1/2 of Tract 58, Block 30 of said Post Falls Irrigated Tracts a distance of 1,385.29 feet to the southerly right-of-way line of Poleline Avenue;

thence South 88°35'48" East along said southerly right-of-way line of Poleline Avenue a distance of 316.99 feet, more or less, to a point on the extended west line of the E1/2 of Tract 58, Block 30 of said Post Falls Irrigated Tracts;

thence North 01°01'00" East along said west line and the extension thereof, a distance of 674.80 feet, more or less, to the north line of said E1/2 of Tract 58;

thence South 89°09'56" East along said north line a distance of 327.50 feet, more or less, to the east line of said E1/2 of Tract 58;

thence South 01°01'00" West along said east line and the extension thereof, a distance of 678.05 feet, more or less, to the south right-of-way line of said Poleline Avenue;

thence South 88°35'48" East along said southerly right-of-way line a distance of 663.03 feet, more or less, to the west line of Tract 5, Block 31 of said Post Falls Irrigated Tracts;

thence South 01°10'49" West along said west line a distance of 625.00 feet, more or less, to the south line of said Tract 5;

thence South 88°35'48" East along the said south line a distance of 641.78 feet, more or less, to the east line of said Tract 5;

thence North 01°11'58" East along said east line, the extension of said east line, the easterly right-of-way line of Fennecus Lane and the northerly extension thereof a distance of 2203.28 feet;

thence North 83°31'14" East a distance of 1,333.24 feet;

thence South 00°21'04" West a distance of 378.00 feet;

thence South 89°15'02" East a distance of 1,378.72 feet, more or less, to the easterly right-of-way line of Meyer Road;

thence North 01°01'01" East along said easterly right-of-way line a distance of 2,472.17 feet;

thence leaving said easterly right-of-way line, North 89°35'44" West a distance of 1,807.17 feet;

thence South 19°44'39" West a distance of 1,223.63 feet, more or less, to a point on the north line of the SE1/4 of said Section 30;

thence North 89°00'29" West along said north line a distance of 501.53 feet, more or less, to the east line of the NW1/4 of said Section 30;

thence North 01°11'58" East along said east line, distance of 2,639.37 feet, more or less, to the south line of said Section 19;

thence North 00°57'53" East along the east line of the southwest quarter of said Section 19 a distance of 30.00 feet, more or less, to the northerly right-of-way line of Prairie Avenue;

thence North 88°29'46" West along said northerly right-of-way line a distance of 1,274.96 feet;

thence leaving said north line, North 00°59'01" East a distance of 1,486.13 feet, more or less, to the northerly right-of-way line of the Spokane International Railroad;

thence North 63°39'07" West along said northerly right-of-way line a distance of 1,430.52 feet, more or less, to the easterly right-of-way line of said State Highway 41;

thence North 01°01'44" East along said easterly right-of-way line a distance of 3,187.85 feet, more or less, to the northerly right-of-way line of Hayden Avenue;

thence North 88°14'46" West along said northerly right-of-way line a distance of 2,746.06 feet, more or less, to the northerly extension of the west line of the NE1/4 of said Section 24;

thence South 01°01'02" West along said line a distance of 2,672.16 feet, more or less, to the north line of the SW1/4 of said Section 24;

thence North 88°23'34" West along said north line a distance of 1,330.74 feet, more or less, to the west line of the NE1/4 of the SW1/4 of said Section 24;

thence South 00°54'29" West along said west line a distance of 1,317.62 feet, more or less, to the south line of said NE1/4 of the SW1/4;

thence South 88°40'44" East along said south line a distance of 664.09 feet, more or less, to the west line of the E1/2 of the SE1/4 of the SW1/4 of said Section 24;

thence South 00°57'17" West along said west line (and the southerly extension thereof) a distance of 1,369.28 feet, more or less, to the southerly right-of-way line of said Prairie Avenue;

thence South 88°16'44" East along said southerly right-of-way line a distance of 2,327.68 feet;

thence leaving said southerly right-of-way line, North 01°04'15" East a distance of 521.45 feet;

thence South 88°02'45" East a distance of 404.78 feet;

thence North 01°01'58" East a distance of 933.64 feet;

thence South 87°58'57" East a distance of 560.74 feet, more or less, to the westerly right-of-way line of said State Highway 41;

thence South 01°01'59" West along said westerly right-of-way line a distance of 1,370.16 feet, more or less, to the point of intersection of the westerly right-of-line of said State Highway 41 and the northerly right-of-way line of Prairie Avenue;

thence South 11°58'46" West, 86.30 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM:

That portion of Tracts 23, 25 and 26, Block 30 of Post Falls Irrigated Tracts, according to the plat thereof recorded in Book C of Plats at Page 78, records of Kootenai County, Idaho, being situated in Section 30, Township 51 North, Range 4 West, Boise Meridian, Kootenai County, Idaho, described as follows:

BEGINNING at the southeast corner of said Tract 26; thence North 88°57'51" West along the south line of said Tracts 25 and 26 a distance of 812.63 feet, more or less, to the east line of the west 477.05 feet of said Tract 25;

thence North 01°00'29" East along said east line a distance of 613.20 feet, more or less, to the south line of the north 30 feet of said Tract 25;

thence South $88^{\circ}57'51''$ East along said south line a distance of 156.60 feet, more or less, to the west line of said Tract 26;

thence North $01^{\circ}02'09''$ East along the west line of said Tract 25 and the west line of the south 30 feet of said Tract 23 a distance of 59.68 feet;

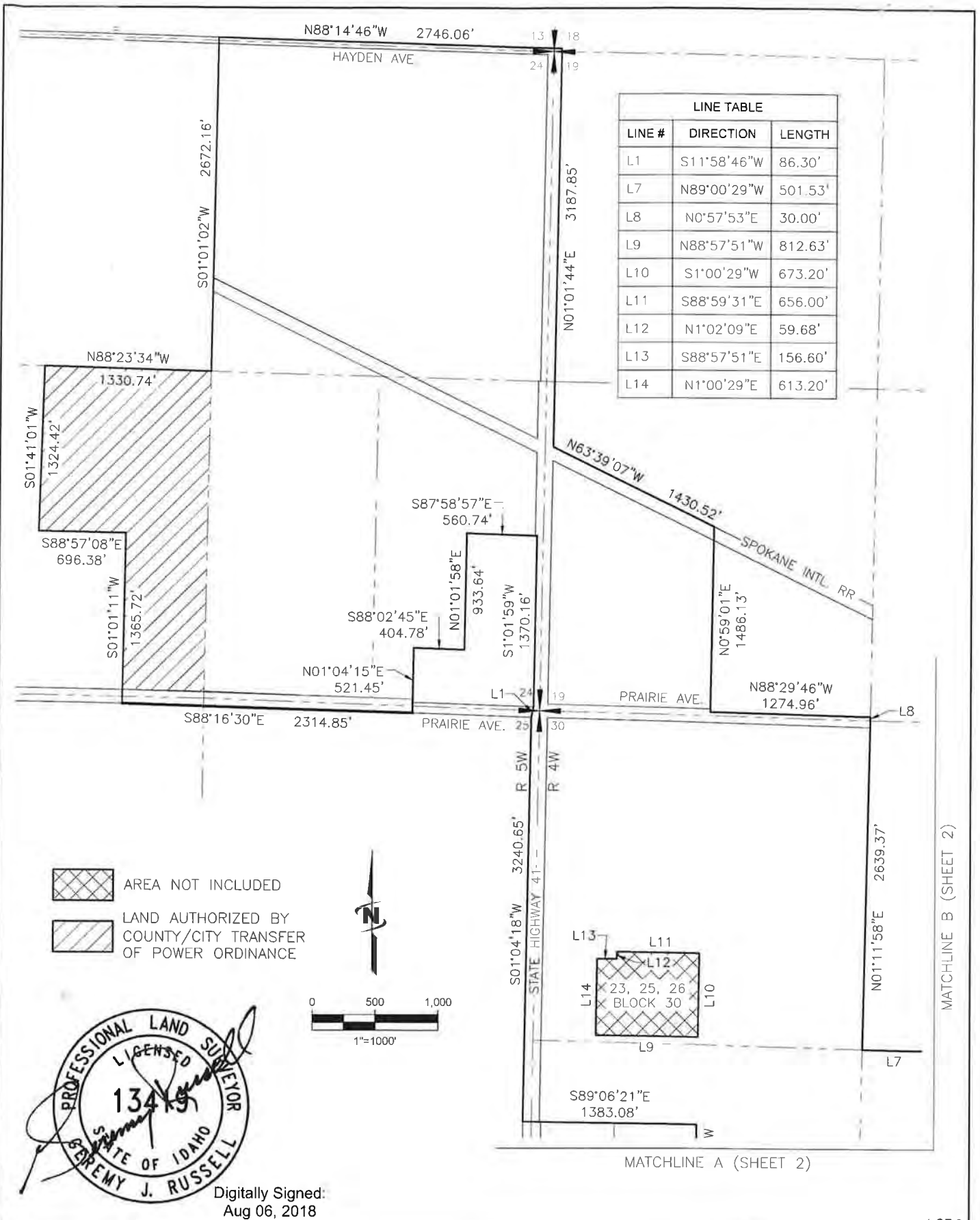
thence South $88^{\circ}59'31''$ East along the north line of said south 30 feet a distance of 656.00 feet, more or less, to the east line of said Tract 26;

thence South $01^{\circ}00'29''$ West along the east line of said Tract 26 a distance of 673.20 feet to the POINT OF BEGINNING.



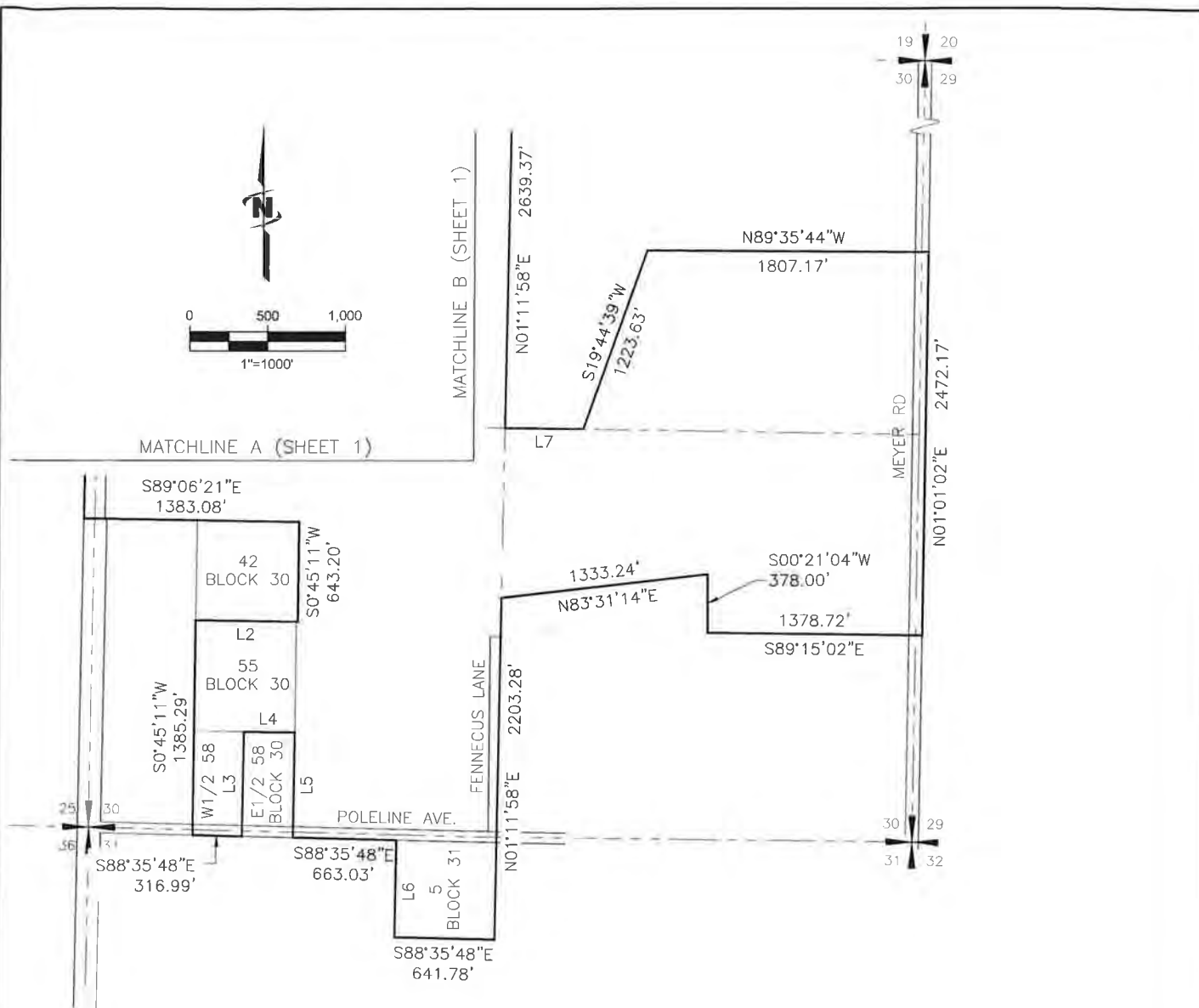
b. Urban Renewal District Map

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



**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

(JUB)
J-U-B ENGINEERS, INC.



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

2 OF 2



**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

SECTION 3

PROPOSED DEVELOPMENT ACTIONS

a. General

The Project Area has been determined to be a Competitively Disadvantaged Border Community Area within a Deteriorated/Deteriorating area and as such adopts the following purposes and major goals for this Plan:

- To stimulate the development of a High Tech Industrial Park in the northeast portion of the City of Post Falls;
- To enhance this potential site for commercial development and expansion;
- To create and expand public infrastructure and public facilities within the entire Urban Renewal District;
- To enhance and improve transportation routes and collector streets within the District to enhance future development;
- To strengthen the District and enhance related commercial development and support within the Project Area; and
- To provide commercial and recreational facilities for the residents of Post Falls and visitors.

b. Conformance with State and Local Requirements

The proposed development area conforms to the 2010 Comprehensive Plan of the City of Post Falls as adopted by the City Council along with all other master planning documents. The URA anticipates that this Plan, upon review by the Post Falls Planning and Zoning Commission, will be found to be in conformance with the City of Post Falls Comprehensive Plan.

The laws of the State of Idaho require an Urban Renewal Plan to be prepared for an area certified as an Urban Renewal Area by the City Council. The Post Falls Technology District Plan is submitted as a proposal for an Urban Renewal Plan as required by state law. The City Council has previously designated this Area as being economically disadvantaged through the adoption of Resolution Nos. 2005-06 and 2018-08 (Appendix D).

The Local Economic Development Act provides that a city can declare portions of land within its boundaries as competitively disadvantaged. The City of Post Falls has made that determination, making findings that the proposed Project Area does, indeed, meet the State mandated criteria for said designation.

c. Participation Opportunities

- There will be participation opportunities for improvements proposed in this Plan to compliment additional transportation improvements that are to be undertaken by the Idaho Transportation Department in 2019 and 2020 along the Highway 41 corridor from I-90 to the City of Rathdrum.

- The Urban Renewal Agency will work closely with the City of Post Falls to implement major sewer improvements within the proposed District which will support growth and enhance the competitive position of the City throughout the entire northwest quadrant of the City of Post Falls.
- The Urban Renewal Agency will work closely with the City of Post Falls to assist and participate with the City in the development of pedestrian and bike trails and other recreational improvements, as noted in the Plan.
- Participation opportunities could be developed between the Urban Renewal Agency and land owners who are either in the process of developing, or plan to develop, additional commercial properties located within the District to the extent such opportunities meet the objectives of the Plan and are feasible within the economic and time constraints of the District.

d. Opportunities for Owners and Tenants

The overall expansion of transportation, sewer and water infrastructure, as planned, will provide new opportunities for existing and future landowners of commercially and industrially zoned properties within the District to enable them to develop their property in a more economical manner. This will then provide additional opportunities for existing and future businesses within the City of Post Falls to locate to such facilities and provide a greater range of competition for such tenants.

If owners of existing properties incorporate public improvements in their development plan, the URA could become involved in assisting by either upgrading the utility systems servicing the property or enhancing its access. Expanding commercial development in this Area will provide additional support for existing and future residential development within this section of the City and will provide opportunities for new and existing businesses to consider this Area as a new or expansion location in the City. The expansion of the proposed Tech Park and the supporting industrial and commercial development that is anticipated to occur will greatly expand the job opportunities throughout the entire County.

Having fully developed building sites in the District with good access and expanded utility service will enable Jobs Plus to expand its recruitment of businesses considering relocation or expansion to North Idaho. It will also enhance Kootenai County's ability to expand the County's employment base well beyond the District itself. As the District develops, there will be new opportunities for students graduating from Kootenai Technical Education Campus (KTEC) and the Career Technical Education facility (CTE) to secure employment from new employers attracted to this Area. A tech-based employment base could also potentially provide KTEC and CTE students with job shadowing and apprenticeship opportunities.

e. Property Acquisition

Pursuant to Idaho Code Section 50-2007(c), the URA has the legislatively - authorized powers to acquire by purchase, lease, option, gift, grant, bequest, devise, eminent domain or otherwise, any real property or personal property for its administration purposes, together with any improvements thereon, and to

hold, improve, renovate, rehabilitate, clear, or prepare for redevelopment any such property or buildings.

In conjunction with the acquisition of a site, the URA shall be required to accommodate the relocation of existing businesses and tenants as set forth in subsection g below.

f. Property Management

The URA may convey property it has acquired for less than market value. The URA may clear or move buildings, structures or improvements from any real property acquired, and the URA may develop a building site by constructing streets, utilities, parks, playgrounds and other public improvements in order to carry out the Urban Renewal Plan. The URA may acquire land or other public improvements and construct facilities within and/or outside the Project Area if it can determine that the improvements are of benefit to the Plan area. However, the URA shall not pay for maintenance or operation of said improvements. If the URA acquires any properties, they will be managed in a prudent and businesslike manner.

g. Relocation of Business, Persons and Others

If, as a result of pursuing this Plan, individuals, families, businesses, non-profit organizations or others are required to relocate, the URA shall prepare a plan for the relocation of same. The URA shall be responsible to assist those individuals and entities in full accordance with state and federal statutes, including finding a new location and providing required relocation payments.

h. Owner Participation Agreements

The Owner Participation Agreement (OPA) is a legal document that forms a Public/Private partnership between the Urban Renewal Agency and one or more private developers within an Urban Renewal District. OPAs are used by the URA when entering into an agreement with a private developer for a specific project or public improvement within an Urban Renewal District. The URA may enter into OPAs with several developers within a District or require multiple participants to enter into separate agreements between themselves and the URA regarding the use, reimbursement priority and percentages of reimbursement available from tax increment generated by new development within a District.

The Agency's form OPAs are included as Appendix H and Appendix I. The OPAs require the participant to own or control real estate within the boundaries of the Urban Renewal District and construct specific public infrastructure improvements as set forth in this Plan and as approved by the City of Post Falls. The proponent must pay for the improvements and they must be dedicated to and accepted by the city of Post Falls.

In the OPA, the URA agrees to reimburse specific costs for public infrastructure improvements, once completed and dedicated to the City, by allocating all or a portion of the increase in tax increment accruing from new development to such reimbursement. Infrastructure costs must be documented and reviewed by a third-party engineering firm employed by the URA prior to payment.

The URA's commitment to reimburse a proponent's cost for public infrastructure improvements is entirely contingent on the amount of tax increment generated within the District and expires upon the maturity of the District. Within the OPA, the URA sets the percentage of costs that may be reimbursed from tax increment, based on the type of new development (industrial, technical, commercial and residential). These percentages may range from 100% to 25% with higher percentages allocated to development which supports job growth and economic development.

SECTION 4

USES PERMITTED IN PROJECT AREA

a. Comprehensive and Urban Renewal Plans

The primary objectives for the Urban Renewal Agency are to improve the quality of life, bring economic vitality and improve the aesthetics of the Post Falls Technology District Area through development and redevelopment. There are two differing sets of land use issues involved in this Plan. The first set deals with the designated or planned land uses of the City of Post Falls' Comprehensive Plan and the second set revolves around existing non-conforming land uses (uses which don't conform to the planned uses in the Comprehensive Plan).

b. Designated Land Uses of the Comprehensive Plan

The Urban Renewal District land uses are consistent with the Future Land Use Map of the Post Falls Comprehensive Plan. If the necessary resources are available, the Urban Renewal Agency will assist any project that desires support, but that project must be consistent with this Urban Renewal Plan and the Comprehensive Plan of the City. The following is a list of the land uses in the Urban Renewal Plan as they are described in the Comprehensive Plan. All proposed uses must comply with the appropriate land use designation in which it will be located.

(1) Regional/Community Commercial/Office/Industrial/Manufacturing/Technology

The Commercial designation is found in most of the Project Area along Highway 41. The function of this designation is to provide regional, local and tourist needs in readily accessible locations. Compatible land uses within the Project Area are to be consistent with the Future Land Use Map of the Comprehensive Plan and the applied zoning district. The intent is to create a mixture of office, retail, service commercial uses and technology as well as other supporting development to compliment this objective. For the sake of brevity and clarification, this designation will be referred to as the "Technology Mixed District" in this document, as the intent is to create a sustainable mixed-use development area (horizontal or vertical) for job creation, commerce, and connecting neighborhoods.

(2) Public Rights-of-Way

As the District is in an area of transition from rural to urban, the public infrastructure needed for utilities, transportation, bike and pedestrian and other public urban infrastructure is required to create an attractive vibrant economic area of the community. Without adequate infrastructure, the area will not be able to reach its economic development potential.

The Urban Renewal Agency deems creation of good quality of life for Post Fall's citizens and providing associated infrastructure needs as being critical to the attraction of new business and development. The Agency intends to use its resources, plus any additional assistance, which may be derived from any other public or private source for the completion of this critical component.

(3) Interim Uses

There may be a need for the temporary use of vacant properties and/or structures within the Project Area. If these uses are to be supported and/or assisted by the Urban Renewal Agency, they shall be compatible with the current zoning and land use designation of the Comprehensive Plan.

(4) Nonconforming uses

Uses which do not conform to the Post Falls Technology District Urban Renewal Plan and/or the City of Post Falls Comprehensive Plan and/or zoning district are not eligible for support or assistance from the Urban Renewal Agency.

c. General Controls and Limitations**(1) Construction**

All construction which is funded or partially funded by the Urban Renewal Agency as a part of this Plan will be required to meet all applicable City and State specifications. In addition, each project must meet any requirements established by the URA as a condition of assistance. Such requirements may be in the form of additional performance and development standards. Construction may be by the Agency independently, or in conjunction with any other public agency.

(2) Rehabilitation and Retention of Property

Rehabilitation of dilapidated commercial structures is an objective of the URA, in as much as the use of the structure complies with the Plan and revenues are available for assistance. Except in extenuating circumstances, ownership retention will always be a priority for most projects undertaken by the URA.

SECTION 5

PROJECT FINANCING METHODS

Based upon the Project Financing Methods discussed below, it is not anticipated that the Agency will have any remaining assets on the Termination Date. Provided however, nothing herein shall prevent the Agency from retaining assets or revenues generated from such assets as long as the Agency shall have resources other than Tax Increment Funds to operate and manage such assets.

a. General Description of Financing Methodology

State law provides that urban renewal agencies have the power to finance urban renewal (redevelopment) activities and related costs. Agencies can issue both short and long term debt secured by existing and projected revenues. The debt of an urban renewal agency can be its own, or, it can include any assignments of revenues from others. For the most part, urban renewal agencies utilize tax increment financing (TIF) as a key financing tool. However, Idaho Code Section 50-2007(f) allows other financing mechanisms as well. The following are merely illustrative, and is not an all-inclusive list, nor do they bind the Urban Renewal Agency to use one or any of the following financing mechanisms:

- Advances
- Loans
- Grants
- Contributions
- Any other forms of financial assistance from public or private sources

The Post Falls Urban Renewal Agency has a long history of successful operation and has operational funding available in its General Fund. The Agency has consistently required Proponents and developers within its Urban Renewal Districts to pay for required public improvements, to have the City of Post Falls approve the construction of the public improvements, and to require that those improvements be dedicated to, and accepted by, the City prior to receiving any reimbursement from tax increment created by new development within the District. Reimbursement of Proponent costs for the dedicated public improvements is fully contingent upon the generation of tax increment by new development within and over the life of the Urban Renewal District.

This is a conservative and prudent approach to the use of urban renewal and has served the Post Falls URA well over its many years of operation. As a District matures and has a consistent record of generating tax increment, which can be accurately forecast into the future, the Post Falls Urban Renewal Agency has issued Tax Anticipation Bonds and has secured standard bank financing for certain projects, but only when such projects can be conservatively forecast to fully repay any outstanding debt.

The Post Falls URA intends to take this conservative approach to financing for all of the proposed public infrastructure improvements planned for the Post Falls Technology District. The balance of this section of the Plan is intended to illustrate the options available to the Urban Renewal Agency for financing planned improvements; however the use of many of these options is not anticipated.

b. Bonds or Bond Anticipation Notes

Bond Anticipation Notes (BANs) are utilized when an agency needs to raise higher levels of financing than possible with a standard financing mechanism. The basic assumption of BAN financing is that tax increments will grow substantially over several years, due in part or whole to the application of the BANs funding to agency programs, and the agency will subsequently be able to afford a standard financing to refinance the BANs when the principal balance becomes due. BANs will typically have interest only payments for the short duration of the financing term, with all principal coming due in anticipation of a fully amortized standard bond financing that will refinance, or take out the BANs.

BANS can raise substantial capital in advance of tax increment generation and project development. These notes can provide funding which can encourage private development in the early stages of the project when “seed” capital is needed most.

The customary BAN structure calls for the forecasting of tax increment revenues several years into the future making an assumption about what interest rates will be at the end of the forecast/financing period, and then issuing short (two to three year) to medium (four to six year) notes. The financing program anticipates that the notes will be repaid by the issuance of fully amortizing standard bonds when the notes mature. BAN financing often includes a large component of capitalized (prepaid from note proceeds) interest, as the Agency can typically not support full interest payments on the notes with tax increment funds. Thus, for \$100.00 of program funding, a BAN financing may require two sets of costs of issuance (both the BAN and permanent bond financing) totaling approximately \$7.00 per hundred, plus at least \$20.00 per hundred of capitalized interest. When the takeout bonds are issued, the agency could be borrowing the equivalent of \$127.00 (plus reserves) to repay \$100.00 of initial project funding.

Despite the higher financing costs, in a relatively stable legal, political and financial climate BANs can prove to be quite effective. The URA can borrow substantial additional funds compared to a standard financing mechanism and after investing these funds in project improvements, cause further tax increment revenue growth. The concept is an attractive and convenient one for projects that can conservatively be anticipated to develop and generate tax increment within twelve to eighteen months following construction; however there are risks inherent in the use of BAN's.

The risk is straight forward – if the tax increment does not grow as projected or is not adequate to support a standard financing to take out the BAN when it comes due, the agency faces a number of unpleasant choices, including borrowing funds to help retire the note debt, rolling the BAN with a second BAN issue, or default. The typical option utilized is to roll the BAN in the hope that revenues will be high enough when the second issue of BAN matures to take out the note permanently.

The accuracy of the tax increment forecast is absolutely critical to the success of the program, market / interest rate fluctuations are also a significant variable, and the ability to “take-out” the BAN with bonds is subject to legal and political factors which are beyond the control of the URA. A successful BAN financing must take these variables fully into account.

A taxable BAN which is to be taken out with taxable bonds make more sense than tax-exempt notes because one of the primary risks, alterations of the tax law, is essentially removed. Because taxable financing is typically utilized as bridge financing, waiting for private repayments, the short term nature of a BAN can be most effective.

c. Tax Increment Funds

Tax increment financing is the principal method of financing the public costs of redevelopment. “Ad Valorem” property taxes generated from the increase in assessed valuation of property values, created by new development within a specified project area, is the major source of tax increment revenue. The assessed valuation at the time of adoption of the urban renewal plan becomes the base year value and is frozen at that level for the purpose of distribution of taxes to the various affected taxing entities (except schools). Each fiscal year, following the adoption of an urban renewal plan, the taxes generated by the assessed valuation that exceeds the base year level (known as tax increment) is paid to the urban renewal agency. The URA in turn utilizes these funds for the repayment of debt incurred by the URA in connection with redeveloping the project area.

When an urban renewal project is approved, there isn’t any tax increment immediately available to the agency. The fiscal year following the adoption of the project there is an opportunity for some tax increment to be generated, but only if the assessed valuation of the area has increased from the prior year.

Normally very little funding is available within the first few years of a project. Therefore, funding for the initial cost of a project and the costs of implementation must be provided from other sources.

d. Loans and Grants

(1) Community Development Block Grants

The Community Development Block Grants (CDBG) program replaced a number of specific aid programs (such as the former federal Urban Renewal program) to allow local communities broader discretion in the administration of community development funds. Eligible activities include acquisition of property, clearance and demolition, relocation, public facilities and historic preservation. The funds must be targeted to specific areas to benefit low and moderate income persons or to eliminate slums and blight. CDBG funds are widely used throughout the state for economic development and senior facilities.

(2) Local Improvement Districts

Local Improvement District (LID) have been used to fund public improvements that benefit private development. LID’s place upon the benefited property the costs which are not borne by the urban renewal agency (or city). The State of Idaho has determined that LID’s are a legal means for a city to fund such improvements. Formation of an LID requires the approval of a majority of the property owners in the affected area. The costs of the improvements are determined, and each property is assigned it’s prorated share. The LID expenses are paid off via the tax rolls over a predetermined period of time (usually 15 to 20 years).

(3) Loans and Advances

The URA may borrow funds for a project from a lending institution, the drawback being the rate of interest.

(4) Tax Increment Guarantees

The willingness, or ability, of an urban renewal agency to incur project financial obligations for a specific development MUST be based on a realistic and conservative projection that the development will produce tax increments in a certain amount, within a definite period of time to fully repay the debt. As an inducement to the urban renewal agency to proceed with its part of the development activities, such as paying for the costs of public facilities to serve the development, a developer may agree to guarantee to the URA the receipt of tax increments from the development in the amount and by the time projected.

(5) Certificates of Participation

Certificates of Participation (COP's) provide long term financing through a lease with an option to purchase (also called a conditional sale agreement). This financing method is used for long term financing of major projects such as public facilities, parking garages, and recreational activities. Where applicable, this financing method can also be used to finance the acquisition of motorized equipment, communications equipment, computers, and other major items of equipment.

When a public sale of a lease, or COP's in a lease, is planned the principle parties include:

- The public agency
- A bank, financial institution or lender (buys the present value of future lease payments)
- Purchasers or investors (purchase the COP's)
- A trustee (holds security for payment of lease – if any)
- An escrow agency (the trustee may also be the escrow agency)

Lease agreements are for one year at a time resulting in the COP's commanding a higher interest rate. The URA would also have to comply with state public bidding for construction laws, usury and legal interest rate laws authorizing the lease and disclosure requirements.

(6) Joint Powers Authority

By agreement multiple public entities with common powers may form a Joint Powers Authority (J.P.A.) when it is to the advantage of those agencies to consolidate their forces to construct a public use facility or issue debt for public purposes that when done separately would be less advantageous. A joint exercise of power agreement must be approved by the participating entities in order to utilize a J.P.A. The security of any issue of a J.P.A. will depend upon the existing or projected cash flows, reserves, and other capital resources of the participating agencies and the approved obligations of each agency. In some cases it may be advantageous for the URA to form a J.P.A. before debt obligations are approved by the individual agencies.

(7) 63-20 Debt

States and political subdivisions are authorized, under federal tax law, to issue obligations, the interest on which is exempt from federal income taxation ("Tax-exempt bond"). Each state has statutes and administrative rules that outline the terms under which tax-exempt bonds may be issued. There are circumstances, however, when a political subdivision would prefer not to issue bonds for a project. These reasons may be legal, practical or political. A facility may qualify for tax-exempt financing, because of its use by a governmental entity; nevertheless, the governmental entity elects not to finance the project with its own tax-exempt bonds. An alternative method of obtaining tax-exempt financing is available under the Internal Revenue Code. This method of financing is commonly referred to as "63-20" financing. The term "63-20" comes from the Department of Treasury Revenue Ruling 63-20 which first described and authorized this type of tax-exempt financing (in 1963).

In a 63-20 financing, a nonprofit corporation may issue tax-exempt debt for the purpose of financing facilities as long as certain requirements are met. The most well-known requirement is that title to the facilities must be transferred to a governmental entity when the debt is retired. Interest on a 63-20 debt is exempt from federal income taxation. Therefore, the cost of capital is lower than it would be in the conventional capital markets.

Historically, 63-20 debt was primarily used for nonprofit corporations, qualified under Section 501(c) (3) of the Internal Revenue Code, to access the tax-exempt bond market. 63-20 debt is sold as tax-exempt bonds generally in the same financial markets as governmental tax exempt bonds. The interest rates may be comparable, depending upon the credit strength of the collateral security.

If the financed facility is leased to an entity other than the nonprofit issuer of the debt, the tenant is required to be either a governmental entity or a charitable organization. An underwriter may underwrite long term (20 years or more) bonds issued by the nonprofit corporation. The credit support of the bonds may derive from the lease of the facility to the governmental agency. The bonds may be issued on a non-recourse basis to the nonprofit corporation, i.e., the bonds would be secured solely by lease revenues. In a non-recourse financing, the owners of the bonds would have no recourse against any other assets of the corporation.

SECTION 6

REVENUE ALLOCATION AREA

- a. Revenue Allocation Area Legal Description**
- b. Revenue Allocation Area Map**

LEGAL DESCRIPTION URBAN RENEWAL DISTRICT

a. THE REVENUE ALLOCATION AREA FOR THE POST FALLS TECHNOLOGY URBAN RENEWAL PROJECT AREA AS DEFINED BY THE FOLLOWING DESCRIBED BOUNDARY:

That portion of Sections 18, 19, 29, 30, and 31, Township 51 North, Range 4 West, B.M., and Sections 13, 24, 25, Township 51 North, Range 5 West, B.M., City of Post Falls, Kootenai County, Idaho, Kootenai County, Idaho, described as follows:

BEGINNING at the intersection of the westerly right-of-way line of State Highway 41 and the southerly right-of-way line of Prairie Avenue;

thence South $01^{\circ}04'18''$ West along said westerly right-of-way line a distance of 3,240.65 feet;

thence leaving said westerly right-of-way line, South $89^{\circ}06'21''$ East along the north line of Tract 42, Block 30 of Post Falls Irrigated Tracts (and the westerly extension thereof) according to the plat thereof recorded in Book C of Plats at Page 78, records of Kootenai County, Idaho a distance of 1,383.08 feet, more or less, to the east line of said Tract 42;

thence South $00^{\circ}45'11''$ West along said east line, 643.20 feet, more or less, to the south line of said Tract 42;

thence North $89^{\circ}14'49''$ West along said south line, 656.00 feet, more or less, to west line of Tract 55, Block 30 of said Post Falls Irrigated Tracts;

thence South $00^{\circ}45'11''$ West along said west line and the west line of the W1/2 of Tract 58, Block 30 of said Post Falls Irrigated Tracts a distance of 1,385.29 feet to the southerly right-of-way line of Poleline Avenue;

thence South $88^{\circ}35'48''$ East along said southerly right-of-way line of Poleline Avenue a distance of 316.99 feet, more or less, to a point on the extended west line of the E1/2 of Tract 58, Block 30 of said Post Falls Irrigated Tracts;

thence North $01^{\circ}01'00''$ East along said west line and the extension thereof, a distance of 674.80 feet, more or less, to the north line of said E1/2 of Tract 58;

thence South $89^{\circ}09'56''$ East along said north line a distance of 327.50 feet, more or less, to the east line of said E1/2 of Tract 58;

thence South $01^{\circ}01'00''$ West along said east line and the extension thereof, a distance of 678.05 feet, more or less, to the south right-of-way line of said Poleline Avenue;

thence South $88^{\circ}35'48''$ East along said southerly right-of-way line a distance of 663.03 feet, more or less, to the west line of Tract 5, Block 31 of said Post Falls Irrigated Tracts;

thence South 01°10'49" West along said west line a distance of 625.00 feet, more or less, to the south line of said Tract 5;

thence South 88°35'48" East along the said south line a distance of 641.78 feet, more or less, to the east line of said Tract 5;

thence North 01°11'58" East along said east line, the extension of said east line, the easterly right-of-way line of Fennecus Lane and the northerly extension thereof a distance of 2203.28 feet;

thence North 83°31'14" East a distance of 1,333.24 feet;

thence South 00°21'04" West a distance of 378.00 feet;

thence South 89°15'02" East a distance of 1,378.72 feet, more or less, to the easterly right-of-way line of Meyer Road;

thence North 01°01'01" East along said easterly right-of-way line a distance of 2,472.17 feet;

thence leaving said easterly right-of-way line, North 89°35'44" West a distance of 1,807.17 feet;

thence South 19°44'39" West a distance of 1,223.63 feet, more or less, to a point on the north line of the SE1/4 of said Section 30;

thence North 89°00'29" West along said north line a distance of 501.53 feet, more or less, to the east line of the NW1/4 of said Section 30;

thence North 01°11'58" East along said east line, distance of 2,639.37 feet, more or less, to the south line of said Section 19;

thence North 00°57'53" East along the east line of the southwest quarter of said Section 19 a distance of 30.00 feet, more or less, to the northerly right-of-way line of Prairie Avenue;

thence North 88°29'46" West along said northerly right-of-way line a distance of 1,274.96 feet;

thence leaving said north line, North 00°59'01" East a distance of 1,486.13 feet, more or less, to the northerly right-of-way line of the Spokane International Railroad;

thence North 63°39'07" West along said northerly right-of-way line a distance of 1,430.52 feet, more or less, to the easterly right-of-way line of said State Highway 41;

thence North 01°01'44" East along said easterly right-of-way line a distance of 3,187.85 feet, more or less, to the northerly right-of-way line of Hayden Avenue;

thence North 88°14'46" West along said northerly right-of-way line a distance of 2,746.06 feet, more or less, to the northerly extension of the west line of the NE1/4 of said Section 24;

thence South 01°01'02" West along said line a distance of 2,672.16 feet, more or less, to the north line of the SW1/4 of said Section 24;

thence North 88°23'34" West along said north line a distance of 1,330.74 feet, more or less, to the west line of the NE1/4 of the SW1/4 of said Section 24;

thence South 00°54'29" West along said west line a distance of 1,317.62 feet, more or less, to the south line of said NE1/4 of the SW1/4;

thence South 88°40'44" East along said south line a distance of 664.09 feet, more or less, to the west line of the E1/2 of the SE1/4 of the SW1/4 of said Section 24;

thence South 00°57'17" West along said west line (and the southerly extension thereof) a distance of 1,369.28 feet, more or less, to the southerly right-of-way line of said Prairie Avenue;

thence South 88°16'44" East along said southerly right-of-way line a distance of 2,327.68 feet;

thence leaving said southerly right-of-way line, North 01°04'15" East a distance of 521.45 feet;

thence South 88°02'45" East a distance of 404.78 feet;

thence North 01°01'58" East a distance of 933.64 feet;

thence South 87°58'57" East a distance of 560.74 feet, more or less, to the westerly right-of-way line of said State Highway 41;

thence South 01°01'59" West along said westerly right-of-way line a distance of 1,370.16 feet, more or less, to the point of intersection of the westerly right-of-line of said State Highway 41 and the northerly right-of-way line of Prairie Avenue;

thence South 11°58'46" West, 86.30 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM:

That portion of Tracts 23, 25 and 26, Block 30 of Post Falls Irrigated Tracts, according to the plat thereof recorded in Book C of Plats at Page 78, records of Kootenai County, Idaho, being situated in Section 30, Township 51 North, Range 4 West, Boise Meridian, Kootenai County, Idaho, described as follows:

BEGINNING at the southeast corner of said Tract 26; thence North 88°57'51" West along the south line of said Tracts 25 and 26 a distance of 812.63 feet, more or less, to the east line of the west 477.05 feet of said Tract 25;

thence North 01°00'29" East along said east line a distance of 613.20 feet, more or less, to the south line of the north 30 feet of said Tract 25;

thence South $88^{\circ}57'51''$ East along said south line a distance of 156.60 feet, more or less, to the west line of said Tract 26;

thence North $01^{\circ}02'09''$ East along the west line of said Tract 25 and the west line of the south 30 feet of said Tract 23 a distance of 59.68 feet;

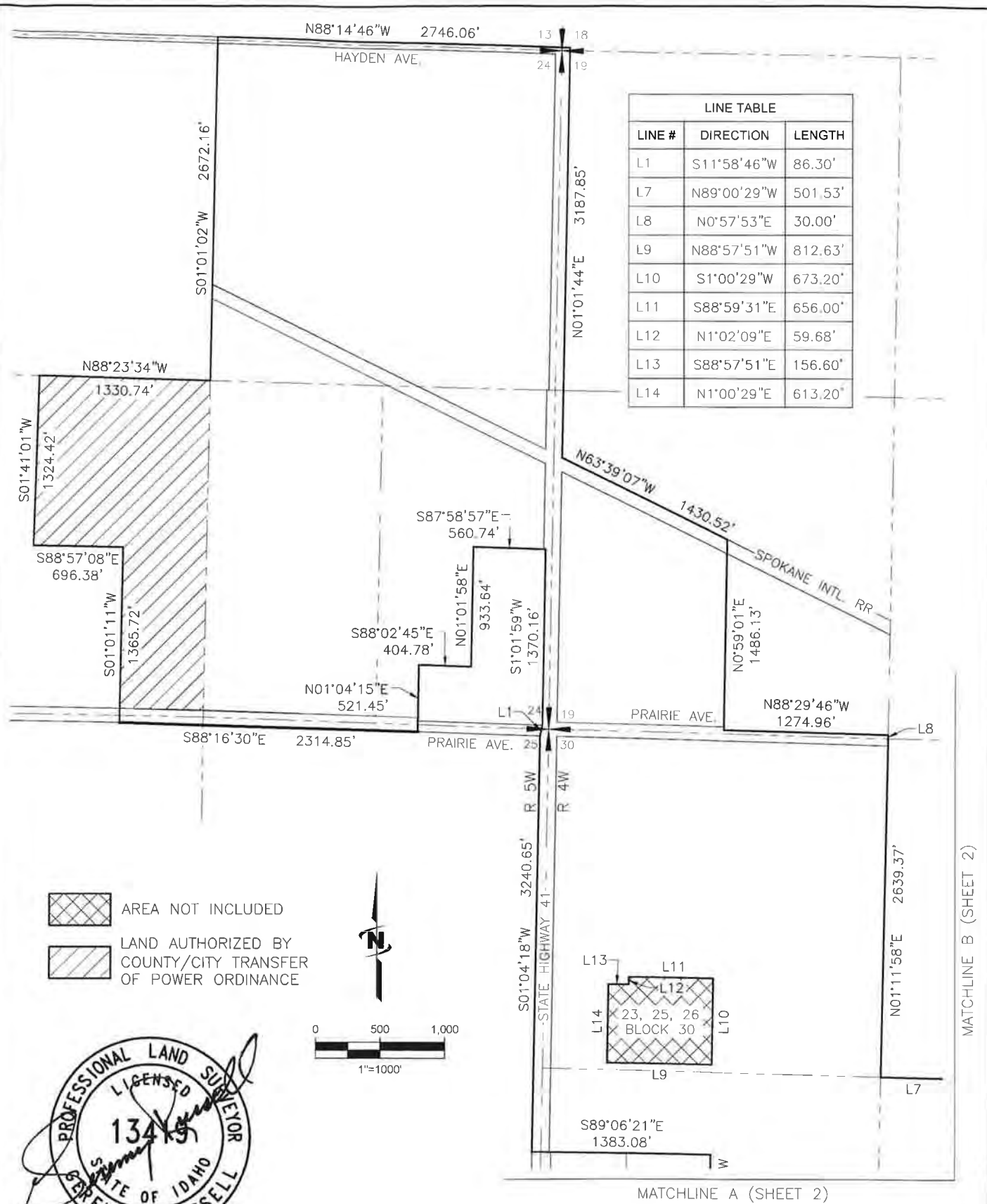
thence South $88^{\circ}59'31''$ East along the north line of said south 30 feet a distance of 656.00 feet, more or less, to the east line of said Tract 26;

thence South $01^{\circ}00'29''$ West along the east line of said Tract 26 a distance of 673.20 feet to the POINT OF BEGINNING.



b. Revenue Allocation Area 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\PF TECHNOLOGY TAX ALLOCATION DISTRICT.DWG



MATCHLINE B (SHEET 2)

MATCHLINE A (SHEET 2)

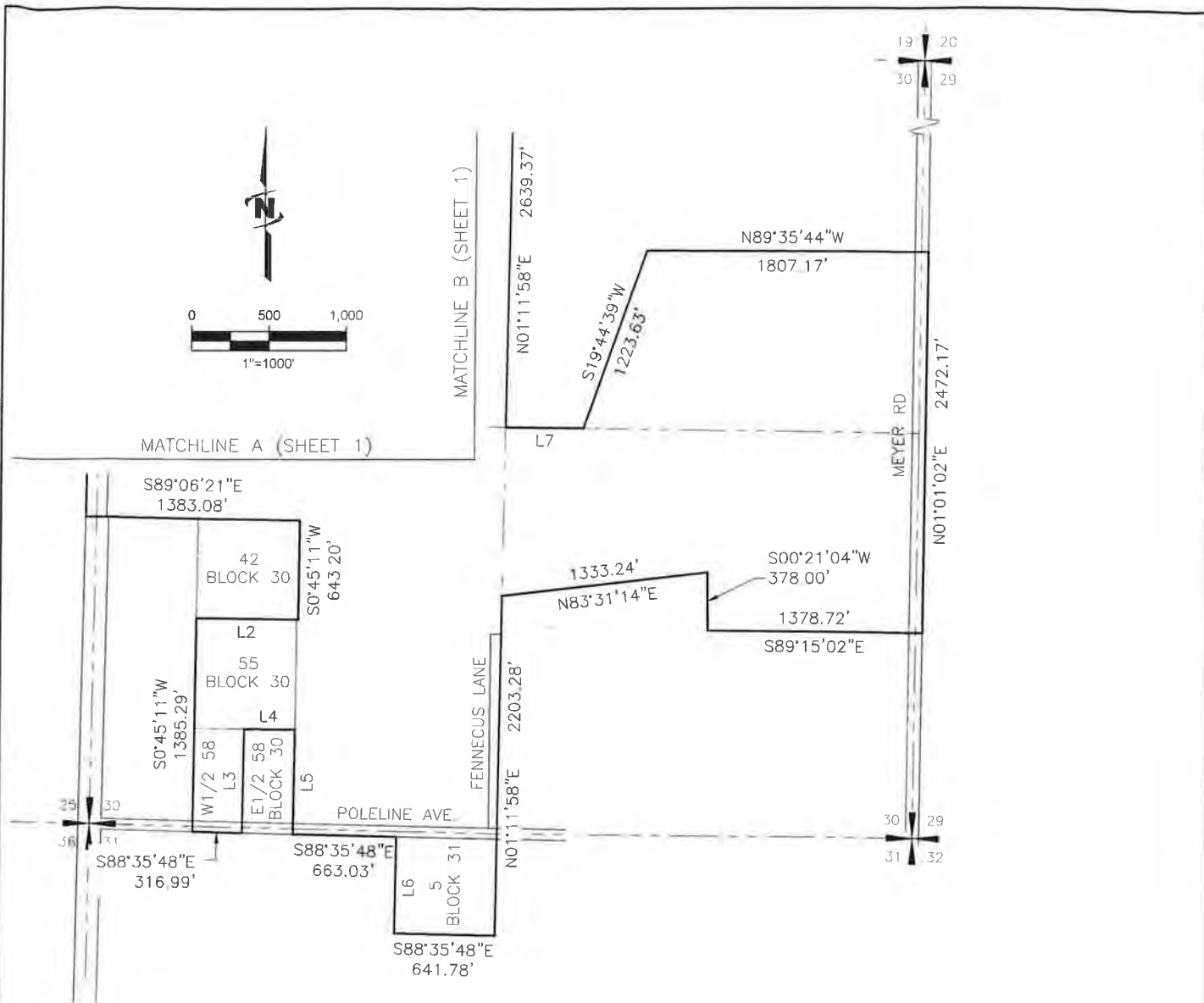
1 OF 2





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



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

2 OF 2



**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

Affected Agencies

The following is a list of agencies which are affected by the "Post Falls Technology Urban Renewal Plan".

1. City of Post Falls
2. Post Falls School District #273
3. Kootenai County
4. North Idaho College
5. Kootenai County Fire & Rescue
6. Post Falls Highway District
7. Community Library
8. Kootenai Emergency Management Services

Recent changes in Idaho tax law have neutralized the benefits and drawbacks to the creation of Tax Allocation Districts and Urban Renewal Districts. Currently, public agencies budgets are restricted to 3% annual growth from property taxes. At the maturity of an Urban Renewal District, the full amount of the tax increment generated over the life of the District is reallocated to the individual taxing entities. In the case of the three Urban Renewal Districts that the Post Falls Urban Renewal Agency has successfully closed, several million dollars in additional annual real property taxes generated by new development within these Districts was returned to the taxing entities, and from several hundred thousand to several Million in current tax increment collected by the URA has been returned to the taxing entities upon the closing of each District.

The tax increment derived from new development within closed Urban Renewal Districts, has allowed the various taxing entities to reduce their tax levy rates providing lower property taxes to the citizens of the City of Post Falls, those being served by the other taxing entities and to the citizens of Kootenai County.

SECTION 7

ACTIONS BY CITY COUNCIL

Pursuant to Idaho Code Section 50-2015, the City shall aid and cooperate with the URA in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes and objectives of this Plan. Urban Renewal is both a public / private partnership to support growth and economic development and a direct partnership between the City and the Urban Renewal Agency to expand the City's economic base, create jobs and improve public infrastructure.

The City and the Urban Renewal Agency have a consistent and successful record of partnership resulting in a number of major public infrastructure improvements, including the Greensferry Overpass. Within the context of the proposed new Urban Renewal District, the City will agree to assist and support the URA in preventing and eliminating the spread and/or recurrence of conditions causing blight in the proposed District.

Actions by the City shall include, but are not limited to, the following:

- Reviewing and approving this Urban Renewal Plan.
- Following Planning & Zoning Commission review and City Council review, acceptance and adoption of the Plan, making such findings and taking such actions as are required to create the proposed Urban Renewal District.
- Initiating and completing those proceedings necessary for changes in improvements in private and publicly owned utilities within or affecting the Project Area.
- Revising of zoning or other standards (if necessary) within the Project Area to permit the development authorized by this Plan.
- Imposition, wherever necessary, through the use of special use permits or other means of appropriate controls within the limits of this Plan upon parcels of land within the Project Area to ensure their proper development and use.
- Where possible, preservation of historical sites shall have a high priority in achieving development objectives.
- Performance of the above actions and all other functions and services relating to public health, safety, and physical development normally rendered in accordance with the schedule which will permit the redevelopment of the Project Area to be commenced and carried to completion without unnecessary delays.

- If necessary, institution and completion of proceedings for the establishment of a Local Improvement District, or districts under Chapter 17, Title 50, Idaho Code.
- Administration of Community Development Block Grants and / or other state / federal funds that may be available and are used for the purposes of this Plan.
- The undertaking and completion of any other proceedings necessary to carry out the Plan.
- Entering into appropriate agreements with the URA for administration, supporting services, funding sources, and other similar needs.
- The actions listed above which are to be taken by the City do not constitute any commitment for financial outlay by the City.

SECTION 8

ENFORCEMENT

The enforcement and administration of this Plan, including the preparation and execution of all documents used for the implementation of the Plan, shall be performed by the URA and/or the City of Post Falls. The provisions of the Post Falls Technology District Plan and other documents used pursuant to this Plan may also be enforced by court litigation instituted by either the City or the URA. Remedies include, but are not limited to the following:

- Specific performance
- Damages
- Injunctions
- Other appropriate remedies

SECTION 9

PLAN DURATION

Except for the nondiscrimination and non-segregation provisions which shall run in perpetuity, the provisions of this Plan shall be effective, and the provisions of other documents formulated pursuant to this Plan, shall be effective for twenty (20) years from the effective date of the Plan subject to modifications and/or extensions set forth in Idaho Code § 50-2904. The revenue allocation authority will expire on October 16, 2038, except for any revenue allocation proceeds received in the calendar year 2039, as contemplated by Idaho Code § 50-2905(7).

SECTION 10

PLAN AMENDMENT PROCEDURES

The Post Falls Technology District Plan is subject to the plan modification limitations and reporting requirements set forth in Idaho Code § 50-2903A. Subject to limited exceptions as set forth in Idaho Code § 50-2903A, if this Plan is modified by a City Council ordinance, then the base value for the year immediately following the year in which modification occurs shall be reset to the then current year's equalized assessed value of the taxable property in the revenue allocation area, effectively eliminating the Agency's revenue stream. Should the Agency have any outstanding financial obligations, the City shall not adopt an ordinance modifying this Plan unless written consent has been obtained by any creditors, including but not limited to developers who have entered into reimbursement agreements with the Agency.

A modification shall not be deemed to occur when "there is a plan amendment to make technical or ministerial changes to a plan that does not involve an increase in the use of revenues allocated to the Agency." Idaho Code § 50-2903A (1)(a)(i). Annual adjustments as more specifically set forth in the Agency's annual budget will be required to account for more/less estimated revenue and project timing. Any adjustments for these stated purposes are technical and ministerial and are not modifications under Idaho Code § 50-2903A.

Where a proposed modification substantially alters the adopted Plan, the modifications must be approved by the Urban Renewal Agency, the City Planning and Zoning Commission and the City Council in the same manner as the original Plan. Substantial changes for Council purposes shall include revisions to the following:

- Project area boundaries
- Permitted land uses
- Land Acquisition
- Changes to plan objectives

SECTION 11
ECONOMIC FEASIBILITY STUDY

Post Falls Technology Urban Renewal District

Feasibility Study

Prepared by: The Metts Group, in coordination with JUB Engineers, Inc.

For: Post Falls Urban Renewal Agency and City of Post Falls

July 2018, Rev 5

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Introduction

Urban renewal and revenue allocation financing are one of the most significant tools available to Idaho communities for attracting and retaining businesses, generating economic development, promoting job creation and encouraging development of deteriorating and underutilized areas.

The State of Idaho provides limited options for cities and counties to use in financing site preparation, infrastructure and other needed incentives necessary to attract and retain businesses. Revenue allocation financing allows communities to make a site “ready” for development, including extending water, sewer, streets and other improvements that reduce the cost to businesses of relocating or expanding.

The City of Post Falls is one of the fastest growing cities in the state. Through thoughtful planned growth, the City has the opportunity to build and expand its infrastructure to keep pace with demand through a public-private partnership—urban renewal. Beyond Green, Inc. is proposing a 335-acre technology park (Inland Northwest Technology Park—Technology Park, hereinafter), as outlined later in this study. As a result of this opportunity, the Post Falls Urban Renewal Agency, in partnership with the City of Post Falls and the proposed Proponent, Beyond Green, Inc., have established an 831-acre boundary for a new urban renewal district—Post Falls Technology Urban Renewal District.

This study lays the groundwork to assess the feasibility of this new district from an economic perspective. It is important that the urban renewal district achieves a maximum return on investment.

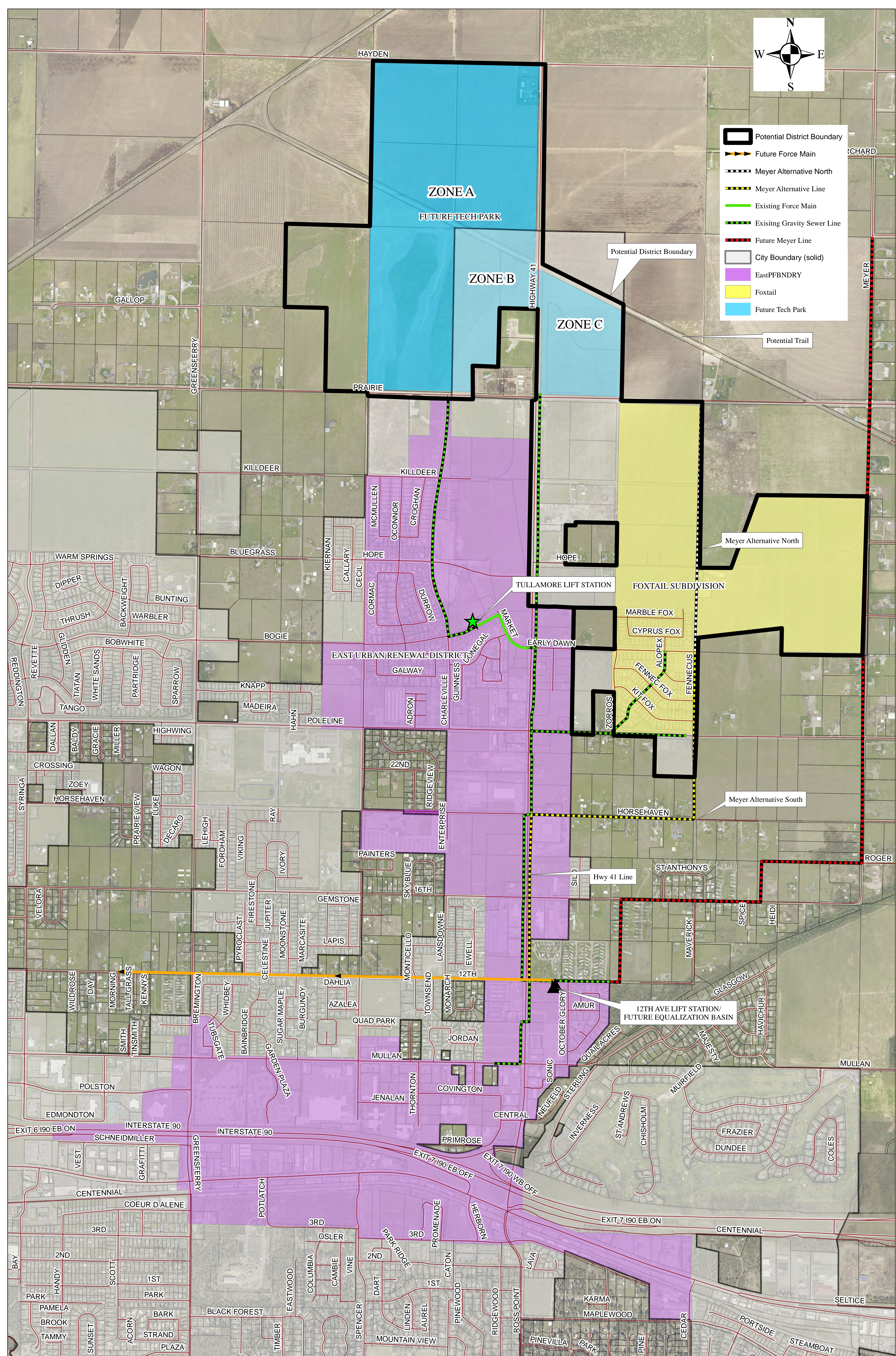
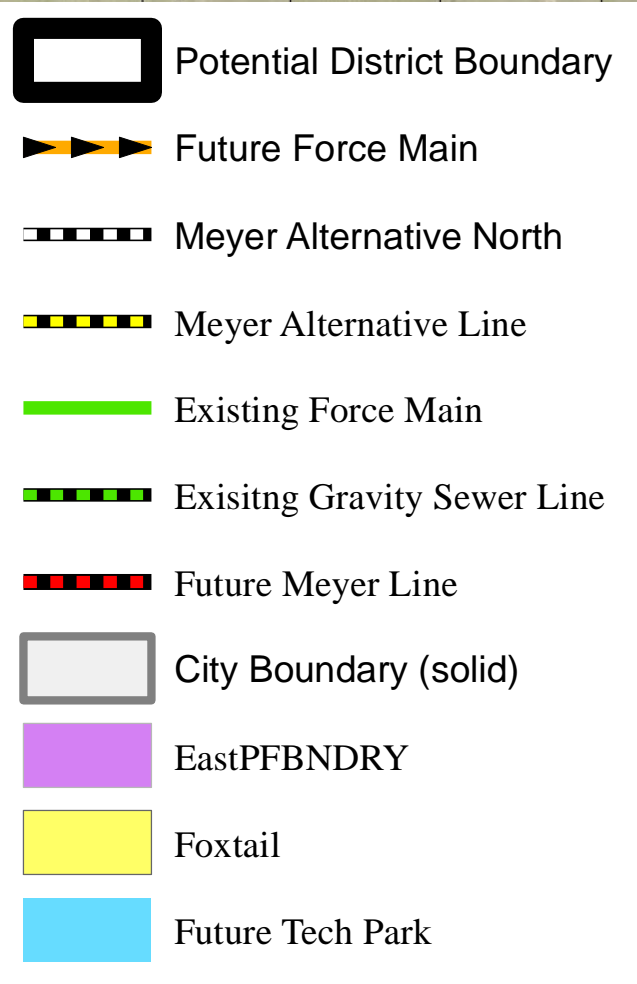
The public benefits resulting from this partnered development include:

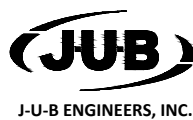
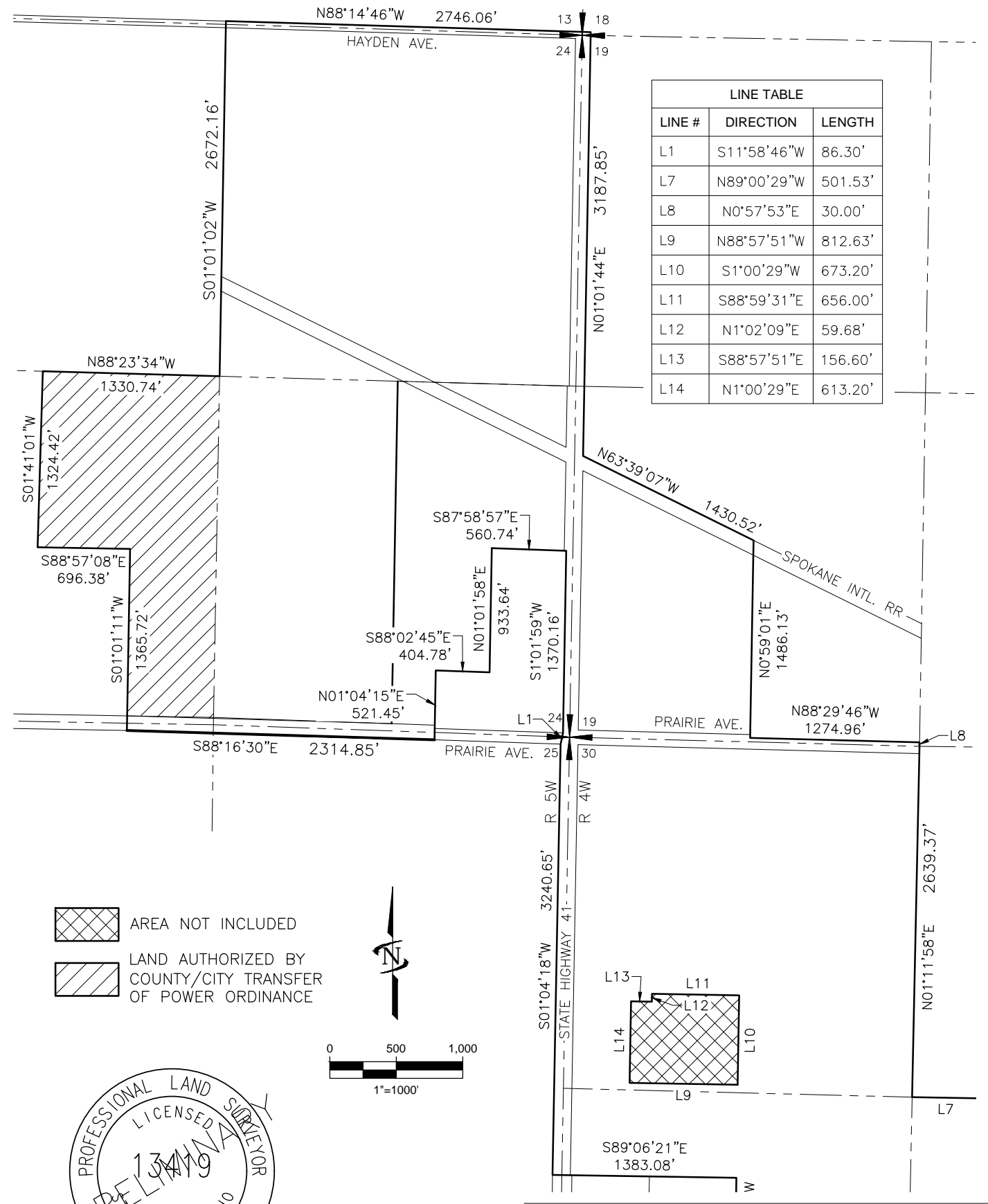
- Job creation from the initial project as well as potential for “spinoff” developments
- Underutilized property or land can be developed to a productive use
- Infrastructure upgrades enhance capacity for surrounding area and community at large
- Improvements to local transportation systems benefit the community at large
- Increasing local tax base may mean property owners enjoy lower levy rates in the future
- Increased local tax base also bodes well for enrollment in the public schools and overall budget
- Successful projects generate increased sales and income taxes for the state

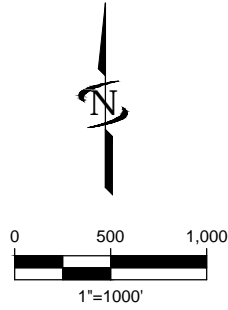
Boundary

The boundary for this study is shown in the figures below. It contains the Technology Park to the far north boundary at Hayden Avenue, Foxtail development bounded to the east, and south along State Highway 41 (SH-41) to Poleline Avenue. This boundary was developed jointly by City of Post Falls staff, Post Falls Urban Renewal Agency, and the Proponent.

While this boundary is being used for this study, if an urban renewal plan is recommended, the boundary could be adjusted at that time to either eliminate or add properties. The boundary area will be reviewed in accordance with Idaho Statute governing urban renewal and for the financial capacity of the area to produce tax increment revenues.

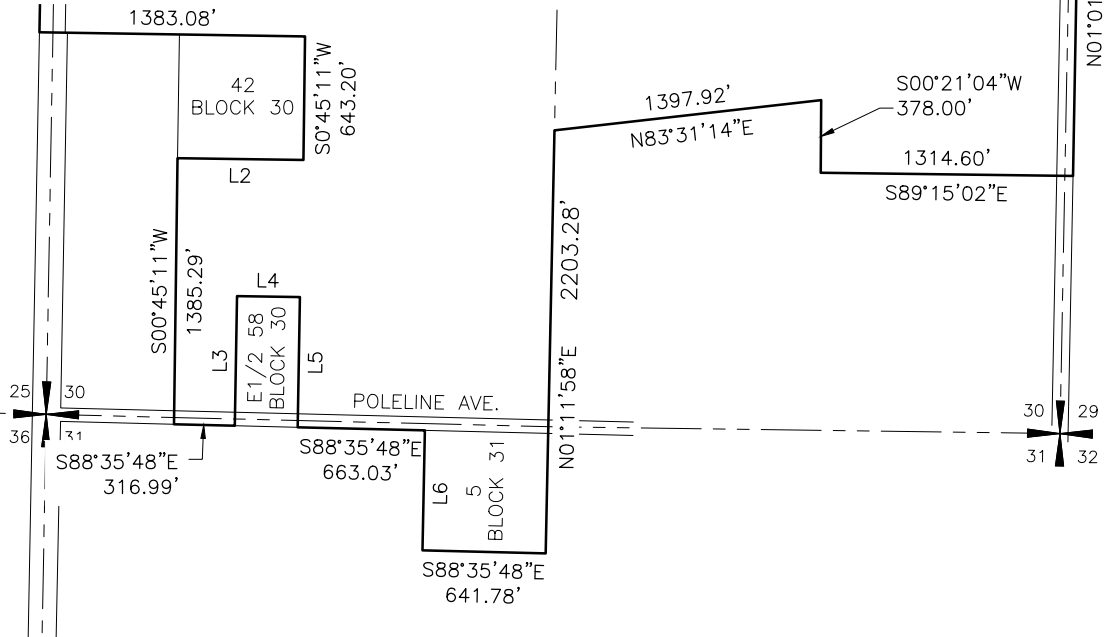






MATCHLINE A (SHEET 1)

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'



AREA NOT INCLUDED



LAND AUTHORIZED BY
COUNTY/CITY TRANSFER
OF POWER ORDINANCE



Existing Conditions

Land Use

Approximately 750 of the 831 total acres comprising the proposed district boundary are assessed and approximately 60 acres of this proposed area are currently in Kootenai County jurisdiction. Of the portion in the County, one parcel totaling approximately 60 acres are situated adjacent to the proposed Technology Park and are currently in the process of being annexed into the City of Post Falls. All parcels contained within the planned Foxtail development are zoned R1-residential. Table 1 provides a breakdown of the current zoning within the proposed district.

Table 1. Breakdown of Current Zoning within Post Falls Technology URD

	PARCELS	ACREAGE	TOTAL ASSESSED VALUE	% OF TOTAL ACREAGE
Residential	140	261.5	\$31,173,106	34.9%
Ag	7	299.0	\$1,011,288	39.9%
Commercial	17	189.6	\$6,574,474	25.3%
TOTAL	164	750.1	\$38,758,868	100.0%

Note: these stated acreages do not include the public right-of-ways

Development projects contained within this study adhere to the City's future land use and zoning plans (as of May and June 2018 City of Post Falls documentation).

Existing and Planned Infrastructure

A list of major roads within the proposed district are listed below.

<u>Name</u>	<u>Classification</u>
State Highway 41	Principal Arterial
Prairie Ave	Minor/Principal Arterial
Poleline Ave	Minor Arterial
Meyer Rd	Major Collector
Hope Ave	Future Major Collector
Cecil Rd	Future Major Collector
Charleville Rd	Future Major Collector
Fennecus Rd	Future Major Collector
Zorros Rd	Future Major Collector

The SH-41 Corridor from Post Falls to Rathdrum has several sections of planned improvements by the Idaho Department of Transportation (ITD). The goal of these projects is to increase safety and capacity, promoting safety, mobility, and economic opportunity. Proposed improvements include:

- Widening the roadway to a four-lane highway
- Reconstructing the roadway surface
- Installing improvements at intersections

- Constructing stormwater facilities to improve drainage
- Adding a separated bicycle-pedestrian path along the east side

This project, along with other SH-41 project segments will improve roadside safety conditions and increase capacity and provide SH-41 corridor continuity between the cities of Post Falls and Rathdrum. Development of the project is on a fast-track schedule with bid documents to be delivered before the end of September 2018, with construction beginning in 2020 and completing in 2022. The Highway 41 improvements will also increase access or expand access from the plan area and the City of Rathdrum to Interstate 90.

This major investment by the State of Idaho and the cities of Post Falls and Rathdrum will no doubt spur economic development along this corridor.

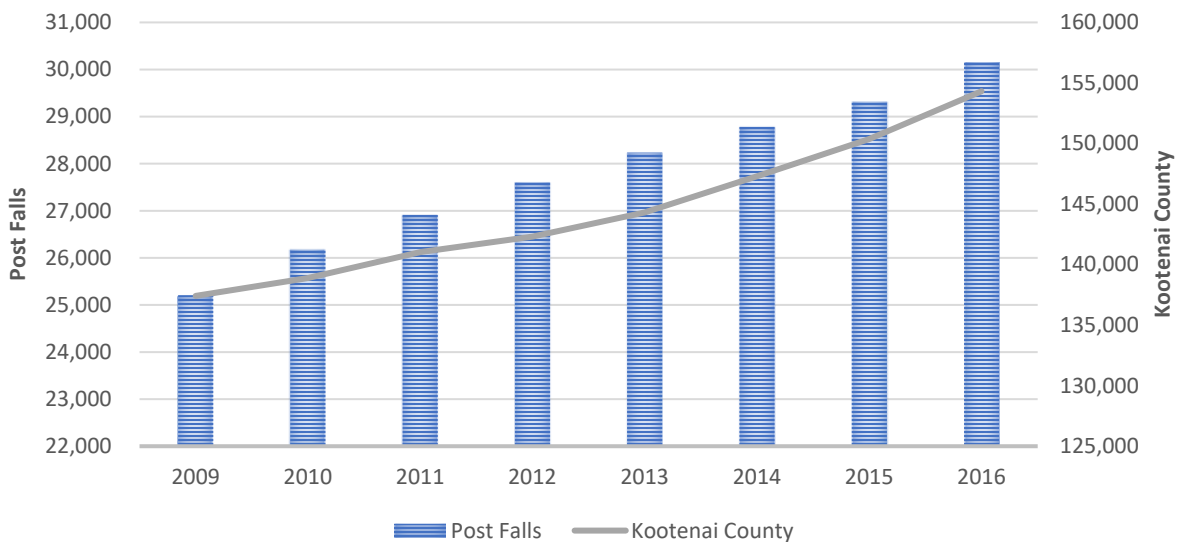
Water and sewer run north up the SH-41 corridor to Prairie Avenue and have been stubbed just across (to the north) Prairie Avenue, however, no water or sewer infrastructure is located north of Prairie Avenue. The developed portion of the Foxtail development has available sewer. Water is operated by Ross Point Water District and sewer by the City of Post Falls. Electricity (provided by Kootenai Electric and Avista) and gas (Avista) are available up the SH-41 corridor through the developed portions of Foxtail and along Prairie Avenue.

A breakdown of proposed infrastructure improvements within the Technology Park are included in the appendix.

Social Conditions

Population

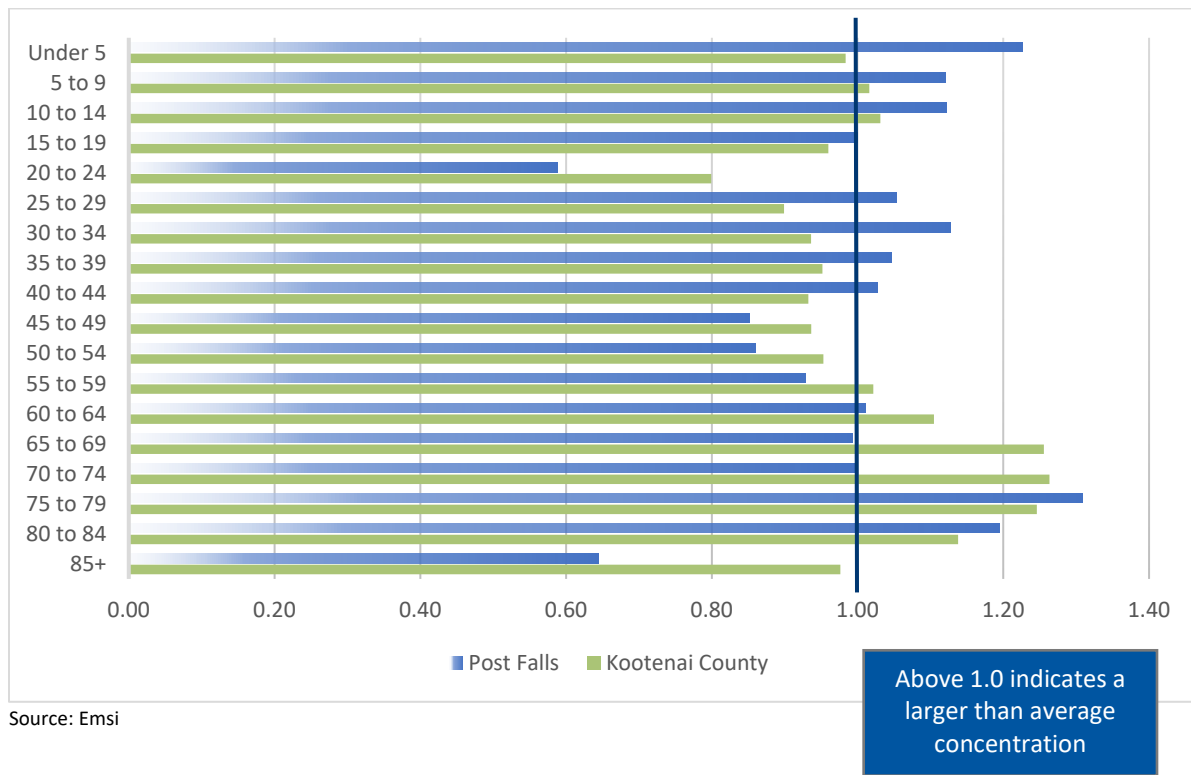
Figure 1. Population Trends



Source: U.S. Census

Age

Figure 2. Concentration of Population by Age Group, 2018



Households

Table 3. Change in Households, Post Falls

HHs	Number	Y-o-Y % change
2011	10,371	
2012	10,444	0.7%
2013	10,909	4.5%
2014	11,202	2.7%
2015	11,443	2.2%
2016	11,472	0.3%

Source: U.S. Census

Average household size: 2.6

Table 2. Change in Housing Units, Post Falls

Housing Units	Number	Y-o-Y % change
2011	10,948	
2012	11,103	1.4%
2013	11,648	4.9%
2014	12,007	3.1%
2015	12,133	1.0%
2016	11,941	-1.6%

Source: U.S. Census

Housing Units

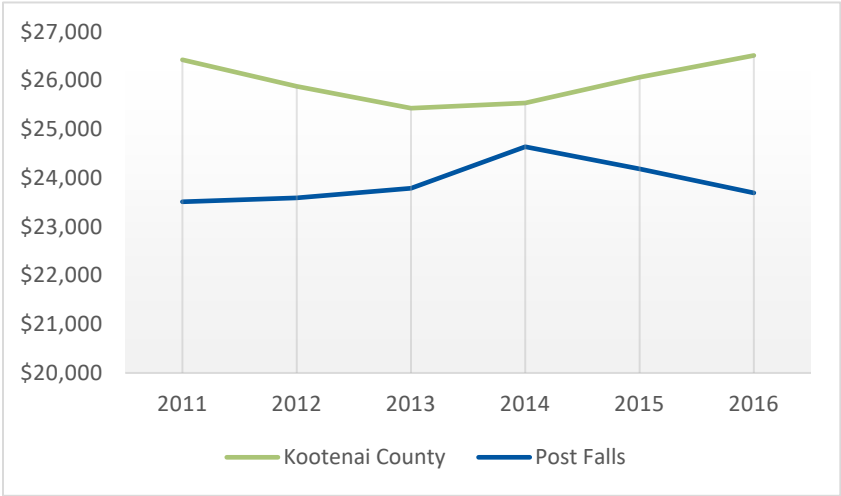
There are nearly 12,000 housing units in the City of Post Falls. Of those, 11,470 are occupied with a home ownership rate of 68%.

Income

Per capita income is measured in terms of a family’s “money income.” Money income includes wages and salaries plus other income such as social security and unemployment benefits.

Adjusted for inflation, per capita income has dropped nominally in Post Falls since 2011, similarly to Kootenai County and across the U.S., on average.

Figure 3. Per Capita Income Trends (adjusted in 2016 dollars)



Source: U.S. Census

Financial Analysis

Taxable Value of Property in Area

The estimated total assessed value of all properties in the proposed district boundary is \$38,758,868 (assessment year 2018). This is roughly 1.9% of the City's final assessed value amount in 2017. For this study, the frozen base is estimated to be \$38,758,868. If an urban renewal plan is adopted, the Kootenai County Assessor will calculate the frozen base using tax accounts for all properties in the district boundary.

Table 4. Total Estimated Assessed Value

Post Falls Technology URD (assessed 2018)	\$38,758,868
City of Post Falls (2017 final assessment)	\$1,990,878,568

Sources: PropertySpace, City of Post Falls¹

Permits

There are existing permits open on 10 properties located within the proposed district boundary. Eight of the ten permits are located within the Foxtail development—one has been fully assessed and the remaining seven have not been fully calculated in the 2018 assessments and will add future value to the district. There are two commercial permits open—both have been accounted for in the 2018 assessments.

Future Development

Projections for future development in the proposed district are shown in the table below. Any of the proposed zones can be developed at any time. Project cost estimates for the Inland Northwest Technology Park were provided by JUB Engineers (see Appendix A for more detail). For assessment purposes, infrastructure improvements were distributed evenly amongst each building. Only high-level plans were provided for other planned developments in the area with no project cost estimates. This analysis does not include any other developments that may arise from the remaining properties situated in the district.

¹ 2017 Kootenai County Final Net Market Values

Post Falls Technology Park

Zone A				
	Square Feet	Building Costs + Improvements	Land ¹	Projected Assessed Value
51N05W-24-8500				
Specialty Tech C	750,000	\$150,682,085	\$546,694	\$136,105,901
Parcel Totals	750,000	\$150,682,085	\$546,694	\$136,105,901
51N05W-24-1300				
Specialty Tech A	295,000	\$59,682,085	\$342,031	\$54,021,704
Parcel Totals	295,000	\$59,682,085	\$342,031	\$54,021,704
51N05W-24-2100				
Large B	67,500	\$5,369,585	\$87,789	\$4,911,636
Large A	62,500	\$8,494,585	\$87,789	\$7,724,136
Big Box	108,000	\$11,482,085	\$87,789	\$10,412,886
Mid-size K	36,300	\$6,127,085	\$87,789	\$5,593,386
Parcel Totals	274,300	\$31,473,339	\$351,155	\$28,642,045
51N05W-24-0900				
Specialty Tech B	336,000	\$67,882,085	\$357,924	\$61,416,008
Parcel Totals	336,000	\$67,882,085	\$357,924	\$61,416,008
51N05W-24-0300				
Pad A	2,950	\$1,272,085	\$23,586	\$1,166,103
Pad B	2,950	\$1,272,085	\$23,586	\$1,166,103
Pad C	2,950	\$1,272,085	\$23,586	\$1,166,103
Pad D	2,950	\$1,272,085	\$23,586	\$1,166,103
Pad E	2,950	\$1,272,085	\$23,586	\$1,166,103
Mid-size A	19,000	\$3,532,085	\$23,586	\$3,200,103
Mid-size B	22,000	\$3,982,085	\$23,586	\$3,605,103
Mid-size C	22,000	\$3,982,085	\$23,586	\$3,605,103
Mid-size D	22,000	\$3,982,085	\$23,586	\$3,605,103
Mid-size E	22,000	\$3,982,085	\$23,586	\$3,605,103
Mid-size F	22,000	\$3,982,085	\$23,586	\$3,605,103
Mid-size G	26,000	\$4,582,085	\$23,586	\$4,145,103
Mid-size H	26,000	\$4,582,085	\$23,586	\$4,145,103
Mid-size I	32,500	\$5,557,085	\$23,586	\$5,022,603
Mid-size J	35,000	\$5,932,085	\$23,586	\$5,360,103
Mid-size L	38,000	\$6,382,085	\$23,586	\$5,765,103
Large C	71,000	\$9,557,085	\$23,586	\$8,622,603
Large D	72,000	\$9,682,085	\$23,586	\$8,735,103
Parcel Totals	444,250	\$76,077,525	\$424,541	\$68,851,860
Zone A Totals	2,099,550	\$385,797,119	\$2,022,345	\$349,037,517

Zone B				
	Square Feet	Building Costs + Improvements	Land ¹	Projected Assessed Value
P-0000-024-9500				
Pad A	2,300	\$1,142,085	\$92,469	\$1,111,098
Pad B	2,940	\$1,270,085	\$92,469	\$1,226,298
Pad C	2,940	\$1,270,085	\$92,469	\$1,226,298
Pad D	2,940	\$1,270,085	\$92,469	\$1,226,298
Pad E	2,940	\$1,270,085	\$92,469	\$1,226,298
Pad F	2,940	\$1,270,085	\$92,469	\$1,226,298
Mid-size B	25,000	\$4,432,085	\$92,469	\$4,072,098
Mid-size C	30,000	\$5,182,085	\$92,469	\$4,747,098
Mid-size D	30,000	\$5,182,085	\$92,469	\$4,747,098
Mid-size F	50,000	\$8,182,085	\$92,469	\$7,447,098
Large A	58,000	\$7,932,085	\$92,469	\$7,222,098
Large D	70,000	\$9,432,085	\$92,469	\$8,572,098
Parcel Totals	280,000	\$47,835,017	\$1,109,625	\$44,050,178
P-0000-024-7200				
Large B	58,000	\$7,932,085	\$116,378	\$7,243,616
Parcel Totals	58,000	\$7,932,085	\$116,378	\$7,243,616
P-0000-024-7300				
Mid-size A	13,000	\$2,632,085	\$97,720	\$2,456,824
Mid-size E	33,000	\$5,632,085	\$97,720	\$5,156,824
Large C	68,000	\$9,182,085	\$97,720	\$8,351,824
Parcel Totals	114,000	\$17,446,254	\$293,160	\$15,965,473
Zone B Totals	452,000	73,213,356	1,519,163	67,259,267

Zone C				
	Square Feet	Building Costs + Improvements	Land ¹	Projected Assessed Value
P-0000-019-6300				
Building A	4,000	\$1,482,085	\$226,229	\$1,537,482
Building B	3,000	\$1,282,085	\$226,229	\$1,357,482
Building C	8,000	\$2,282,085	\$226,229	\$2,257,482
Building D	8,000	\$2,282,085	\$226,229	\$2,257,482
Building E	8,000	\$2,282,085	\$226,229	\$2,257,482
Building F	7,000	\$2,082,085	\$226,229	\$2,077,482
Building G	4,000	\$1,482,085	\$226,229	\$1,537,482
Building H	7,000	\$2,082,085	\$226,229	\$2,077,482
Building I	6,000	\$1,882,085	\$226,229	\$1,897,482
Building J	7,000	\$2,082,085	\$226,229	\$2,077,482
Building K	4,000	\$1,482,085	\$226,229	\$1,537,482
Building L	2,000	\$1,082,085	\$226,229	\$1,177,482
Big Box Bldg B	170,000	\$17,682,085	\$226,229	\$16,117,482
Parcel Totals	238,000	\$39,467,102	\$2,940,972	\$38,167,266
P-0000-019-6400				
Mid-size Bldg A	13,000	\$5,782,085	\$0	\$5,203,876
Mid-size Bldg B	23,000	\$4,132,085	\$0	\$3,718,876
Mid-size Bldg C	32,000	\$5,482,085	\$0	\$4,933,876
Mid-size Bldg D	34,000	\$26,182,085	\$0	\$23,563,876
Big Box Bldg A	130,000	\$13,682,085	\$0	\$12,313,876
Parcel Totals	232,000	\$55,260,424	\$0	\$49,734,381
Zone C Totals	470,000	\$94,727,525	\$2,940,972	\$87,901,648

Post Falls Technology Park SUMMARY				
	Square Feet	Building Costs + Improvements	Land ¹	Projected Assessed Value
Post Falls Technology Park TOTALS	3,021,550	\$553,738,000	\$6,482,480	\$504,198,432

Proposed Residential Developments SUMMARY					
Neighborhood	1/2 acre	SF	MF	Total Units	Projected AV
Remainder Red Fox		39		39	\$6,679,951
Grey Fox		201	124	325	\$42,574,099
Arctic Fox	23	295		318	\$57,933,837
Lance Douglas Apts			300	300	\$24,439,974
Total Residential	23	535	424	982	\$131,627,861

¹based on existing market land value (\$ per acres)
Sources: PropertySpace, JUB Engineers, Kootenai County, author's calculations

Table 5 outlines the estimated project costs for the three planned areas of the Technology Park. Costs associated with public infrastructure for the Technology Park within the proposed district boundaries total up to roughly \$40.2M, approximately 6% of total project costs. A breakdown of the estimated infrastructure and building costs for the Technology Park are detailed in the appendix.

Please note that some of these estimates will change as projects move forward and are more defined. For example, what is not included in the estimates below is the potential pedestrian tunnel under SH-41 as the details are still developing. However, the pedestrian tunnel, as well as other potential future projects, has been included in the project priority list prepared by JUB Engineers contained in the appendix of this report.

Table 5. Estimated Project Cost– Inland Northwest Technology Park

Phase	Infrastructure	Buildings	Total
Zone A	\$31,341,000	\$442,494,000	\$473,835,000
Zone B	\$5,408,000	\$74,760,000	\$80,168,000
Zone C	\$3,494,000	\$98,940,000	\$102,434,000
Total:	\$40,243,000	\$616,194,000	\$656,437,000
Share of Total Project Cost:	6.1%	93.9%	

Source: JUB Engineers, Inc.

Projected Assessed Values

Historical assessed value growth in the City of Post Falls is shown in Table 6.

Table 6. Historical Assessed Value Growth, City of Post Falls (adjusted in 2017 dollars)

	Historical Assessed Values	Adjusted in \$2017	% Change (adjusted for inflation)
2012	\$1,457,576,830	\$1,554,200,793	
2013	\$1,489,017,308	\$1,566,781,092	0.8%
2014	\$1,618,993,397	\$1,676,330,011	7.0%
2015	\$1,710,877,658	\$1,769,368,153	5.6%
2016	\$1,802,507,396	\$1,840,907,194	4.0%
2017	\$1,990,878,568	\$1,990,878,568	8.1%

The projected assessed values based on the three major developments identified within the proposed Post Falls Technology URD boundary are shown in Table 7. The growth percentages shown reflect very conservative assumptions based on 2017 assessed values and account for inflationary adjustments (only 1.7%). The different growth scenarios show the proposed projects in three scenarios and are distributed evenly across each proposed building in the Technology Park for assessment purposes:

- 1) a worst-case scenario where none of the proposed projects are built out;
- 2) a moderate scenario where 50% of all proposed developments are built; and
- 3) the best-case scenario where all the proposed developments shown in the tables above are built out by the end of the district's life in 2038 (increment is collected through 2039)

The Technology Park was conceived based on considerable interest from technology companies across the country in search for abundant water and cost-effective energy. The proposed site is primed for such water- and energy-intensive uses. The opportunities are imminent and have the potential to be one of the first phases of the proposed development which are reflected in the numbers above.

The growth in 2021 and 2022 imitate the pent-up demand upon completion of SH-41 when buildout of Zone C, the shopping center, can be expected to commence. The next 15-16 years indicate additional growth as projected in the Inland Northwest Technology Park. The Foxtail development plans continue and expects to develop 55-60 units per year until fully developed (through 2031 in this analysis). Since it is unknown when the 300-unit Early Dawn apartment complex will commence, it is projected for years 2030 and 2031 for purposes of this study.

The distribution of buildout was projected to proceed in sequential order of the three zones set forth in both project developments. Building out the larger buildings first will generate increment revenue faster than the smaller buildings. For example, shifting the largest building to the beginning of the district's life

Projected Assessed Value at End of District Life

NO DEVELOPMENT: \$81.1M

50% DEVELOPED: \$459.7M

100% DEVELOPED: \$854.9M

instead of toward the end, generates an additional \$775,000 roughly in incremental revenue at full buildout. However, a mix will most likely occur (as performed in this analysis) as the smaller buildings support the larger buildings, once completed.

Table 7. Projected Assessed Value Growth by Growth Scenario

Year	No Development		50% Developed		100% Developed	
	Projected Assessed Value	Inflation	Projected Assessed Value	Percent Growth	Projected Assessed Value	Percent Growth
2018	\$56,923,014	Base	\$38,758,868	Base	\$38,758,868	Base
2019	\$57,890,705	1.7%	\$114,150,670	194.5%	\$182,203,621	370.1%
2020	\$58,874,847	1.7%	\$124,446,581	9.0%	\$202,011,781	10.9%
2021	\$59,875,720	1.7%	\$146,999,968	18.1%	\$246,321,571	21.9%
2022	\$60,893,607	1.7%	\$179,428,051	22.1%	\$310,367,205	26.0%
2023	\$61,928,798	1.7%	\$198,986,991	10.9%	\$348,660,774	12.3%
2024	\$62,981,588	1.7%	\$216,505,087	8.8%	\$382,858,641	9.8%
2025	\$64,052,275	1.7%	\$223,988,087	3.5%	\$396,972,065	3.7%
2026	\$65,141,163	1.7%	\$246,901,643	10.2%	\$441,932,108	11.3%
2027	\$66,248,563	1.7%	\$259,960,944	5.3%	\$467,168,900	5.7%
2028	\$67,374,789	1.7%	\$273,804,754	5.3%	\$493,959,718	5.7%
2029	\$68,520,160	1.7%	\$283,879,691	3.7%	\$513,197,546	3.9%
2030	\$69,685,003	1.7%	\$322,033,366	13.4%	\$588,577,345	14.7%
2031	\$70,869,648	1.7%	\$338,713,837	5.2%	\$620,994,967	5.5%
2032	\$72,074,432	1.7%	\$372,065,876	9.8%	\$686,739,689	10.6%
2033	\$73,299,697	1.7%	\$386,891,985	4.0%	\$715,416,243	4.2%
2034	\$74,545,792	1.7%	\$398,154,252	2.9%	\$736,948,526	3.0%
2035	\$75,813,071	1.7%	\$414,205,633	4.0%	\$768,042,167	4.2%
2036	\$77,101,893	1.7%	\$430,142,284	3.8%	\$798,889,194	4.0%
2037	\$78,412,625	1.7%	\$444,502,306	3.3%	\$826,565,517	3.5%
2038	\$79,745,640	1.7%	\$452,058,845	1.7%	\$840,617,131	1.7%
2039	\$81,101,316	1.7%	\$459,743,845	1.7%	\$854,907,622	1.7%

Projected Tax Increment Revenue

The projected Tax Increment Revenues (TIF) from the assessed value growth broken out in the three build-out scenarios are shown in Table 8, Table 9, and Table 10. The 2017 levy rate was used as the base and is projected out based on past growth trends. By the end of the district's life, it is estimated that there is potential to generate \$5.6 million each year, on average, from tax increment if built out 100% and \$2.9 million, on average, if only built out half. Cumulatively, if fully developed, the proposed district is estimated to generate \$113.3 million in tax increment and \$59.5 million at 50% (see Figure 4).

Figure 4. Projected Tax Increment Revenue at end of Post Falls Technology URD life

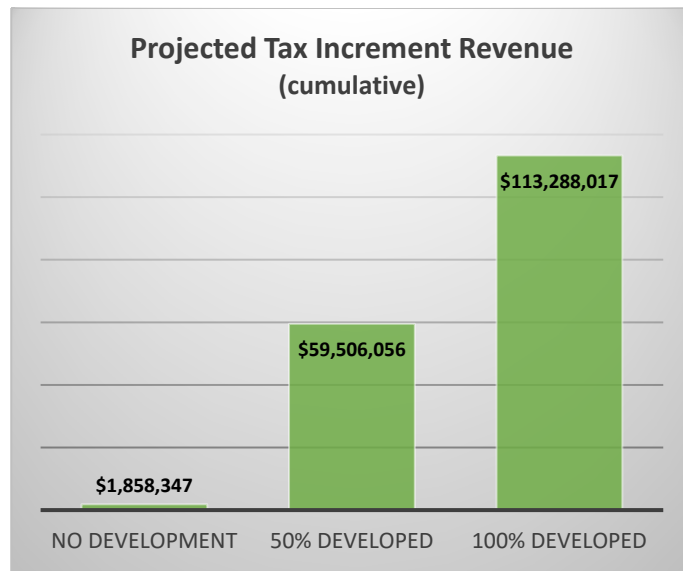


Table 8. Tax Increment Revenue Projection: No Development Scenario

No Development						
Year	Projected Assessed Value	Frozen Base	Increment	Tax Rate	TIF (annual)	TIF (cumulative)
2018	\$38,758,868	\$38,758,868	---	0.012763640	---	---
2019	\$39,417,769	\$38,758,868	---	0.012213732	---	---
2020	\$40,087,871	\$38,758,868	\$1,329,003	0.012633215	\$16,790	---
2021	\$40,769,365	\$38,758,868	\$2,010,497	0.014080050	\$28,308	\$45,097
2022	\$41,462,444	\$38,758,868	\$2,703,576	0.013343203	\$36,074	\$81,172
2023	\$42,167,305	\$38,758,868	\$3,408,437	0.012801014	\$43,631	\$124,803
2024	\$42,884,150	\$38,758,868	\$4,125,282	0.011989927	\$49,462	\$174,265
2025	\$43,613,180	\$38,758,868	\$4,854,312	0.011934860	\$57,936	\$232,201
2026	\$44,354,604	\$38,758,868	\$5,595,736	0.011284422	\$63,145	\$295,345
2027	\$45,108,632	\$38,758,868	\$6,349,764	0.010798244	\$68,566	\$363,912
2028	\$45,875,479	\$38,758,868	\$7,116,611	0.010333013	\$73,536	\$437,448
2029	\$46,655,362	\$38,758,868	\$7,896,494	0.009887826	\$78,079	\$515,527
2030	\$47,448,503	\$38,758,868	\$8,689,635	0.010752027	\$93,431	\$608,958
2031	\$48,255,128	\$38,758,868	\$9,496,260	0.010752027	\$102,104	\$711,062
2032	\$49,075,465	\$38,758,868	\$10,316,597	0.010752027	\$110,924	\$821,986
2033	\$49,909,748	\$38,758,868	\$11,150,880	0.010752027	\$119,895	\$941,881
2034	\$50,758,214	\$38,758,868	\$11,999,346	0.010752027	\$129,017	\$1,070,898
2035	\$51,621,103	\$38,758,868	\$12,862,235	0.010752027	\$138,295	\$1,209,193
2036	\$52,498,662	\$38,758,868	\$13,739,794	0.010752027	\$147,731	\$1,356,924
2037	\$53,391,140	\$38,758,868	\$14,632,272	0.010752027	\$157,327	\$1,514,251
2038	\$54,298,789	\$38,758,868	\$15,539,921	0.010752027	\$167,086	\$1,681,336
2039	\$55,221,868	\$38,758,868	\$16,463,000	0.010752027	\$177,011	\$1,858,347

Table 9. Tax Increment Revenue Projection: 50% Developed Scenario

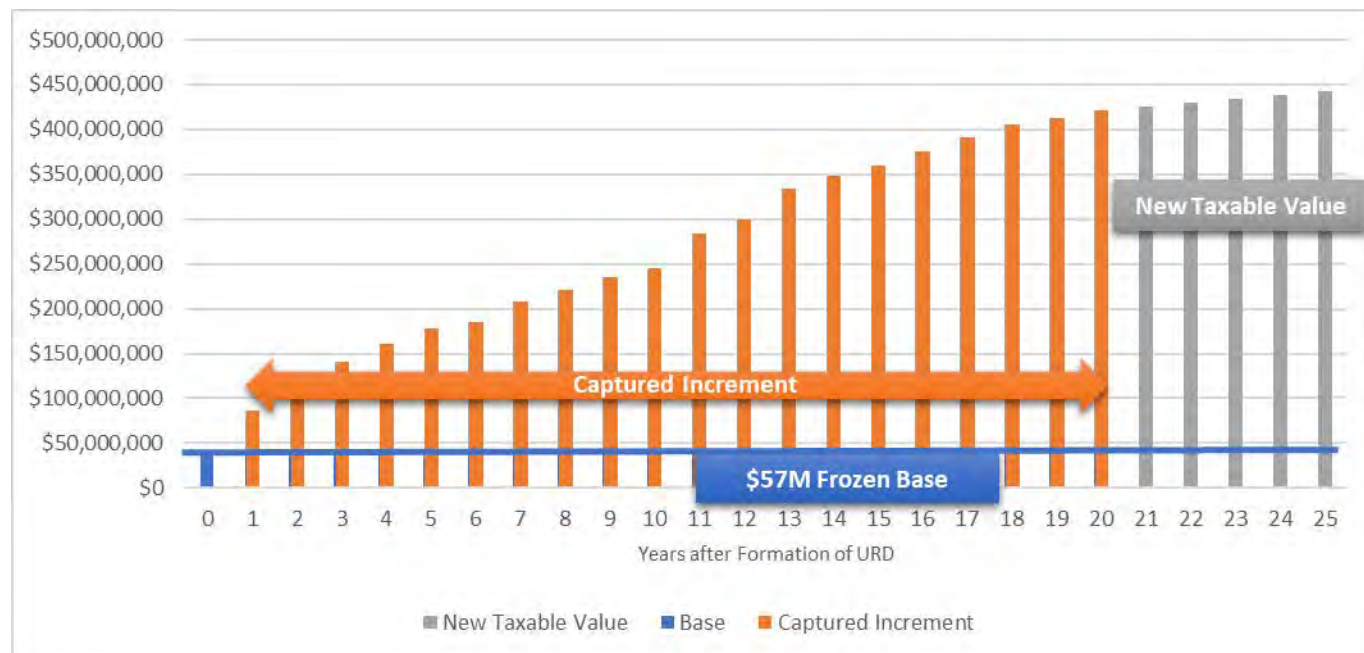
50% Developed						
Year	Projected Assessed Value	Frozen Base	Increment	Tax Rate	TIF (annual)	TIF (cumulative)
2018	\$38,758,868	\$38,758,868	---	0.012763640	---	
2019	\$114,150,670	\$38,758,868	---	0.012213732	---	
2020	\$124,446,581	\$38,758,868	\$85,687,713	0.012633215	\$1,082,511	
2021	\$146,999,968	\$38,758,868	\$108,241,100	0.014080050	\$1,524,040	\$2,606,551
2022	\$179,428,051	\$38,758,868	\$140,669,183	0.013343203	\$1,876,978	\$4,483,529
2023	\$198,986,991	\$38,758,868	\$160,228,123	0.012801014	\$2,051,082	\$6,534,611
2024	\$216,505,087	\$38,758,868	\$177,746,219	0.011989927	\$2,131,164	\$8,665,775
2025	\$223,988,087	\$38,758,868	\$185,229,219	0.011934860	\$2,210,685	\$10,876,460
2026	\$246,901,643	\$38,758,868	\$208,142,775	0.011284422	\$2,348,771	\$13,225,231
2027	\$259,960,944	\$38,758,868	\$221,202,076	0.010798244	\$2,388,594	\$15,613,825
2028	\$273,804,754	\$38,758,868	\$235,045,886	0.010333013	\$2,428,732	\$18,042,557
2029	\$283,879,691	\$38,758,868	\$245,120,823	0.009887826	\$2,423,712	\$20,466,269
2030	\$322,033,366	\$38,758,868	\$283,274,498	0.010752027	\$3,045,775	\$23,512,044
2031	\$338,713,837	\$38,758,868	\$299,954,969	0.010752027	\$3,225,124	\$26,737,168
2032	\$372,065,876	\$38,758,868	\$333,307,008	0.010752027	\$3,583,726	\$30,320,894
2033	\$386,891,985	\$38,758,868	\$348,133,117	0.010752027	\$3,743,137	\$34,064,031
2034	\$398,154,252	\$38,758,868	\$359,395,384	0.010752027	\$3,864,229	\$37,928,259
2035	\$414,205,633	\$38,758,868	\$375,446,765	0.010752027	\$4,036,814	\$41,965,073
2036	\$430,142,284	\$38,758,868	\$391,383,416	0.010752027	\$4,208,165	\$46,173,238
2037	\$444,502,306	\$38,758,868	\$405,743,438	0.010752027	\$4,362,564	\$50,535,802
2038	\$452,058,845	\$38,758,868	\$413,299,977	0.010752027	\$4,443,812	\$54,979,615
2039	\$459,743,845	\$38,758,868	\$420,984,977	0.010752027	\$4,526,442	\$59,506,056

Table 10. Tax Increment Revenue Projection: 100% Developed Scenario

100% Developed						
Year	Projected Assessed Value	Frozen Base	Increment	Tax Rate	TIF (annual)	TIF (cumulative)
2018	\$38,758,868	\$38,758,868	---	0.012763640	---	
2019	\$182,203,621	\$38,758,868	---	0.012213732	---	
2020	\$202,011,781	\$38,758,868	\$163,252,913	0.012633215	\$2,062,409	
2021	\$246,321,571	\$38,758,868	\$207,562,703	0.014080050	\$2,922,493	\$2,922,493
2022	\$310,367,205	\$38,758,868	\$271,608,337	0.013343203	\$3,624,125	\$6,546,618
2023	\$348,660,774	\$38,758,868	\$309,901,906	0.012801014	\$3,967,059	\$10,513,677
2024	\$382,858,641	\$38,758,868	\$344,099,773	0.011989927	\$4,125,731	\$14,639,408
2025	\$396,972,065	\$38,758,868	\$358,213,197	0.011934860	\$4,275,224	\$18,914,632
2026	\$441,932,108	\$38,758,868	\$403,173,240	0.011284422	\$4,549,577	\$23,464,209
2027	\$467,168,900	\$38,758,868	\$428,410,032	0.010798244	\$4,626,076	\$28,090,285
2028	\$493,959,718	\$38,758,868	\$455,200,850	0.010333013	\$4,703,596	\$32,793,882
2029	\$513,197,546	\$38,758,868	\$474,438,678	0.009887826	\$4,691,167	\$37,485,049
2030	\$588,577,345	\$38,758,868	\$549,818,477	0.010752027	\$5,911,663	\$43,396,712
2031	\$620,994,967	\$38,758,868	\$582,236,099	0.010752027	\$6,260,218	\$49,656,930
2032	\$686,739,689	\$38,758,868	\$647,980,821	0.010752027	\$6,967,107	\$56,624,037
2033	\$715,416,243	\$38,758,868	\$676,657,375	0.010752027	\$7,275,438	\$63,899,475
2034	\$736,948,526	\$38,758,868	\$698,189,658	0.010752027	\$7,506,954	\$71,406,429
2035	\$768,042,167	\$38,758,868	\$729,283,299	0.010752027	\$7,841,273	\$79,247,703
2036	\$798,889,194	\$38,758,868	\$760,130,326	0.010752027	\$8,172,942	\$87,420,644
2037	\$826,565,517	\$38,758,868	\$787,806,649	0.010752027	\$8,470,518	\$95,891,162
2038	\$840,617,131	\$38,758,868	\$801,858,263	0.010752027	\$8,621,601	\$104,512,764
2039	\$854,907,622	\$38,758,868	\$816,148,754	0.010752027	\$8,775,253	\$113,288,017

Figure 5 summarizes the increment revenue throughout the life of the district at 50% development buildout and the new taxable valuable into perpetuity.

Figure 5. Captured Increment throughout life of Post Falls Technology URD (if only 50% Development)



Taxing Districts

The impacts on taxing jurisdictions are shown in the following tables under the three different development scenarios. These growth scenarios depend upon the assessed value projections and, ultimately, projected increment above. The impacts are shown on an annual basis.

As stated by Kootenai County, taxing districts have the ability to collect their full budget requests. This includes the allowed 3% budget increase and forgone amounts. This is because property taxes are budget driven and not assessment driven.

Dedicating efforts to maintaining a healthy economy is one variable in a viable city. These efforts will produce induced economic benefits in terms of jobs, sales, and expected overall increase in population, including student enrollment. The impact of potential increases in school enrollment—and resulting increase in funding—has the potential to offset some of the impacts felt through diverting these revenues elsewhere.

No Development													
	Kootenai County	City of Post Falls	KCFR	Community Library	North Idaho College	Kootenai EMS	School District Bond	School District Other	School District #273	Post Falls Highway District M & O	Post Falls Highway District Special Bridge	Post Falls Highway District Post Falls M & O	Post Falls Highway Dist.
Levy Rate	0.00297	0.00525	0.00189	0.00035	0.00098	0.00016	0.00057	0.00001	0.00058	0.00008	0.00041	0.00008	0.00057
2018	---	---	---	---	---	---	---	---	---	---	---	---	---
2019	---	---	---	---	---	---	---	---	---	---	---	---	---
2020	\$3,948	\$6,981	\$2,513	\$471	\$1,305	\$216	\$759	\$18	\$777	\$103	\$546	\$103	\$753
2021	\$5,972	\$10,561	\$3,802	\$712	\$1,973	\$327	\$1,149	\$27	\$1,175	\$156	\$826	\$156	\$1,138
2022	\$8,031	\$14,202	\$5,112	\$957	\$2,654	\$440	\$1,545	\$36	\$1,581	\$210	\$1,110	\$210	\$1,531
2023	\$10,124	\$17,905	\$6,445	\$1,207	\$3,346	\$555	\$1,947	\$45	\$1,993	\$265	\$1,400	\$265	\$1,930
2024	\$12,254	\$21,670	\$7,801	\$1,461	\$4,049	\$672	\$2,357	\$55	\$2,412	\$321	\$1,694	\$321	\$2,336
2025	\$14,419	\$25,500	\$9,179	\$1,719	\$4,765	\$790	\$2,773	\$65	\$2,838	\$378	\$1,993	\$378	\$2,749
2026	\$16,621	\$29,395	\$10,581	\$1,981	\$5,493	\$911	\$3,197	\$75	\$3,271	\$435	\$2,298	\$435	\$3,168
2027	\$18,861	\$33,356	\$12,007	\$2,248	\$6,233	\$1,034	\$3,628	\$85	\$3,712	\$494	\$2,608	\$494	\$3,595
2028	\$21,139	\$37,384	\$13,457	\$2,520	\$6,986	\$1,159	\$4,066	\$95	\$4,161	\$554	\$2,923	\$554	\$4,030
2029	\$23,455	\$41,481	\$14,932	\$2,796	\$7,751	\$1,286	\$4,511	\$105	\$4,617	\$614	\$3,243	\$614	\$4,471
2030	\$25,811	\$45,647	\$16,431	\$3,077	\$8,530	\$1,415	\$4,964	\$116	\$5,080	\$676	\$3,569	\$676	\$4,920
2031	\$28,207	\$49,884	\$17,957	\$3,363	\$9,321	\$1,546	\$5,425	\$127	\$5,552	\$739	\$3,900	\$739	\$5,377
2032	\$30,644	\$54,193	\$19,508	\$3,653	\$10,127	\$1,680	\$5,894	\$138	\$6,031	\$802	\$4,237	\$802	\$5,842
2033	\$33,122	\$58,576	\$21,085	\$3,948	\$10,946	\$1,815	\$6,370	\$149	\$6,519	\$867	\$4,579	\$867	\$6,314
2034	\$35,642	\$63,033	\$22,690	\$4,249	\$11,778	\$1,954	\$6,855	\$160	\$7,015	\$933	\$4,928	\$933	\$6,794
2035	\$38,205	\$67,566	\$24,321	\$4,554	\$12,626	\$2,094	\$7,348	\$172	\$7,520	\$1,000	\$5,282	\$1,000	\$7,283
2036	\$40,812	\$72,176	\$25,981	\$4,865	\$13,487	\$2,237	\$7,849	\$183	\$8,033	\$1,069	\$5,642	\$1,069	\$7,780
2037	\$43,463	\$76,864	\$27,668	\$5,181	\$14,363	\$2,382	\$8,359	\$195	\$8,555	\$1,138	\$6,009	\$1,138	\$8,285
2038	\$46,159	\$81,632	\$29,385	\$5,503	\$15,254	\$2,530	\$8,878	\$207	\$9,085	\$1,209	\$6,382	\$1,209	\$8,799
2039	\$48,901	\$86,481	\$31,130	\$5,829	\$16,160	\$2,680	\$9,405	\$220	\$9,625	\$1,280	\$6,761	\$1,280	\$9,322

50% Developed													
	Kootenai County	City of Post Falls	KCFR	Community Library	North Idaho College	Kootenai EMS	School District Bond	School District Other	School District #273	Post Falls Highway District M & O	Post Falls Highway District Special Bridge	Post Falls Highway District Post Falls M & O	Post Falls Highway Dist.
Levy Rate	0.00297	0.00525	0.00189	0.00035	0.00098	0.00016	0.00057	0.00001	0.00058	0.00008	0.00041	0.00008	0.00057
2018	---	---	---	---	---	---	---	---	---	---	---	---	---
2019	---	---	---	---	---	---	---	---	---	---	---	---	---
2020	\$254,522	\$450,120	\$162,027	\$30,341	\$84,111	\$13,951	\$48,953	\$1,144	\$50,096	\$6,665	\$35,189	\$6,665	\$48,518
2021	\$321,513	\$568,594	\$204,674	\$38,327	\$106,249	\$17,623	\$61,837	\$1,445	\$63,282	\$8,419	\$44,451	\$8,419	\$61,289
2022	\$417,836	\$738,939	\$265,992	\$49,810	\$138,080	\$22,902	\$80,363	\$1,878	\$82,241	\$10,941	\$57,768	\$10,941	\$79,650
2023	\$475,933	\$841,683	\$302,976	\$56,736	\$157,279	\$26,086	\$91,537	\$2,139	\$93,676	\$12,463	\$65,800	\$12,463	\$90,725
2024	\$527,967	\$933,706	\$336,101	\$62,939	\$174,475	\$28,939	\$101,545	\$2,372	\$103,918	\$13,825	\$72,994	\$13,825	\$100,644
2025	\$550,194	\$973,015	\$350,251	\$65,588	\$181,820	\$30,157	\$105,820	\$2,472	\$108,292	\$14,407	\$76,067	\$14,407	\$104,881
2026	\$618,256	\$1,093,380	\$393,578	\$73,702	\$204,312	\$33,887	\$118,911	\$2,778	\$121,689	\$16,189	\$85,477	\$16,189	\$117,855
2027	\$657,046	\$1,161,981	\$418,272	\$78,326	\$217,131	\$36,013	\$126,371	\$2,952	\$129,324	\$17,205	\$90,840	\$17,205	\$125,250
2028	\$698,167	\$1,234,703	\$444,450	\$83,228	\$230,720	\$38,267	\$134,280	\$3,137	\$137,417	\$18,282	\$96,525	\$18,282	\$133,089
2029	\$728,093	\$1,287,627	\$463,500	\$86,796	\$240,609	\$39,908	\$140,036	\$3,272	\$143,307	\$19,065	\$100,662	\$19,065	\$138,793
2030	\$841,423	\$1,488,049	\$535,645	\$100,306	\$278,061	\$46,119	\$161,833	\$3,781	\$165,614	\$22,033	\$116,331	\$22,033	\$160,397
2031	\$890,969	\$1,575,672	\$567,187	\$106,212	\$294,434	\$48,835	\$171,362	\$4,003	\$175,366	\$23,330	\$123,181	\$23,330	\$169,842
2032	\$990,036	\$1,750,872	\$630,252	\$118,022	\$327,172	\$54,265	\$190,416	\$4,449	\$194,865	\$25,925	\$136,877	\$25,925	\$188,726
2033	\$1,034,075	\$1,828,754	\$658,287	\$123,271	\$341,726	\$56,679	\$198,886	\$4,647	\$203,533	\$27,078	\$142,966	\$27,078	\$197,121
2034	\$1,067,528	\$1,887,915	\$679,583	\$127,259	\$352,781	\$58,512	\$205,320	\$4,797	\$210,117	\$27,954	\$147,591	\$27,954	\$203,498
2035	\$1,115,206	\$1,972,233	\$709,935	\$132,943	\$368,537	\$61,126	\$214,490	\$5,011	\$219,501	\$29,202	\$154,182	\$29,202	\$212,587
2036	\$1,162,543	\$2,055,949	\$740,069	\$138,586	\$384,180	\$63,720	\$223,595	\$5,224	\$228,818	\$30,442	\$160,727	\$30,442	\$221,611
2037	\$1,205,198	\$2,131,382	\$767,223	\$143,671	\$398,276	\$66,058	\$231,798	\$5,415	\$237,214	\$31,559	\$166,624	\$31,559	\$229,742
2038	\$1,227,643	\$2,171,077	\$781,511	\$146,347	\$405,693	\$67,289	\$236,115	\$5,516	\$241,632	\$32,146	\$169,727	\$32,146	\$234,020
2039	\$1,250,470	\$2,211,447	\$796,043	\$149,068	\$413,237	\$68,540	\$240,506	\$5,619	\$246,125	\$32,744	\$172,883	\$32,744	\$238,372

100% Developed													
	Kootenai County	City of Post Falls	KCFR	Community Library	North Idaho College	Kootenai EMS	School District Bond	School District Other	School District #273	Post Falls Highway District M & O	Post Falls Highway District Special Bridge	Post Falls Highway District Post Falls M & O	Post Falls Highway Dist.
Levy Rate	0.00297	0.00525	0.00189	0.00035	0.00098	0.00016	0.00057	0.00001	0.00058	0.00008	0.00041	0.00008	0.00057
2018	---	---	---	---	---	---	---	---	---	---	---	---	---
2019	---	---	---	---	---	---	---	---	---	---	---	---	---
2020	\$484,917	\$857,572	\$308,696	\$57,807	\$160,248	\$26,579	\$93,265	\$2,179	\$95,444	\$12,698	\$67,042	\$12,698	\$92,438
2021	\$616,533	\$1,090,333	\$392,482	\$73,497	\$203,743	\$33,793	\$118,579	\$2,770	\$121,349	\$16,144	\$85,239	\$16,144	\$117,527
2022	\$806,770	\$1,426,767	\$513,586	\$96,175	\$266,609	\$44,220	\$155,168	\$3,625	\$158,793	\$21,126	\$111,540	\$21,126	\$153,791
2023	\$920,515	\$1,627,924	\$585,995	\$109,734	\$304,198	\$50,455	\$177,045	\$4,136	\$181,181	\$24,104	\$127,266	\$24,104	\$175,474
2024	\$1,022,095	\$1,807,566	\$650,660	\$121,843	\$337,767	\$56,022	\$196,582	\$4,593	\$201,174	\$26,764	\$141,309	\$26,764	\$194,838
2025	\$1,064,016	\$1,881,705	\$677,347	\$126,841	\$351,620	\$58,320	\$204,645	\$4,781	\$209,426	\$27,862	\$147,105	\$27,862	\$202,829
2026	\$1,197,563	\$2,117,881	\$762,363	\$142,761	\$395,753	\$65,640	\$230,330	\$5,381	\$235,711	\$31,359	\$165,569	\$31,359	\$228,286
2027	\$1,272,525	\$2,250,451	\$810,083	\$151,697	\$420,525	\$69,749	\$244,748	\$5,718	\$250,466	\$33,322	\$175,933	\$33,322	\$242,576
2028	\$1,352,103	\$2,391,184	\$860,742	\$161,183	\$446,823	\$74,110	\$260,053	\$6,076	\$266,129	\$35,406	\$186,935	\$35,406	\$257,746
2029	\$1,409,246	\$2,492,241	\$897,119	\$167,995	\$465,707	\$77,242	\$271,043	\$6,332	\$277,376	\$36,902	\$194,835	\$36,902	\$268,639
2030	\$1,633,150	\$2,888,213	\$1,039,655	\$194,687	\$539,699	\$89,515	\$314,107	\$7,338	\$321,446	\$42,765	\$225,791	\$42,765	\$311,320
2031	\$1,729,442	\$3,058,504	\$1,100,954	\$206,166	\$571,520	\$94,793	\$332,627	\$7,771	\$340,399	\$45,286	\$239,103	\$45,286	\$329,676
2032	\$1,924,726	\$3,403,863	\$1,225,271	\$229,445	\$636,055	\$105,496	\$370,187	\$8,649	\$378,836	\$50,400	\$266,102	\$50,400	\$366,902
2033	\$2,009,905	\$3,554,501	\$1,279,495	\$239,600	\$664,203	\$110,165	\$386,570	\$9,031	\$395,601	\$52,630	\$277,879	\$52,630	\$383,140
2034	\$2,073,863	\$3,667,611	\$1,320,211	\$247,224	\$685,339	\$113,671	\$398,871	\$9,319	\$408,190	\$54,305	\$286,721	\$54,305	\$395,332
2035	\$2,166,222	\$3,830,947	\$1,379,006	\$258,234	\$715,861	\$118,733	\$416,634	\$9,734	\$426,368	\$56,724	\$299,490	\$56,724	\$412,938
2036	\$2,257,849	\$3,992,987	\$1,437,335	\$269,157	\$746,140	\$123,755	\$434,257	\$10,145	\$444,403	\$59,123	\$312,158	\$59,123	\$430,404
2037	\$2,340,057	\$4,138,372	\$1,489,668	\$278,957	\$773,307	\$128,261	\$450,068	\$10,515	\$460,583	\$61,276	\$323,524	\$61,276	\$446,075
2038	\$2,381,795	\$4,212,186	\$1,516,239	\$283,932	\$787,100	\$130,549	\$458,096	\$10,702	\$468,798	\$62,369	\$329,294	\$62,369	\$454,031
2039	\$2,424,243	\$4,287,254	\$1,543,261	\$288,993	\$801,128	\$132,876	\$466,260	\$10,893	\$477,153	\$63,480	\$335,163	\$63,480	\$462,123

Job Impacts

Economic impact analyses are used to estimate the overall economic activity, including spill-over and multiplier impacts, which occurs as a result of business, development or event.

The economic activity related to the proposed Technology Park development outlined above is the millions of dollars of goods and services purchased from local vendors and the wages and benefits paid to local workers. This initial injection of funds circulates to the business owners and employees that supply the materials, goods and services needed for the development. These contractors, businesses and households continue the economic ripple effect by hiring workers and buying goods and services to facilitate their business.

This job impact analysis breaks down the Technology Park into three phases and then applies a 50% contingency for conservative estimates. Furthermore, two separate scenarios were run in Zone A of the development—with a data center and without a data center. The scenario without a data center uses Technology office similar to the remainder of the analysis in this phase. This scenario was run separately because data centers typically employ between 50-180 people, whereas, a typical Technology office runs around 300 workers per 1,000 square-foot of space.

During the construction phase, millions of dollars will be spent for the wages and benefits of construction employees. These workers, as well as employees of all suppliers, will spend a portion of their wages on household consumer goods such as groceries, rent, vehicle expenses, health care, entertainment, etc. Once the development is completed and occupied, commercial activity and new residential households will spend millions of dollars, annually, in the course of their daily activities. This recirculation of the original expenditures multiplies their impact through these indirect and induced effects.

The extent to which the initial expenditures multiply is estimated using economic models that depict the relationships between industries and firms and their employees. These models are built upon expenditure patterns that are reported to the U.S. Bureau of Labor Statistics, the U.S. Census Bureau and the Bureau of Economic Analysis. Data is regionalized so that it reflects and incorporates local conditions such as average wages, expenditure patterns and resource availability and costs.

The multipliers used in this analysis were generated by an economic modeling tool produced by Economic Modeling Specialists, Inc. (EMSI) and were cross-referenced with U.S. Bureau of Economic Analysis' RIMS II multipliers.

Table 11. Job Impacts

	JOB IMPACTS		
	Direct	Indirect + Induced	Total
SUBTOTAL (Zone A) - DATA CENTER	4,925	4,081	9,005
50% Developed (Zone A) - DATA CENTER	2,462	2,040	4,503
SUBTOTAL (Zone A) - TECH	7,325	6,148	13,473
50% Developed (Zone A) - TECH	3,662	3,074	6,737
SUBTOTAL (Zone B)	1,792	1,462	3,254
50% Developed (Zone B)	896	731	1,627
SUBTOTAL (Zone C)	1,143	348	1,491
50% Developed (Zone C)	571	174	746
w/ Data Center	7,860	5,891	13,750
50% Developed w/ Data Center	3,930	2,945	6,875
Total (w/out Data Center)	10,260	7,958	18,218
Total (50% Developed w/out Data Center)	5,130	3,979	9,109

Sources: Emsi and RIMS II multipliers, author's calculations

Of total employment in Post Falls, one-quarter live and work in the City. Using this same ratio, we assume that 2,565 of total direct jobs (no data center) would live and work within the City and 1,965 in the data center scenario. Planned and new residential developments around the City will help alleviate some of this housing demand. A portion of the workforce will have school-age children. As a result, school enrollment will rise.

Conclusion

Given the current cost estimates and data to project tax increment revenue, the proposed Post Falls Technology URD has the ability to add roughly \$854.9 million to property tax assessments after the life of the district. If only 50% of the planned development is to occur, approximately \$459.7 million could be expected.

Increment revenue projected to accrue is upwards of \$113.3 million if fully developed as planned and \$59.5 million if only half of the planned development is to occur.

The cumulative tax increment accrued over the life of the district is significantly greater than the proposed investment in public improvements. For every \$1 of public investment in the Technology Park, another \$15.30 is invested by the Proponent.

Public Improvements	Cumulative Estimated Tax Increment Revenue Generated by End of District Life	
	50% Developed	100% Developed
\$40,243,000	\$59,506,056	\$113,288,017

This does not include any tax increment arising from the remaining properties situated in the district.

With only the Technology Park, 36% of the district will have to be built out in order for the Proponent to be paid back all public improvements made.

In a faster buildout scenario, it could be expected the Proponent would be reimbursed the full amount of the Technology Park by 2030 and by 2035 in a slower buildout scenario, according to tax increment revenue projections.

As would be expected, the total number of jobs will ultimately be determined upon industry demand. For planning purposes, the district has the potential to create 10,260 direct jobs just with development of the Technology Park (at full buildout) or 7,860 if a data center lands there. This does not include any other commercial spaces within the district that could be developed into business and contribute to the economic activity. These 10,260 jobs would create another 8,000 jobs in other sectors across the community and region.

Based on the amount of private investment that is expected to be made, public infrastructure to be invested, and potential jobs created, the return on investment to the community is significant.

Considering the current state of the land encompassing the proposed Technology Park, it would be difficult to create over 7,860 jobs (let alone 10,000+) and the spillover effects that come with it— increase in income, spending and tax revenue without the use of the development incentives provided by the State of Idaho’s Urban Renewal Program.

Commercial growth will lead to job creation which will create an increase of flow of earnings to circulate around the community but, ultimately, increasing tax revenues and the overall tax base—bettering the community as a whole.

Appendices





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J-U-B ENGINEERS, Inc.

7825 Meadowlark Way
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ENGINEER'S OPINION OF PROBABLE COST

PRELIMINARY

PROJECT: ZONE A - Public Infrastructure Cost Estimate - Inland NW Technology Park (TM Zoning) **DATE:** July 2018

PROJECT DESCRIPTION:

Public Infrastructure, including roadways, water, sanitary sewer, etc.

CLIENT:

PREPARED BY:

ETH

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QNTY	UNIT	UNIT PRICE	TOTAL COST
Roadways					
1	Asphalt and Base	65,500	SY	\$ 20	\$ 1,310,000
2	Ballast (12" depth)	45,000	TON	\$ 16	\$ 720,000
3	Curb	32,000	LF	\$ 25	\$ 800,000
4	Sidewalk/Trail	35,000	LF	\$ 40	\$ 1,400,000
5	Swale	32,000	LF	\$ 20	\$ 640,000
6	Hwy 41 - 3/4 Movement Turn Lanes (south)	1	LS	\$ 200,000	\$ 200,000
7	Hwy 41 - Traffic Signal (Harvest)	1	LS	\$ 600,000	\$ 600,000
8	Hwy 41 - 3/4 Movement Turn Lanes (Orchard)	1	LS	\$ 200,000	\$ 200,000
9	City Pedestrian Facility - West side of Hwy 41	2,600	LF	\$ 100	\$ 260,000
10	Prairie Ave - Traffic Signal (Charleville)	1	LS	\$ 600,000	\$ 600,000
11	Prairie Ave - Traffic Signal (Cecil)	1	LS	\$ 600,000	\$ 600,000
12	Cecil Rd - UPRR Crossing	1	LS	\$ 400,000	\$ 400,000
Utilities					
13	10" Sewer Main	1,000	LF	\$ 65	\$ 65,000
14	8" Sewer Main	10,000	LF	\$ 55	\$ 550,000
15	12" Water Main	15,000	LF	\$ 55	\$ 825,000
16	Underground "Dry" Utilities	1	LS	\$ 300,000	\$ 300,000
17	20" Well, Wellhouse, Pump, Controls, etc.	1	LS	\$ 750,000	\$ 750,000
18	Electrical Transmission Lines	1	LS	\$ 1,000,000	\$ 1,000,000
19	Electrical Substation	1	LS	\$ 9,000,000	\$ 9,000,000

SUBTOTAL

\$ 20,220,000

Construction Contingency (30%):

\$ 6,066,000

Planning / Design / CMS (25%):

\$ 5,055,000

TOTAL PROBABLE COST (2018 DOLLARS) \$ 31,341,000

OPINIONS OF COST AND PROJECT FINANCIAL INFORMATION

CLIENT understands that J-U-B has no control over the cost of labor, materials, equipment or services furnished by others, the contractor(s)' methods of determining prices, nor bidding or market conditions. J-U-B's opinions of probable Project costs and construction, if any, are to be made on the basis of J-U-B's experience, and represent J-U-B's best judgment as a professional engineer, familiar with the construction industry. CLIENT understands and acknowledges that J-U-B cannot and does not guarantee that proposals, bids or actual Project or construction costs will not vary from opinions of probable cost prepared by J-U-B. J-U-B's Services to modify the Project to bring the construction costs within any limitation established by the CLIENT will be considered Additional Services and paid for as such by the CLIENT in accordance with the terms herein. CLIENT agrees that J-U-B is not acting as a financial advisor to the CLIENT and does not owe CLIENT or any third party a fiduciary duty pursuant to Section 15B of the Exchange Act with respect to J-U-B's professional Services. J-U-B will not give advice or make specific recommendations regarding municipal securities or investments and is therefore exempt from registration with the SEC under the municipal advisors rule. CLIENT agrees to retain a registered financial municipal advisor as appropriate for Project financing and implementation.



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7825 Meadowlark Way

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ENGINEER'S OPINION OF PROBABLE COST					
					PRELIMINARY
PROJECT:			DATE:		
ZONE B - Public Infrastructure Cost Estimate - Inland NW Technology Park (CCS Zoning)			July 2018		
PROJECT DESCRIPTION:					
Public Infrastructure, including roadways, water, sanitary sewer, etc.					
CLIENT:			PREPARED BY:		
			ETH		
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QNTY	UNIT	UNIT PRICE	TOTAL COST
Roadways					
1	Asphalt and Base	35,000	SY	\$ 22	\$ 770,000
2	Ballast (12" depth)	24,000	TON	\$ 16	\$ 384,000
3	Curb	16,000	LF	\$ 25	\$ 400,000
4	Sidewalk/Trail	16,000	LF	\$ 40	\$ 640,000
5	Swale	16,000	LF	\$ 20	\$ 320,000
6	City Pedestrian Facility - West side of Hwy 41	1,300	LF	\$ 100	\$ 130,000
7	Hwy 41 - 3/4 Movement Turn Lanes	1	LS	\$ 200,000	\$ 200,000
Utilities					
8	10" Sewer Main	5,000	LF	\$ 65	\$ 325,000
9	8" Sewer Main	1,400	LF	\$ 55	\$ 77,000
10	12" Water Main	2,600	LF	\$ 55	\$ 143,000
11	Underground "Dry" Utilities	1	LS	\$ 100,000	\$ 100,000
SUBTOTAL					\$ 3,489,000
Construction Contingency (30%):					\$ 1,047,000
Planning / Design / CMS (25%):					\$ 872,000
TOTAL PROBABLE COST (2018 DOLLARS)					\$ 5,408,000
OPINIONS OF COST AND PROJECT FINANCIAL INFORMATION CLIENT understands that J-U-B has no control over the cost of labor, materials, equipment or services furnished by others, the contractor(s)' methods of determining prices, nor bidding or market conditions. J-U-B's opinions of probable Project costs and construction, if any, are to be made on the basis of J-U-B's experience, and represent J-U-B's best judgment as a professional engineer, familiar with the construction industry. CLIENT understands and acknowledges that J-U-B cannot and does not guarantee that proposals, bids or actual Project or construction costs will not vary from opinions of probable cost prepared by J-U-B. J-U-B's Services to modify the Project to bring the construction costs within any limitation established by the CLIENT will be considered Additional Services and paid for as such by the CLIENT in accordance with the terms herein. CLIENT agrees that J-U-B is not acting as a financial advisor to the CLIENT and does not owe CLIENT or any third party a fiduciary duty pursuant to Section 15B of the Exchange Act with respect J-U-B's professional Services. J-U-B will not give advice or make specific recommendations regarding municipal securities or investments and is therefore exempt from registration with the SEC under the municipal advisors rule. CLIENT agrees to retain a registered financial municipal advisor as appropriate for Project financing and implementation.					



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ENGINEER'S OPINION OF PROBABLE COST

PRELIMINARY

PROJECT:

ZONE C - Public Infrastructure Cost Estimate - Shopping Center

DATE:

July 2018

PROJECT DESCRIPTION:

Public Infrastructure, including roadways, water, sanitary sewer, etc.

CLIENT:

PREPARED BY:

ETH

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QNTY	UNIT	UNIT PRICE	TOTAL COST
Roadways					
1	Asphalt and Base	12,000	SY	\$ 22	\$ 264,000
2	Ballast (12" depth)	8,200	TON	\$ 16	\$ 131,200
3	Curb	4,600	LF	\$ 25	\$ 115,000
4	Sidewalk	4,600	LF	\$ 40	\$ 184,000
5	Swale	4,600	LF	\$ 20	\$ 92,000
6	Hwy 41 - 3/4 Movement Turn Lanes	1	LS	\$ 200,000	\$ 200,000
7	Prairie Avenue - Frontage Improvements	1	LS	\$ 150,000	\$ 150,000
8	Prairie Avenue - Signal at Zorros Road	1	LS	\$ 500,000	\$ 500,000
Utilities					
9	12" Sewer Main	5,000	LF	\$ 75	\$ 375,000
10	12" Water Main	2,600	LF	\$ 55	\$ 143,000
11	Underground "Dry" Utilities	1	LS	\$ 100,000	\$ 100,000
SUBTOTAL					\$ 2,254,000
Construction Contingency (30%):					\$ 676,000
Planning / Design / CMS (25%):					\$ 564,000
TOTAL PROBABLE COST (2018 DOLLARS)					\$ 3,494,000

OPINIONS OF COST AND PROJECT FINANCIAL INFORMATION

CLIENT understands that J-U-B has no control over the cost of labor, materials, equipment or services furnished by others, the contractor(s)' methods of determining prices, nor bidding or market conditions. J-U-B's opinions of probable Project costs and construction, if any, are to be made on the basis of J-U-B's experience, and represent J-U-B's best judgment as a professional engineer, familiar with the construction industry. CLIENT understands and acknowledges that J-U-B cannot and does not guarantee that proposals, bids or actual Project or construction costs will not vary from opinions of probable cost prepared by J-U-B. J-U-B's Services to modify the Project to bring the construction costs within any limitation established by the CLIENT will be considered Additional Services and paid for as such by the CLIENT in accordance with the terms herein. CLIENT agrees that J-U-B is not acting as a financial advisor to the CLIENT and does not owe CLIENT or any third party a fiduciary duty pursuant to Section 15B of the Exchange Act with respect J-U-B's professional Services. J-U-B will not give advice or make specific recommendations regarding municipal securities or investments and is therefore exempt from registration with the SEC under the municipal advisors rule. CLIENT agrees to retain a registered financial municipal advisor as appropriate for Project financing and implementation.



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ENGINEER'S OPINION OF PROBABLE COST					
				PRELIMINARY	
PROJECT:			DATE:		
ZONE A - Inland Northwest Technology Park - TM Zone			July 2018		
PROJECT DESCRIPTION:					
Construction Cost Estimates for proposed buildings.					
CLIENT:			PREPARED BY:		
			ETH		
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QNTY	UNIT	UNIT PRICE	TOTAL COST
	Pad Sites (up to 10K SF)				
	2,950 SQ. FT.	2,950	SF	\$ 200	\$ 590,000
	2,950 SQ. FT.	2,950	SF	\$ 200	\$ 590,000
	2,950 SQ. FT.	2,950	SF	\$ 200	\$ 590,000
	2,950 SQ. FT.	2,950	SF	\$ 200	\$ 590,000
	2,950 SQ. FT.	2,950	SF	\$ 200	\$ 590,000
	Mid-size Buildings (10K - 50K SF)				
	19,000 SQ. FT.	19,000	SF	\$ 150	\$ 2,850,000
	22,000 SQ. FT.	22,000	SF	\$ 150	\$ 3,300,000
	22,000 SQ. FT.	22,000	SF	\$ 150	\$ 3,300,000
	22,000 SQ. FT.	22,000	SF	\$ 150	\$ 3,300,000
	22,000 SQ. FT.	22,000	SF	\$ 150	\$ 3,300,000
	22,000 SQ. FT.	22,000	SF	\$ 150	\$ 3,300,000
	26,000 SQ. FT.	26,000	SF	\$ 150	\$ 3,900,000
	26,000 SQ. FT.	26,000	SF	\$ 150	\$ 3,900,000
	32,500 SQ. FT.	32,500	SF	\$ 150	\$ 4,875,000
	35,000 SQ. FT.	35,000	SF	\$ 150	\$ 5,250,000
	36,300 SQ. FT.	36,300	SF	\$ 150	\$ 5,445,000
	38,000 SQ. FT.	38,000	SF	\$ 150	\$ 5,700,000
	Large Buildings (50K - 100K SF)				\$ -
	62,500 SQ. FT.	62,500	SF	\$ 125	\$ 7,812,500
	67,500 SQ. FT.	37,500	SF	\$ 125	\$ 4,687,500
	71,000 SQ. FT.	71,000	SF	\$ 125	\$ 8,875,000
	72,000 SQ. FT.	72,000	SF	\$ 125	\$ 9,000,000
	Big Box (100K - 250K SF)				\$ -
	108,000 SQ. FT.	108,000	SF	\$ 100	\$ 10,800,000
	Specialty Tech Building (over 250K SF)				\$ -
	295,000 SQ. FT.	295,000	SF	\$ 200	\$ 59,000,000
	336,000 SQ. FT.	336,000	SF	\$ 200	\$ 67,200,000
	750,000 SQ. FT.	750,000	SF	\$ 200	\$ 150,000,000
SUBTOTAL					\$ 368,745,000
Construction Contingency (20%):					\$ 73,749,000
TOTAL PROBABLE COST (2018 DOLLARS)					\$ 442,494,000
OPINIONS OF COST AND PROJECT FINANCIAL INFORMATION					
CLIENT understands that J-U-B has no control over the cost of labor, materials, equipment or services furnished by others, the contractor(s)' methods of determining prices, nor bidding or market conditions. J-U-B's opinions of probable Project costs and construction, if any, are to be made on the basis of J-U-B's experience, and represent J-U-B's best judgment as a professional engineer, familiar with the construction industry. CLIENT understands and acknowledges that J-U-B cannot and does not guarantee that proposals, bids or actual Project or construction costs will not vary from opinions of probable cost prepared by J-U-B. J-U-B's Services to modify the Project to bring the construction costs within any limitation established by the CLIENT will be considered Additional Services and paid for as such by the CLIENT in accordance with the terms herein. CLIENT agrees that J-U-B is not acting as a financial advisor to the CLIENT and does not owe CLIENT or any third party a fiduciary duty pursuant to Section 15B of the Exchange Act with respect J-U-B's professional Services. J-U-B will not give advice or make specific recommendations regarding municipal securities or investments and is therefore exempt from registration with the SEC under the municipal advisors rule. CLIENT agrees to retain a registered financial municipal advisor as appropriate for Project financing and implementation.					
F:\ES\Public\Projects\JUB\20-18-019 Beyond Green Inc\Model Calcs\F100-3 QuantityEstimate\URD Building Cost Estimates					



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ENGINEER'S OPINION OF PROBABLE COST

PRELIMINARY

PROJECT:

ZONE B - Inland Northwest Technology Park - CCS Zone

DATE:

July 2018

PROJECT DESCRIPTION:

Construction Cost Estimates for proposed buildings.

CLIENT:

PREPARED BY:

ETH

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QNTY	UNIT	UNIT PRICE	TOTAL COST
	Pad Sites (up to 10K SF)				
	2,300 SQ. FT.	2,300	SF	\$ 200	\$ 460,000
	2,940 SQ. FT.	2,940	SF	\$ 200	\$ 588,000
	2,940 SQ. FT.	2,940	SF	\$ 200	\$ 588,000
	2,940 SQ. FT.	2,940	SF	\$ 200	\$ 588,000
	2,940 SQ. FT.	2,940	SF	\$ 200	\$ 588,000
	2,940 SQ. FT.	2,940	SF	\$ 200	\$ 588,000
	Mid-size Buildings (10K - 50K SF)				
	13,000 SQ. FT.	13,000	SF	\$ 150	\$ 1,950,000
	25,200 SQ. FT.	25,000	SF	\$ 150	\$ 3,750,000
	30,000 SQ. FT.	30,000	SF	\$ 150	\$ 4,500,000
	30,000 SQ. FT.	30,000	SF	\$ 150	\$ 4,500,000
	33,000 SQ. FT.	33,000	SF	\$ 150	\$ 4,950,000
	50,000 SQ. FT.	50,000	SF	\$ 150	\$ 7,500,000
	Large Buildings (50K - 100K SF)				
	58,000 SQ. FT.	58,000	SF	\$ 125	\$ 7,250,000
	58,000 SQ. FT.	58,000	SF	\$ 125	\$ 7,250,000
	68,000 SQ. FT.	68,000	SF	\$ 125	\$ 8,500,000
	70,000 SQ. FT.	70,000	SF	\$ 125	\$ 8,750,000
SUBTOTAL					\$ 62,300,000
Construction Contingency (20%):					\$ 12,460,000
TOTAL PROBABLE COST (2018 DOLLARS)					\$ 74,760,000

OPINIONS OF COST AND PROJECT FINANCIAL INFORMATION

CLIENT understands that J-U-B has no control over the cost of labor, materials, equipment or services furnished by others, the contractor(s)' methods of determining prices, nor bidding or market conditions. J-U-B's opinions of probable Project costs and construction, if any, are to be made on the basis of J-U-B's experience, and represent J-U-B's best judgment as a professional engineer, familiar with the construction industry. CLIENT understands and acknowledges that J-U-B cannot and does not guarantee that proposals, bids or actual Project or construction costs will not vary from opinions of probable cost prepared by J-U-B. J-U-B's Services to modify the Project to bring the construction costs within any limitation established by the CLIENT will be considered Additional Services and paid for as such by the CLIENT in accordance with the terms herein. CLIENT agrees that J-U-B is not acting as a financial advisor to the CLIENT and does not owe CLIENT or any third party a fiduciary duty pursuant to Section 15B of the Exchange Act with respect J-U-B's professional Services. J-U-B will not give advice or make specific recommendations regarding municipal securities or investments and is therefore exempt from registration with the SEC under the municipal advisors rule. CLIENT agrees to retain a registered financial municipal advisor as appropriate for Project financing and implementation.



THE
LANGDON
GROUP
a JUB Company



GATEWAY
MAPPING
INC.
a JUB Company

OTHER J-U-B COMPANIES

J-U-B ENGINEERS, Inc.

7825 Meadowlark Way

Coeur d'Alene, ID 83815

(208) 762-8787

ENGINEER'S OPINION OF PROBABLE COST

PRELIMINARY

PROJECT:

ZONE C - Shopping Center

DATE:

July 2018

PROJECT DESCRIPTION:

Construction Cost Estimates for proposed buildings.

CLIENT:

PREPARED BY:

ETH

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QNTY	UNIT	UNIT PRICE	TOTAL COST
	Pad Sites (up to 10K SF)				
	Building A	4,000	SF	\$ 200	\$ 800,000
	Building B	3,000	SF	\$ 200	\$ 600,000
	Building C	8,000	SF	\$ 200	\$ 1,600,000
	Building D	8,000	SF	\$ 200	\$ 1,600,000
	Building E	8,000	SF	\$ 200	\$ 1,600,000
	Building F	7,000	SF	\$ 200	\$ 1,400,000
	Building G	4,000	SF	\$ 200	\$ 800,000
	Building H	7,000	SF	\$ 200	\$ 1,400,000
	Building I	6,000	SF	\$ 200	\$ 1,200,000
	Building J	7,000	SF	\$ 200	\$ 1,400,000
	Building K	4,000	SF	\$ 200	\$ 800,000
	Building L	2,000	SF	\$ 200	\$ 400,000
	Mid-size Buildings (10K - 50K SF)				
	13,000 SQ. FT.	13,000	SF	\$ 150	\$ 5,100,000
	23,000 SQ. FT.	23,000	SF	\$ 150	\$ 3,450,000
	32,000 SQ. FT.	32,000	SF	\$ 150	\$ 4,800,000
	34,000 SQ. FT.	34,000	SF	\$ 150	\$ 25,500,000
	Big Box Buildings (100K - 250K SF)				
	130,000 SQ. FT.	130,000	SF	\$ 100	\$ 13,000,000
	170,000 SQ. FT.	170,000	SF	\$ 100	\$ 17,000,000
SUBTOTAL				\$	82,450,000
Construction Contingency (20%):				\$	16,490,000
TOTAL PROBABLE COST (2018 DOLLARS)					\$ 98,940,000

OPINIONS OF COST AND PROJECT FINANCIAL INFORMATION

CLIENT understands that J-U-B has no control over the cost of labor, materials, equipment or services furnished by others, the contractor(s)' methods of determining prices, nor bidding or market conditions. J-U-B's opinions of probable Project costs and construction, if any, are to be made on the basis of J-U-B's experience, and represent J-U-B's best judgment as a professional engineer, familiar with the construction industry. CLIENT understands and acknowledges that J-U-B cannot and does not guarantee that proposals, bids or actual Project or construction costs will not vary from opinions of probable cost prepared by J-U-B. J-U-B's Services to modify the Project to bring the construction costs within any limitation established by the CLIENT will be considered Additional Services and paid for as such by the CLIENT in accordance with the terms herein. CLIENT agrees that J-U-B is not acting as a financial advisor to the CLIENT and does not owe CLIENT or any third party a fiduciary duty pursuant to Section 15B of the Exchange Act with respect to J-U-B's professional services. J-U-B will not give advice or make specific recommendations regarding municipal securities or investments and is therefore exempt from registration with the SEC under the municipal advisors rule. CLIENT agrees to retain a registered financial municipal advisor as appropriate for Project financing and implementation.

PROPOSED PFURA "POST FALLS TECHNOLOGY DISTRICT"		
PROJECT REIMBURSEMENT PRIORITY LIST		
Project Name	Project Description	Estimated Total Cost
PRIORITY 1 PROJECTS - INTP and Shopping Center Public Infrastructure		
Zone A - INTP (TM Zoning)	Public infrastructure in Inland NW Technology Park (TM Zoning)	\$ 31,341,000
Zone B - INTP (CCS Zoning)	Public infrastructure in Inland NW Technology Park (CCS Zoning)	\$ 5,408,000
Zone C - Shopping Center	Public infrastructure in Shopping Center area	\$ 3,494,000
Subtotal =		\$ 40,243,000
PRIORITY 2 PROJECTS		
Meyer Alternative - North	Meyer Alternative North - added cost to upsize from planned 10" to 15" at deeper depth	\$ 300,000
Hwy 41 Pedestrian Tunnel	Pedestrian tunnel at location of existing RR crossing on Hwy 41 - north of Prairie Avenue	\$ 1,300,000
City - Rails to Trails	Multi-modal pedestrian facility on existing RR grade - east of Hwy 41 and north of Shopping Center	\$ 200,000
Foxtail Streets	Additional street widths for "Collector" streets (wider than typical development)	\$ 500,000
Entertainment Venue	Public/private entertainment venue	\$ 5,000,000
Subtotal =		\$ 7,300,000
ESTIMATED TOTAL =		\$ 47,543,000
POTENTIAL FUTURE PROJECTS		
Meyer Alternative - South	Meyer Alternative South sewer project	\$ 773,000
Horsehaven Trunk Main	Horsehaven Trunk Main from Hwy 41 to Meyer Alternative South	\$ 547,000
12th Avenue Lift Station	12th Avenue Lift Station Construction within EQ Basin	\$ 1,723,000
12th Ave LS - Force Main	Parallel 16-inch force mains from 12th Ave LS to City's Water Reclamation Facility	\$ 7,475,000
Subtotal =		\$ 10,518,000

Note:

This list is intended to be a guide only and not necessarily the specific order or sequence that projects are completed or funded.

APPENDICES

Appendix A – Project Costs

Appendix B – Idaho Code Section 50-2008

Appendix C – Notice of Public Hearing(s)

Appendix D – Resolution of Finding of Disadvantaged Border Community Area

Appendix E – Resolution Establishing Plan and Increment Area

Appendix F – Setting Public Hearing on Adoption of the District

Appendix G – Ordinance Adopting the Urban Renewal Plan and District Map

Appendix H – Owner Participation & Reimbursement Agreement (Formation of a Plan & District)

Appendix I – Owner Participation & Reimbursement Agreement (Existing Plan & District)

APPENDIX A – Project Costs

The following Engineer’s opinion of probable costs are calculated in 2018 dollars:

Priority 1 Projects – INTP and Shopping Center Public Infrastructure

Zone A	Public infrastructure including curb, roadways, sidewalk/trail, traffic Signals @ Hwy 41 and Harvest, Prairie and Charleville and Prairie and Cecil, City pedestrian facility, ¾ movement turn lanes, UPRR crossing, water, sanitary sewer, underground “dry” utilities, well, electrical transmission lines, electrical substation, etc.	\$ 31,341,000
Zone B	Public infrastructure including curb, roadways, sidewalk/trail, City pedestrian facility (west of Hwy 41), ¾ movement turn lanes, water, sanitary sewer, underground “dry” utilities, etc.	\$ 5,408,000
Zone C	Public infrastructure including curb, roadways, sidewalk, ¾ movement turn lanes, Prairie Avenue frontage improvements, traffic signal @ Prairie and Zorros, water, sanitary sewer, underground “dry” utilities, etc.	\$ 3,494,000

Priority 2 Projects

Meyer Alternative – North		\$ 300,000
	Additional cost to upsize from planned 10” to 15” at deeper depth	
Hwy 41 Pedestrian Tunnel		\$ 1,300,000
	Pedestrian tunnel at location of existing RR crossing on Hwy 41 North of Prairie Avenue	
City – Rails to Trails		\$ 200,000
	Multi-modal pedestrian facility on existing RR grade – east of Hwy 41 and north of Shopping Center	
Foxtail Streets	Additional street width for “Collector” streets (wider than typical development)	\$ 500,000
Entertainment Venue		\$ 5,000,000
	Public/private entertainment venue	

Potential Future Projects

Meyer Alternative – South	\$ 773,000
Meyer Alternative South sewer project	
Horsehaven Trunk Main	\$ 547,000
Horsehaven Trunk Main from Hwy 41 to Meyer Alternative South	
12th Avenue Lift Station	\$ 1,723,000
12 th Avenue Lift Station construction with EQ Basin	
12th Avenue LS – Force Main	\$ 7,475,000
Parallel 16-inch force mains from 12 th Avenue LS to the City's Water Reclamation Facility	

APPENDIX B – Idaho Code Section 50-2008

TITLE 50 MUNICIPAL CORPORATIONS CHAPTER 20 URBAN RENEWAL LAW

50-2008. PREPARATION AND APPROVAL OF PLAN FOR URBAN RENEWAL PROJECT. (a) An urban renewal project for an urban renewal area shall not be planned or initiated unless the local governing body has, by resolution, determined such area to be a deteriorated area or a deteriorating area or a combination thereof and designated such area as appropriate for an urban renewal project.

(b) An urban renewal agency may itself prepare or cause to be prepared an urban renewal plan, or any person or agency, public or private, may submit such a plan to an urban renewal agency. Prior to its approval of an urban renewal project, the local governing body shall submit such plan to the planning commission of the municipality, if any, for review and recommendations as to its conformity with the general plan for the development of the municipality as a whole. The planning commission shall submit its written recommendations with respect to the proposed urban renewal plan to the local governing body within sixty (60) days after receipt of the plan for review. Upon receipt of the recommendations of the planning commission, or if no recommendations are received within said sixty (60) days, then without such recommendations, the local governing body may proceed with the hearing on the proposed urban renewal project prescribed by subsection (c) hereof.

(c) The local governing body shall hold a public hearing on an urban renewal project, after public notice thereof by publication in a newspaper having a general circulation in the area of operation of the municipality. The notice shall describe the time, date, place and purpose of the hearing, shall generally identify the urban renewal area covered by the plan, and shall outline the general scope of the urban renewal project under consideration.

(d) Following such hearing, the local governing body may approve an urban renewal project and the plan therefor if it finds that (1) a feasible method exists for the location of families who will be displaced from the urban renewal area in decent, safe and sanitary dwelling accommodations within their means and without undue hardship to such families; (2) the urban renewal plan conforms to the general plan of the municipality as a whole; (3) the urban renewal plan gives due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety and welfare of children residing in the general vicinity of the site covered by the plan; and (4) the urban renewal plan will afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the urban renewal area by private enterprise: Provided, that if the urban renewal area consists of an area of open land to be acquired by the urban renewal agency, such area shall not be so acquired unless (1) if it is to be developed for residential uses, the local governing body shall determine that a shortage of housing of sound standards and design which is decent, safe and sanitary exists in the municipality; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the municipality, or (2) if it is to be developed for nonresidential uses, the local governing body shall determine that such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, which acquisition may require the exercise of governmental action, as provided in this act, because of defective or unusual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, economic disuse, unsuitable topography or faulty lot

layouts, the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area.

(e) An urban renewal plan may be modified at any time: Provided that if modified after the lease or sale by the urban renewal agency of real property in the urban renewal project area, such modification may be conditioned upon such approval of the owner, lessee or successor in interest as the urban renewal agency may deem advisable and in any event shall be subject to such rights at law or in equity as a lessee or purchaser, or his successor or successors in interest, may be entitled to assert.

(f) Upon the approval by the local governing body of an urban renewal plan or of any modification thereof, such plan or modification shall be deemed to be in full force and effect for the respective urban renewal area, and the urban renewal agency may then cause such plan or modification to be carried out in accordance with its terms.

(g) Notwithstanding any other provisions of this act, where the local governing body certifies that an area is in need of redevelopment or rehabilitation as a result of a flood, fire, hurricane, earthquake, storm, or other catastrophe respecting which the governor of the state has certified the need for disaster assistance under 42 U.S.C. section 5121, or other federal law, the local governing body may approve an urban renewal plan and an urban renewal project with respect to such area without regard to the provisions of subsection (d) of this section and the provisions of this section requiring a general plan for the municipality and a public hearing on the urban renewal project.

(h) Any urban renewal plan containing a revenue allocation financing provision shall include the information set forth in section [50-2905](#), Idaho Code.

History:

[50-2008, added 1965, ch. 246, sec. 8, p. 600; am. 2011, ch. 317, sec. 3, p. 914.]

**Appendix C – Notices of Public Hearing re: Comprehensive Plan Amendments,
Zoning Ordinance Amendments and Annexation**

- 1. P & Z Tech Zone – 3/21/18**
- 2. P & Z Annexation – 4/10/18**
- 3. City Council Tech Zone – 5/15/18**
- 4. City Council Annexation – 5/15/18**

**RESCHEDULED
NOTICE OF PUBLIC HEARING
PRAIRIE WEST CROSSING ANNEXATION
(File No. A-17-05)**

NOTICE IS HEREBY GIVEN that the Planning and Zoning Commission of Post Falls will hold a public hearing at City Hall, 408 Spokane Street, on the 10th of April, 2018 at 6:00 p.m., on a request to annex approximately 245 acres with a Technology Mixed (TM) Zoning Designation. The purpose of this Public Hearing before the Planning and Zoning Commission is to forward a recommendation of zoning to City Council.

The Technology Mixed (TM) zone provides for well-designed technological-industrial parks that can accommodate light industrial, technological, professional office together with limited commercial and residential uses that support a work, shop and live environment.

GENERAL LOCATION: Approximately 245 acres NW corner of HWY 41/Prairie Ave, between Hayden Avenue and Prairie Avenue, west of HWY 41.

LEGAL DESCRIPTION:

That portion of the E1/2 of Section 24 and the NE1/4 of Section 25, Township 51 North, Range 5 West, Boise Meridian, Kootenai County, Idaho, more particularly described as follows:

BEGINNING at the E1/4 corner of said Section 24; (from which the Northeast corner of said Section 24 bears North 01°01'59" East a distance of 2,640.05 feet); thence North 88°23'39" West along the south line of the NE1/4 of said Section 24, a distance of 1,340.74 feet, more or less, to the northeast corner of the W1/2 of the SE1/4 of said Section 24; thence South 01°01'31" West long the east line of said W1/2 of the SE1/4, and the extension thereof, a distance of 2,685.97 feet, more or less, to the southerly right-of-way line of Prairie Avenue; thence North 88°00'19" West along said right-of-way line, a distance of 1,340.20 feet, more or less, to the west line of said NE1/4 of Section 25; thence North 00°41'13" East along said west line, a distance of 55.00 feet, more or less, to the S1/4 corner of said Section 24; thence North 01°01'02" East along the west line of the E1/2 of said Section 24, a distance of 5,269.06 feet, more or less, to the N1/4 corner of said Section 24; thence South 88°14'31" East along the north line of the NE1/4 of said Section 24, a distance of 2,682.33 feet, more or less, to the NE corner of said Section 24; thence South 01°01'59" West along the east line of said NE1/4, a distance of 2,640.05 feet, more or less, to the POINT OF BEGINNING. Gross Area: 245 acres, more or less.

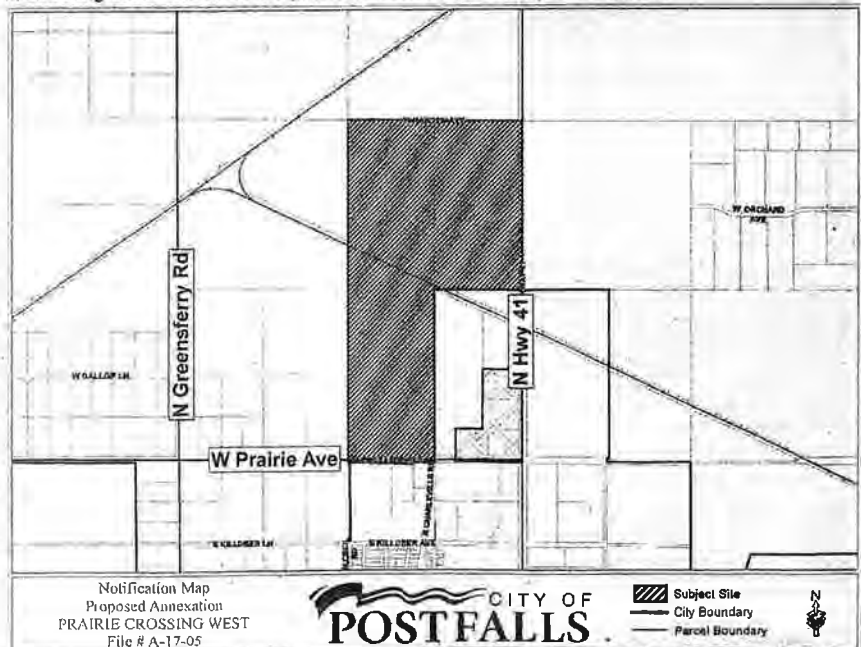
All persons desiring to be heard should appear at this hearing. Written testimony or comments may be sent to the City of Post Falls Planning Division, 408 Spokane Street, Post Falls, ID 83854, e-mail comments to phnotice@postfallsidaho.org. Persons are encouraged to submit any and all written comments by April 2, 2018 in order to be included in the Staff Report. If you plan to present documents, maps, or a presentation at the hearing, you must contact us by April 2, 2018 for the "Presentation Guidelines".

For comments after April 2, 2018 oral and written testimony may be provided during the public hearing and submitted into the record. Testimony may be limited to 4 minutes per person.

A complete file on this matter may be reviewed by the public in the Post Falls Planning Division located at 408 N. Spokane Street. Questions regarding this hearing can be directed to the Public Services Department (208) 773-8708.

A video is available on the Post Falls City website on "How to Testify at a Public Hearing" at <http://postfalls.pegcentral.com/>.

The City Hall Building is handicapped accessible and if any person needs special equipment to accommodate their disability please notify the City Media Center at least 24 hours in advance of the meeting date. The Media telephone number is 208-457-3341. Thank you.



CDA LEGAL 9262
MARCH 23, 2018

**NOTICE OF PUBLIC HEARING
PRAIRIE WEST COMPREHENSIVE PLAN AMENDMENT AND TITLE 18: ZONING TEXT
AMENDMENT
(File No. CPA-0001-2018 & RZNE-0002-2018)**

NOTICE IS HEREBY GIVEN that the City Council of Post Falls will hold a public hearing at City Hall, 408 Spokane Street, on the 15th of May, 2018 at 6:00 p.m., on a request to amend the Future Land Use Map within the Comprehensive Plan to identify an additional 245 acres approximately as Commercial.

In addition, a text amendment to Title 18: Zoning is being requested to add an additional Technology Mixed (TM) zoning district to Title 18.

Both requests require a Public Hearing before the Planning and Zoning Commission, of which the Planning and Zoning Commission will forward a recommendation to City Council. City Council at a later date will hear the proposed changes to the Comprehensive Plan and Zoning Ordinance as part of a separate Public Hearing and will render a decision at that time for both matters.

GENERAL LOCATION (Future Land Use Map Amendment): Approximately 245 acres NW corner of HWY 41/Prairie Ave, between Hayden Avenue and Prairie Avenue, west of HWY 41.

LEGAL DESCRIPTION:
That portion of the E1/2 of Section 24 and the NE1/4 of Section 25, Township 51 North, Range 5 West, Boise Meridian, Kootenai County, Idaho, more particularly described as follows:
BEGINNING at the E1/4 corner of said Section 24; (from which the Northeast corner of said Section 24 bears North 01°01'59" East a distance of 2,640.05 feet); thence North 88°23'39" West along the south line of the NE1/4 of said Section 24, a distance of 1,340.74 feet, more or less, to the northeast corner of the W1/2 of the SE1/4 of said Section 24; thence South 01°01'31" West long the east line of said W1/2 of the SE1/4, and the extension thereof, a distance of 2,685.97 feet, more or less, to the southerly right-of-way line of Prairie Avenue; thence North 88°00'19" West along said right-of-way line, a distance of 1,340.20 feet, more or less, to the west line of said NE1/4 of Section 25; thence North 00°41'13" East along said west line, a distance of 55.00 feet, more or less, to the S1/4 corner of said Section 24; thence North 01°01'02" East along the west line of the E1/2 of said Section 24, a distance of 5,269.06 feet, more or less, to the N1/4 corner of said Section 24; thence South 88°14'31" East along the north line of the NE1/4 of said Section 24, a distance of 2,682.33 feet, more or less, to the NE corner of said Section 24; thence South 01°01'59" West along the east line of said NE1/4, a distance of 2,640.05 feet, more or less, to the POINT OF BEGINNING.

Gross Area: 245 acres, more or less

All persons desiring to be heard should appear at this hearing. Written testimony or comments may be sent to the City of Post Falls Planning Division, 408 Spokane Street, Post Falls, ID 83854, e-mail comments to phnotice@postfallsidaho.org. Persons are encouraged to submit any and all written comments by **May 7, 2018** in order to be included in the Staff Report. If you plan to present documents, maps, or a presentation at the hearing, you must contact us by **May 7, 2018** for the "Presentation Guidelines".

For comments after **May 7, 2018** oral and written testimony may be provided during the public hearing and submitted into the record. Testimony may be limited to 4 minutes per person. A complete file on this matter may be reviewed by the public in the Post Falls Planning Division located at 408 N. Spokane Street. Questions regarding this hearing can be directed to the **Public Services Department (208) 773-8708**.

A video is available on the Post Falls City website on "How to Testify at a Public Hearing" at <http://postfalls.pegcentral.com/>

The City Hall Building is handicapped accessible and if any person needs special equipment to accommodate their disability please notify the City Media Center at least 24 hours in advance of the meeting date. The Media telephone number is 208-457-3341. Thank you.



CDA LEGAL 9444
AD#184180
APRIL 26, 2018

**CORRECTION
NOTICE OF PUBLIC HEARING
PRAIRIE CROSSING WEST COMPREHENSIVE PLAN AMENDMENT AND TITLE 18: ZONING
TEXT AMENDMENT
(File No. CPA-0001-2018 & RZNE-0002-2018)**

NOTICE IS HEREBY GIVEN that the City Council of Post Falls will hold a public hearing at City Hall, 408 Spokane Street, on the 15th of May, 2018 at 6:00 p.m., on a request to amend the Future Land Use Map within the Comprehensive Plan to identify an additional 245 acres approximately as Commercial.

In addition, a text amendment to Title 18: Zoning is being requested to add an additional Technology Mixed (TM) zoning district to Title 18.

GENERAL LOCATION (Future Land Use Map Amendment): Approximately 245 acres NW corner of HWY 41/Prairie Ave, between Hayden Avenue and Prairie Avenue, west of HWY 41.

LEGAL DESCRIPTION:

That portion of the E1/2 of Section 24 and the NE1/4 of Section 25, Township 51 North, Range 5 West, Boise Meridian, Kootenai County, Idaho, more particularly described as follows: BEGINNING at the E1/4 corner of said Section 24; (from which the Northeast corner of said Section 24 bears North 01°01'59"East a distance of 2,640.05 feet); thence North 88°23'39"West along the south line of the NE1/4 of said Section 24, a distance of 1,340.74 feet, more or less, to the northeast corner of the W1/2 of the SE1/4 of said Section 24; thence South 01°01'31"West long the east line of said W1/2 of the SE1/4, and the extension thereof, a distance of 2,685.97 feet, more or less, to the southerly right-of-way line of Prairie Avenue; thence North 88°00'19"West along said right-of-way line, a distance of 1,340.20 feet, more or less, to the west line of said NE1/4 of Section 25; thence North 00°41'13"East along said west line, a distance of 55.00 feet, more or less, to the S1/4 corner of said Section 24; thence North 01°01'02"East along the west line of the E1/2 of said Section 24, a distance of 5,269.06 feet, more or less, to the N1/4 corner of said Section 24; thence South 88°14'31"East along the north line of the NE1/4 of said Section 24, a distance of 2,682.33 feet, more or less, to the NE corner of said Section 24; thence South 01°01'59"West along the east line of said NE1/4, a distance of 2,640.05 feet, more or less, to the POINT OF BEGINNING. Gross Area: 245 acres, more or less.

All persons desiring to be heard should appear at this hearing. Written testimony or comments may be sent to the City of Post Falls Planning Division, 408 Spokane Street, Post Falls, ID 83854, e-mail comments to phnotice@postfallsidaho.org. Persons are encouraged to submit any and all written comments by May 7, 2018 in order to be included in the Staff Report. If you plan to present documents, maps, or a presentation at the hearing, you must contact us by May 7, 2018 for the "Presentation Guidelines".

For comments after May 7, 2018 oral and written testimony may be provided during the public hearing and submitted into the record. Testimony may be limited to 4 minutes per person.

A complete file on this matter may be reviewed by the public in the Post Falls Planning Division located at 408 N. Spokane Street. Questions regarding this hearing can be directed to the Public Services Department (208) 773-8708.

A video is available on the Post Falls City website on "How to Testify at a Public Hearing" at <http://postfalls.pegcentral.com/>

The City Hall Building is handicapped accessible and if any person needs special equipment to accommodate their disability please notify the City Media Center at least 24 hours in advance of the meeting date. The Media telephone number is 208-457-3341. Thank you.



CDA LEGAL 9473
AD#185547
APRIL 28, 2018

**NOTICE OF PUBLIC HEARING
PRAIRIE WEST CROSSING ANNEXATION
(File No. A-17-05)**

NOTICE IS HEREBY GIVEN that the City Council of Post Falls will hold a public hearing at City Hall, 408 Spokane Street, on the 15th of May, 2018 at 6:00 p.m., on a request to annex approximately 245 acres with a Technology Mixed (TM) Zoning Designation. The purpose of this Public Hearing before the Planning and Zoning Commission is to forward a recommendation of zoning to City Council.

GENERAL LOCATION: Approximately 245 acres NW corner of HWY 41/Prairie Ave, between Hayden Avenue and Prairie Avenue, west of HWY 41.

LEGAL DESCRIPTION:

That portion of the E1/2 of Section 24 and the NE1/4 of Section 25, Township 51 North, Range 5 West, Boise Meridian, Kootenai County, Idaho, more particularly described as follows:

BEGINNING at the E1/4 corner of said Section 24; (from which the Northeast corner of said Section 24 bears North 01°01'59" East a distance of 2,640.05 feet); thence North 88°23'39" West along the south line of the NE1/4 of said Section 24, a distance of 1,340.74 feet, more or less, to the northeast corner of the W1/2 of the SE1/4 of said Section 24; thence South 01°01'31" West along the east line of said W1/2 of the SE1/4, and the extension thereof, a distance of 2,685.97 feet, more or less, to the southerly right-of-way line of Prairie Avenue; thence North 88°00'19" West along said right-of-way line, a distance of 1,340.20 feet, more or less, to the west line of said NE1/4 of Section 25; thence North 00°41'13" East along said west line, a distance of 55.00 feet, more or less, to the S1/4 corner of said Section 24; thence North 01°01'02" East along the west line of the E1/2 of said Section 24, a distance of 5,269.06 feet, more or less, to the N1/4 corner of said Section 24; thence South 88°14'31" East along the north line of the NE1/4 of said Section 24, a distance of 2,682.33 feet, more or less, to the NE corner of said Section 24; thence South 01°01'59" West along the east line of said NE1/4, a distance of 2,640.05 feet, more or less, to the POINT OF BEGINNING.

Gross Area: 245 acres, more or less

All persons desiring to be heard should appear at this hearing. Written testimony or comments may be sent to the City of Post Falls Planning Division, 408 Spokane Street, Post Falls, ID 83854, e-mail comments to phnotice@postfallsidaho.org. Persons are encouraged to submit any and all written comments by May 7, 2018 in order to be included in the Staff Report. If you plan to present documents, maps, or a presentation at the hearing, you must contact us by May 7, 2018 for the "Presentation Guidelines".

For comments after May 7, 2018 oral and written testimony may be provided during the public hearing and submitted into the record. Testimony may be limited to 4 minutes per person.

A complete file on this matter may be reviewed by the public in the Post Falls Planning Division located at 408 N. Spokane Street. Questions regarding this hearing can be directed to the Public Services Department (208) 773-8708.

A video is available on the Post Falls City website on "How to Testify at a Public Hearing" at <http://postfalls.pegcentral.com/>

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CDA LEGAL 9445
AD#184204
APRIL 26 2018

Appendix D - Resolutions re: Deterioration and Competitively Disadvantaged Border Community Area

- 1. City Resolution 2005-06 – 4/5/05**
- 2. Agency Resolution 2018-03 – 6/12/18**
- 3. City Resolution 2018-08 – 7/17/18**

RESOLUTION NO. 2005-06

A RESOLUTION OF THE CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO DECLARING
THE AREA DESCRIBED HEREIN AS DETERIORATED AND/OR DETERIORATING AND A
COMPETITIVELY DISADVANTAGE BORDER AREA

WHEREAS, the city of Post Falls has reviewed a request by the representative of some of the property owners located along the Highway 41 corridor within the area highlighted on the map attached hereto as Exhibit A, attached hereto and incorporated herein by reference, to declare such area as deteriorated as defined in Idaho Code 50-2903(b); and

WHEREAS, the city council has evaluated the request with regards to the lack of adequate infrastructure, diversity of property ownership and lot sizes as well as the economic underdevelopment of the area together with the competitively disadvantaged character of the area relating to its proximity to the Washington state border.

NOW THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the city of Post Falls that the property along the Highway 41 corridor highlighted on Exhibit A is deteriorated and/or deteriorating and is in a competitively disadvantaged border area and is appropriate for an urban renewal project in the event that the city council elects to consider establishing this area for a project. This determination is based upon the following findings of the city council:


1. The land described in Exhibit A is located within the Post Falls city limits, consists of at least forty (40) acres and is situated within twenty-five (25) miles of the Washington-Idaho border.
2. The property owners are disadvantaged in their ability to attract economically viable business due to the deteriorated or deteriorating nature of the described property.
3. The property currently lacks adequate sewer and street infrastructure to service or foster economic development on those properties.
4. There is a diversity of ownership of the properties described herein and the properties have varying lot sizes, configurations and uses, thereby impeding the development of the property by one private individual or group of individuals.

DATED this 5 day of April, 2005.

Clay Larkin, Mayor

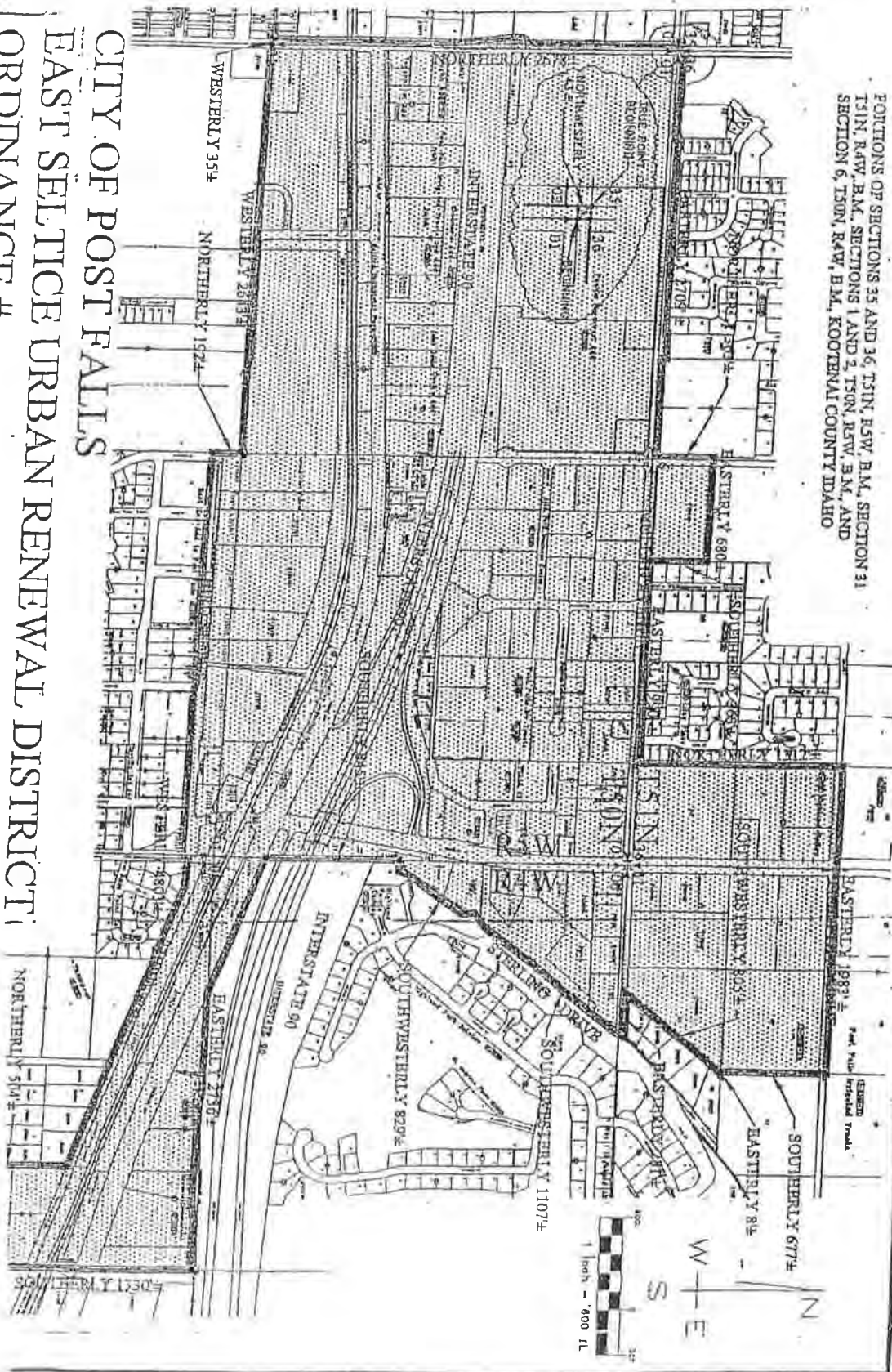


ATTEST:


Christene Pappas, City Clerk

PORTIONS OF SECTIONS 35 AND 36, T31N, R5W, B.M., SECTION 31
T31N, R4W, B.M., SECTIONS 1 AND 2, T30N, R5W, B.M., AND
SECTION 6, T30N, R4W, B.M., KOOTENAI COUNTY IDAHO

CITY OF POST FALLS EAST SELLICE URBAN RENEWAL DISTRICT ORDINANCE NO. 11



Resolution No. 2018 – 03

**A RESOLUTION OF THE POST FALLS URBAN RENEWAL AGENCY,
RECOMMENDING THE EXPANSION OF A DETERIORATED/DETERIORATING
AREA AND RECOMMENDING THE BOUNDARIES OF SUCH AREA.**

WHEREAS the Post Falls Urban Renewal Agency is a duly created and appointed urban renewal agency under the laws of the State of Idaho with the authority to recommend the expansion of a deteriorated/deteriorating area found to exist by the City Council of the City of Post Falls, and

WHEREAS the City Council did on March 21, 2002, in Resolution No. 2002-13, find that deterioration existed in a described area of East Post Falls, and

WHEREAS the City Council did on April 5, 2005, by Resolution 2005-06, declare a described area adjacent to the East Post Falls Urban Renewal District to be deteriorated and/or deteriorating, and a competitively disadvantaged border community area, hereinafter referred to as the expanded deteriorating area, and

WHEREAS the Post Falls Urban Renewal Agency and City Council have been asked to again declare portions of the expanded deteriorating area deteriorating or deteriorated along with an additional expanded deteriorating area pursuant to the Eligibility Report attached hereto as Exhibit A.

**NOW THEREFORE, BE IT RESOLVED BY THE POST FALLS URBAN RENEWAL
AGENCY AS FOLLOWS:**

Section 1. The Agency hereby makes the following findings:

- a. That the expanded deteriorating area and additional expanded deteriorating area do in fact exist.
- b. That the rehabilitation, conservation, redevelopment, or a combination thereof, of such areas is necessary in the interest of the public health, safety, morals or welfare of the residents of the City for the reasons set forth in the Eligibility Report.
- c. That the proposed boundaries of the newly proposed urban renewal district described in Exhibit B includes the expanded deteriorating area and the additional expanded deteriorating area.
- d. That a declaration of the expanded deteriorating area and additional expanded deteriorating area is necessary in order to create such newly proposed urban renewal district as required by Idaho law.

Section 2. The Post Falls Urban Renewal Agency does hereby recommend that the City Council declare the expanded deteriorating area and the additional expanded deteriorating area to be deteriorating or deteriorated pursuant to the Idaho Urban Renewal Law and Local Economic Development Act in order to accommodate the newly proposed urban renewal district described in Exhibit B. This resolution shall be effective upon its passage.

Passed by the Post Falls Urban Renewal Agency this 12th day of June, 2018.



Jerry Baltzell, Chairman

EXHIBIT "A"



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

June 4, 2018

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

RE: PROPOSED TECH PARK URBAN RENEWAL DISTRICT – REQUEST FOR STATUS OF DETERIORATION

Dear Mayor and Council,

On behalf of Beyond Green, Inc. (previously Prairie Crossing West, LLC), Coeur d'Alene Development (dba Foxtail) and the other property owners near Highway 41, J-U-B Engineers, Inc. (J-U-B) is respectfully requesting the City of Post Falls (the City) to declare the area commonly referred to as the proposed Inland Northwest Technology Park/Highway 41 Corridor as "deteriorated" as set forth in Chapter 50, Title 49 of Idaho Code. (See attached Legal Description and Exhibit Map.) It is the goal of the proponents to work with the City and the Post Falls Urban Renewal Agency to form an Urban Renewal District (URD) for the project area in order to use tax increment financing to foster business growth and job creation in Post Falls. As you are aware, a declaration of deterioration is the first step in the creation of an URD. The area is underdeveloped due to diverse ownership, lack of infrastructure, and is competitively disadvantaged due to its proximity to the Washington/Idaho state border.

A portion of the subject area was previously declared deteriorated by the City on April 5, 2005 (Resolution 2005-06). However, a small portion of the area was not in the City limits at the time. Therefore, the City Council would be reaffirming a prior decision to declare said areas deteriorated which are now, or will be in the City limits by the time the request is heard by the Council, as the City has obtained a transfer of Power Authority from the Kootenai County Commissioners pursuant to Idaho Code Section 50-290-6 (3) b.

As you're aware, much of the area is subject to sewer surcharge fees in addition to normal Capital Improvement Program (CIP) Fees required at the building permit. The surcharge fees are to fund the 12th Avenue Sewage Lift Station and a force sewer main from 12th Avenue and Highway 41 to the City's treatment plant on the west side of the City. The surcharge fees are significant and may hinder residential growth in the subject area where the City, Fire and School Districts, and Idaho Transportation Department (ITD) have planned for growth in Comprehensive, Sewer, Fire Protection, and Transportation Plans. The surcharges are extensive on commercial users and may create a competitive disadvantage to the Technology Park against other regional and national business parks.

In addition to sewer improvements, the overarching goal of the potential Urban Renewal District is to fund public infrastructure improvements in the Technology Park, and supporting area, that will foster business growth and create property and sales tax revenue, which will offset the cost of services for residential growth. It will additionally create employment opportunities for the residents of Post Falls and the surrounding communities. The Urban Renewal District designation may also be used to meet State and Federal Grants matching fund requirements that the City and/or the Developers may seek.

As mentioned previously, we understand the first step in creating an URD under the Idaho Local Economic Development Act is for the Post Falls City Council to find that the subject area is a "deteriorated area". After a status of deterioration has been made by the Council, we may then proceed with the Urban Renewal Plan, which will be presented to the public, agencies, Urban Renewal Agency, Planning Commission and Council for review, comment and a decision on the plan's feasibility.

Idaho Code Section 50-2903 (8) b and c defines a Deteriorated Areas as:

- (b) Any area which by reason of the presence of substantial number of deteriorated or deteriorating structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, unsanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership...
- (c) Any area which is predominately open and which because of obsolete platting, diversity of ownership, deterioration of structures or improvements, or otherwise, results in economic underdevelopment of the area, or substantially impairs or arrests the sound growth of a municipality...

In response, the following conditions are found within, and near the project area:

- Inadequate and unsafe public right-of-way
- Lack of traffic circulation
- Lack of infrastructure
- Lack of maintenance of public and private property (blight)
- Lack of amenities
- Business closures
- Physical separation by Highway 41
- Inaccessible/unfriendly to pedestrians
- Low development densities
- Lack of identity
- Lack of commercial diversity

Based on Idaho Code and the conditions which physically exist within the project area, the subject area is a deteriorated area. Furthermore, the subject area has no dissimilar conditions to the area included in the East Post Falls Urban Renewal District, which already extends to Prairie Avenue and Highway 41, primarily on the west side of the Highway. As such, we respectfully request approval of the status of deterioration at your next available City Council meeting.

Sincerely,

J-U-B ENGINEERS, Inc.



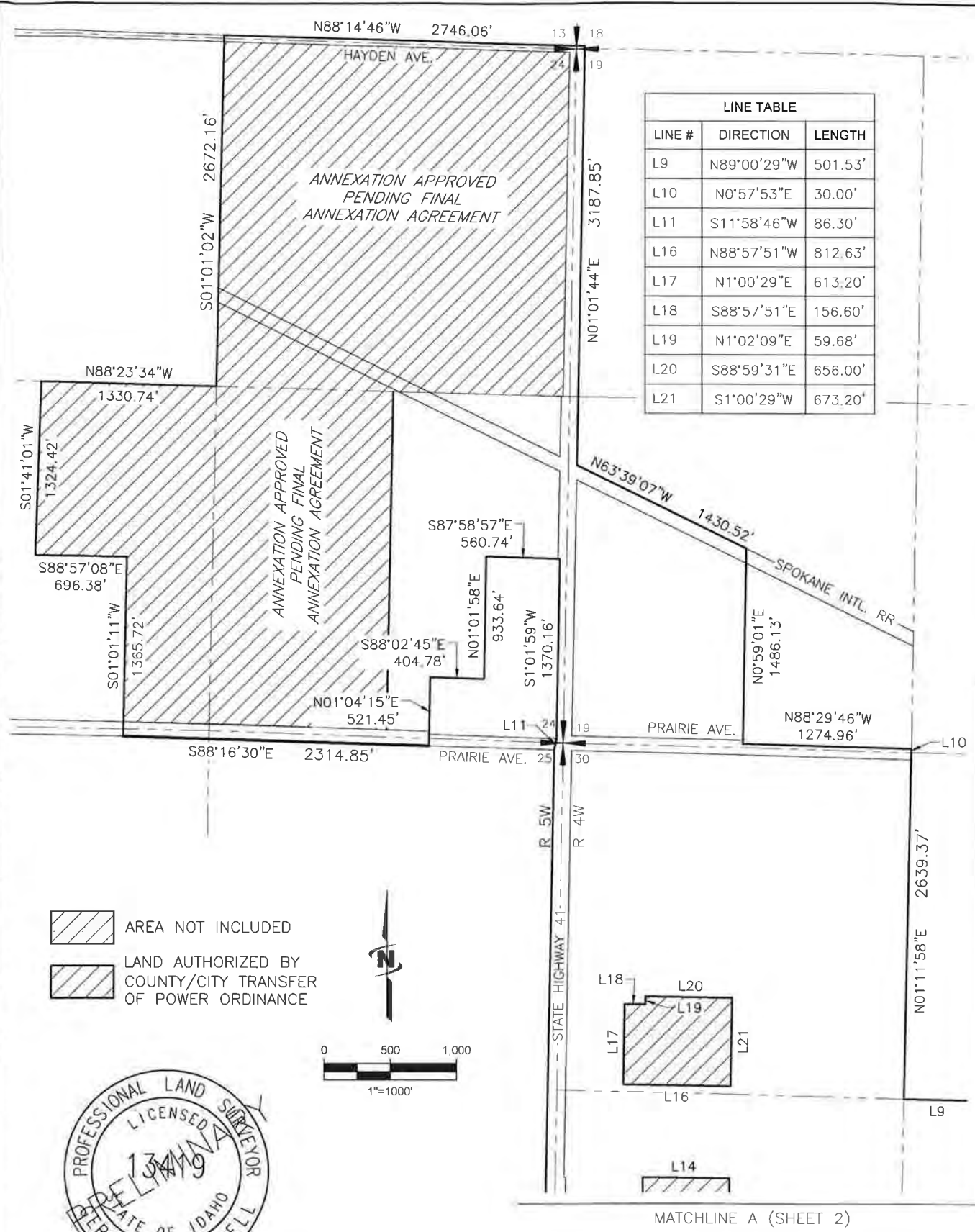
Brad Marshall, Planner
Senior Project Manager

Enclosures

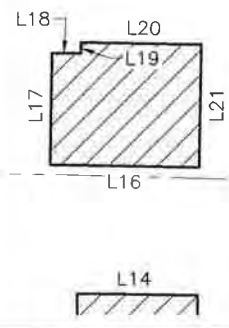
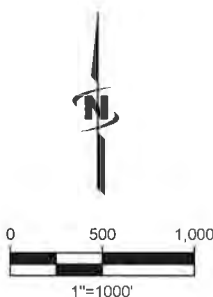
cc: Beyond Green, Inc. (Prairie Crossing West, LLC)
Coeur d'Alene Development (Foxtail), LLC
Jerry Baltzell, Chairman Post Falls Urban Renewal Agency

EXHIBIT "B"

Plot Date: 6/11/2018 I:\CD\FILES\PUBLIC\PROJECTS\JUB\20-18-019 BEYOND GREEN INC\CAD\SURVEY\MODEL\PF URD BOUNDARY.DWG



- AREA NOT INCLUDED
- LAND AUTHORIZED BY COUNTY/CITY TRANSFER OF POWER ORDINANCE

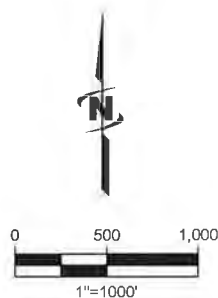


MATCHLINE A (SHEET 2)

MATCHLINE B (SHEET 2)

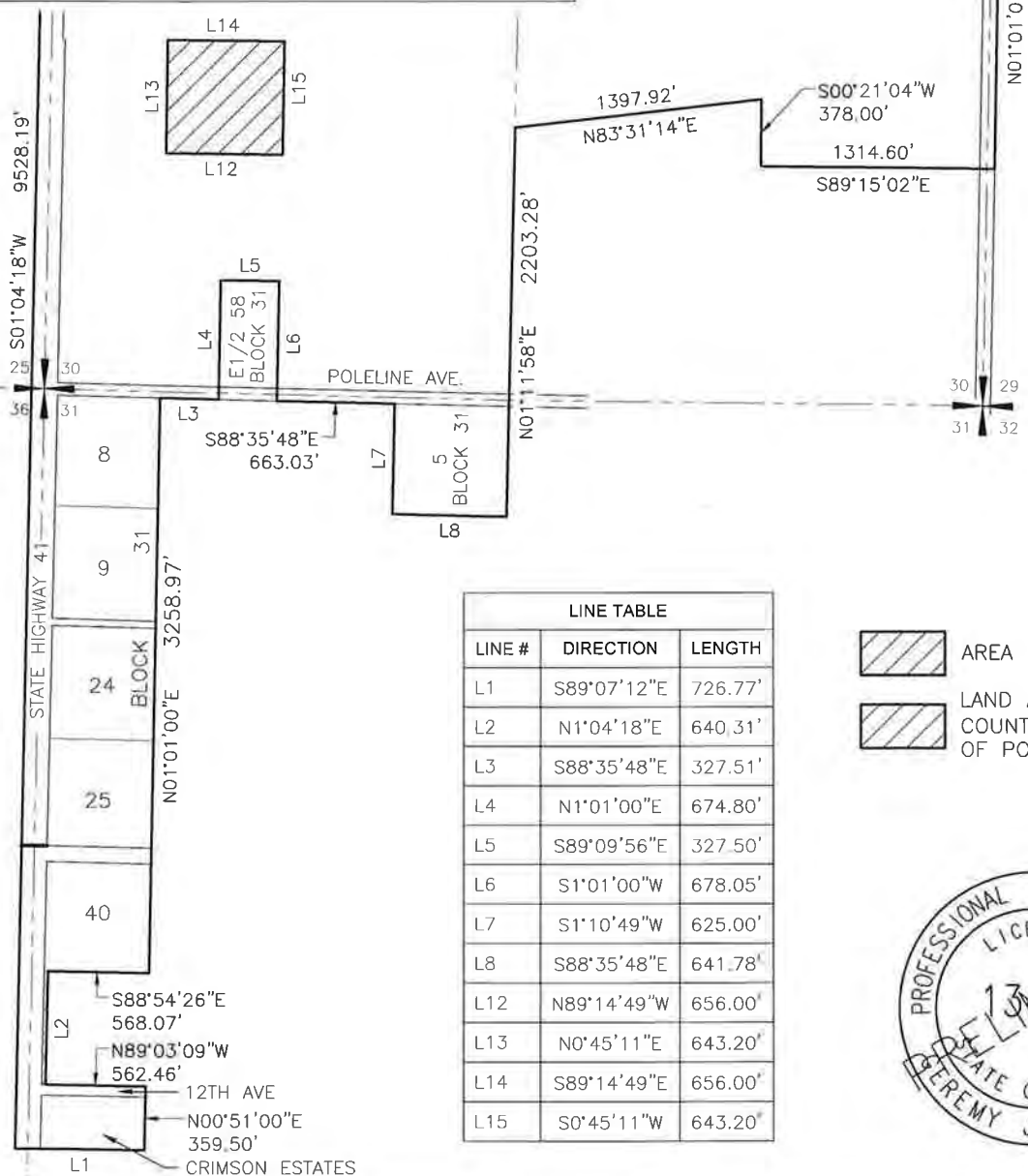


CITY OF POST FALLS
URD BOUNDARY
 A PORTION OF SECTIONS 18, 19, 29, 30, AND 31, T 51N, R 4W, B.M.,
 AND SECTIONS 13, 24, 25, AND 36, T 51N, R 5W, B.M.,
 CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO



MATCHLINE A (SHEET 1)

MATCHLINE B (SHEET 1)



LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S89°07'12"E	726.77'
L2	N1°04'18"E	640.31'
L3	S88°35'48"E	327.51'
L4	N1°01'00"E	674.80'
L5	S89°09'56"E	327.50'
L6	S1°01'00"W	678.05'
L7	S1°10'49"W	625.00'
L8	S88°35'48"E	641.78'
L12	N89°14'49"W	656.00'
L13	N0°45'11"E	643.20'
L14	S89°14'49"E	656.00'
L15	S0°45'11"W	643.20'

AREA NOT INCLUDED
LAND AUTHORIZED BY
COUNTY/CITY TRANSFER
OF POWER ORDINANCE



CITY OF POST FALLS URD BOUNDARY

A PORTION OF SECTIONS 18, 19, 29, 30, AND 31, T 51N, R 4W, B.M.,
AND SECTIONS 13, 24, 25, AND 36, T 51N, R 5W, B.M.,
CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO

RESOLUTION NO. 18-08

**A RESOLUTION OF THE CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO,
DECLARING THE AREA DESCRIBED HEREIN AS DETERIORATED AND/OR
DETERIORATING AND A COMPETITIVELY DISADVANTAGED BORDER AREA**

WHEREAS, the Post Falls City Council found, in Resolution No. 2002-13, that an area of deterioration exists in east Post Falls; and

WHEREAS, the City Council again found, in Resolution 2005-06, that an additional area of deterioration exists in east Post Falls and that the area is a competitively disadvantaged border community area; and

WHEREAS, the Post Falls Urban Renewal Agency adopted Resolution 2018-03 on June 12, 2018 recommending that the City of Post Falls declare additional areas in east Post Falls to be deteriorated/deteriorating pursuant to the Idaho Urban Renewal Law and Local Economic Development Act; and

WHEREAS, JUB Engineers has submitted an eligibility report to the City of Post Falls dated July 9, 2018, attached hereto as Exhibit A and by this reference incorporated herein, finding elements of deterioration in the newly proposed urban renewal district described in Exhibit B, which by this reference is incorporated herein; and

WHEREAS, under I.C. 50-2018(9), the definition of a deteriorating area shall not apply to any agricultural operation as defined in I.C. 22-4502(1) absent the consent of the owner of the agricultural operation except for an agricultural operation that has not been used for 3 consecutive years; and

WHEREAS, consent has been obtained from 3 owners of property that may qualify as an agricultural operation and additional analysis regarding other areas that may contain agricultural areas continues and additional requests for consent are expected prior to the creation of any new urban renewal area; and

WHEREAS, Idaho Code Section 50-2018(18) states that an urban renewal agency cannot exercise jurisdiction over any area outside the city limits without the approval of the county declaring a need for an urban renewal plan for the proposed area; and

WHEREAS, the Kootenai County Board of Commissioners are expected to authorize a resolution finding a need to include those areas that are currently outside the Post Falls city limits in an urban renewal area prior to the creation of any new urban renewal area; and

WHEREAS, the city council has evaluated the request of the Post Falls Urban Renewal Agency with regards to the lack of adequate infrastructure, diversity of property ownership and lot sizes as well as the economic underdevelopment of the area together with the competitively disadvantaged character of the area relating to its proximity to the Washington state border.

NOW THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the City of Post Falls that the property depicted in Exhibit B is deteriorated and/or deteriorating and is in a

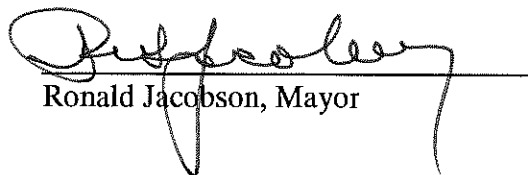
competitively disadvantaged border area and is appropriate for an urban renewal project in the event that the city council elects to consider establishing this area for a project. This determination is based upon the following findings of the city council:

1. The land described in Exhibit B is located within the Post Falls city limits, consists of at least forty (40) acres and is situated within twenty-five (25) miles of the Washington-Idaho border.
2. Those areas that are not currently within the Post Falls city limits are pending annexation into the city and the Kootenai County Board of Commissioners are expected to adopt a resolution finding a need to include these areas within an urban renewal area in the event that the city council elects to establish such an area.
3. That any areas outside the Post Falls city limits at the time an urban plan is formally submitted to the city of Post Falls for review will not be included in the urban renewal area unless the Kootenai County Board of Commissioners have adopted a resolution finding a need to include that property within the proposed urban renewal area.
4. That the required consents from all owners of agricultural operations within the proposed urban renewal area must be submitted to the city of Post Falls prior to the formal presentation of an urban renewal plan for the area.
5. The property owners are disadvantaged in their ability to attract economically viable business due to the deteriorated or deteriorating nature of the described property.
6. The property currently lacks adequate sewer and street infrastructure to service or foster economic development on those properties.
7. There is a diversity of ownership of the properties described herein and the properties have varying lot sizes, configurations and uses, thereby impeding the development of the property by one private individual or group of individuals.


APPROVED by the City Council on this 15th day of July, 2018.



CITY OF POST FALLS


Ronald Jacobson, Mayor

ATTEST:



Shannon Howard, City Clerk

Appendix E – Resolution Establishing Plan and Revenue Allocation Area

- 1. Agency Resolution 2018-05 – 8/07/18**
- 2. P&Z Resolution 18-02 Determining conformity of the Plan with the City of Post Falls Comprehensive Plan – 8/14/18**

Resolution No. 2018 – 05

A RESOLUTION OF THE POST FALLS URBAN RENEWAL AGENCY, APPROVING THE POST FALLS TECHNOLOGY DISTRICT URBAN RENEWAL PLAN AND REVENUE ALLOCATION AREA; RECOMMENDING APPROVAL THEREOF BY THE CITY COUNCIL OF THE CITY OF POST FALLS; MAKING CERTAIN FINDINGS AND CONCLUSIONS IN SUPPORT THEREOF; PROVIDING AN EFFECTIVE DATE; AND PROVIDING FOR OTHER MATTERS PROPERLY RELATING THERETO.

WHEREAS the City of Post Falls has, by Resolution Nos. 2005-06 and 2018-08, determined that the Post Falls Technology District Urban Renewal Area is deteriorated, deteriorating and/or a competitively disadvantaged border community area, and designated the same as appropriate for urban renewal projects;

WHEREAS the Post Falls Urban Renewal Agency is a duly created and appointed urban renewal agency under the laws of the State of Idaho with the authority to recommend the adoption by the City Council of the City of Post Falls, of an urban renewal plan for urban renewal projects;

WHEREAS the Post Falls Urban Renewal Agency has prepared an urban renewal plan for the Post Falls Technology District pursuant to Title 50, Chapters 20 & 29, Idaho Code (the "Plan"); and

WHEREAS, the Plan will include revenue allocation financing in order to pay for the costs of urban renewal projects.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE POST FALLS URBAN RENEWAL AGENCY AS FOLLOWS:

Section 1. The Agency hereby makes the following findings:

- a. The area of the Plan has been previously declared by the City of Post Falls to be a deteriorated, deteriorating and/or a competitively disadvantaged border community area;
- b. The Plan provides for varying workable methods to remediate the described deterioration and prevent future deterioration, and contains the necessary elements required by Idaho law, including but not limited to an economic feasibility study which finds that the estimated tax increment revenue is sufficient to repay the debt to be incurred to provide the improvements described within the Plan;
- c. The Plan specifically indicates the type of improvements and rehabilitation projects that are proposed to be carried out, including land uses, densities, building requirements, methods of financing, and a revenue allocation provision.
- d. The Plan describes the Post Falls Technology District Urban Renewal Area and Revenue Allocation Area by a metes and bounds description, along with a map prepared in a draftsmanlike manner as required by Idaho Code;
- e. The Plan conforms to the general plan of the City of Post Falls, and is in conformance with the City's Comprehensive Plan;
- f. The Plan does not anticipate the displacement of any families; and

- g. The Plan will enhance public recreational facilities and activities within the City, encourage private enterprise, and will afford maximum opportunity, consistent with the sound needs of the City as a whole, to facilitate the long term growth of the tax base.

Section 2. The Post Falls Urban Renewal Agency does hereby approve the Post Falls Technology District Urban Renewal Plan and Revenue Allocation Area, with a term of twenty (20) years, and recommends formal approval thereof by the City Council of the City of Post Falls as required by Idaho law. This Resolution shall be effective upon its passage.

Passed by the Post Falls Urban Renewal Agency this 7th day of August, 2018.



Jerry Baltzell, Chairman

RESOLUTION NO. 18- 02

**RESOLUTION OF THE POST FALLS PLANNING AND ZONING COMMISSION
RELATING TO THE PROPOSAL TO CREATE THE POST FALLS TECHNOLOGY
URBAN RENEWAL DISTRICT**

WHEREAS, The Post Falls Urban Renewal Agency (hereinafter “Agency”) has submitted a proposed Post Falls Technology Urban Renewal Plan (hereinafter “Plan”) to the city of Post Falls. The City Council, through the Mayor, has referred the Plan to the Post Falls Planning and Zoning Commission for review and recommendations concerning the conformity of the Plan with the general plan for the development of the municipality known as the 2010 City of Post Falls Comprehensive Plan; and

WHEREAS, the staff of the Post Falls Planning and Zoning Commission has reviewed the Plan, attached to this Resolution as Exhibit 1 and has determined that the Plan is in all respects in conformity with the 2010 City of Post Falls Comprehensive Plan; and

WHEREAS, the Post Falls Planning and Zoning Commission met in a duly noticed public meeting on August 14, 2018 to consider the Plan; and

WHEREAS, the Post Falls Planning and Zoning Commission has reviewed the Plan for conformity with the 2010 City of Post Falls Comprehensive Plan.

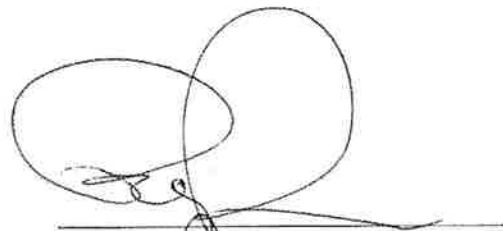
NOW THEREFORE, BE IT RESOLVED BY THE POST FALLS PLANNING AND ZONING COMMISSION:

Section 1. That the Plan is in all respects in conformity with the 2010 City of Post Falls Comprehensive Plan.

Section 2. That the clerk of the Planning and Zoning Commission is directed to provide this signed Resolution of the Planning and Zoning Commission to the Post Falls City Council evidencing this Commission’s determination that the Plan is consistent with the 2010 City of Post Falls Comprehensive Plan.

Section 3. That this Resolution shall be in full force and effect immediately upon its adoption and approval.

APPROVED by the Post Falls Planning and Zoning Commission on this 14th day of August 2018.


Chairperson

ATTEST:


Amber Blanchette, Planning and Zoning Commission Clerk

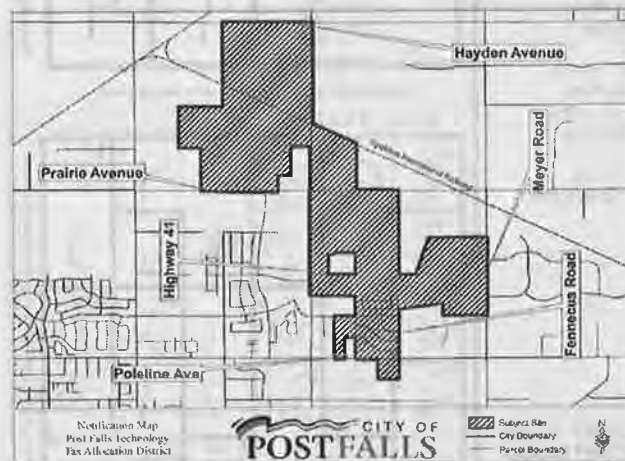
Appendix F – Notice of Public Hearing on Adoption of the District

1. City Council – 10/16/18

NOTICE OF PUBLIC HEARING

Notice is hereby given that on October 16, 2018 the Post Falls City Council will hold a public hearing, pursuant to I.C. 50-2008(c) and I.C. 50-2906, beginning at 6:00 p.m. in the Post Falls City Council Chambers, 408 N. Spokane Street, Post Falls, Idaho, to consider adoption of the Post Falls Technology District Urban Renewal Plan and Revenue Allocation Area depicted below and available for review at City Hall by contacting Shannon Howard, City Clerk at (208) 457-3328.

MAP:



The general scope of the Plan is to stimulate the development of a High Tech Industrial Park in the northeast portion of the City of Post Falls, enhance this potential site for commercial development and expansion, create and expand public infrastructure and public facilities within the entire Urban Renewal District, enhance and improve transportation routes and collector streets within the District to enhance future development, strengthen the District and enhance related commercial development and support within the Project Area, and to provide commercial and recreational facilities for the residents of Post Falls and visitors.

The Post Falls Technology District Urban Renewal Plan and competitively disadvantaged border community area contains a revenue allocation provision that will cause property taxes resulting from any increases in equalized assessed valuation in excess of the equalized assessed valuation as shown on the base assessment roll to be allocated to the agency for urban renewal and competitively disadvantaged border community area purposes. An agreement on administration of a revenue allocation financing provision extending beyond the municipal boundary of the authorized municipality has been negotiated with the cooperating county having extraterritorial power and that the agreement will be formalized by a transfer of power ordinance adopted by that county.

The City Council will also be considering the first through third readings of an Ordinance adopting the Post Falls Technology Urban Renewal Plan. At the hearing date, time and place noted above, all persons interested in the above matters may appear and be heard. Written comments will also be accepted. Comments should be direct to the Post Falls City Clerk. Written comments should be submitted prior to the hearing date.

The hearing will be held in a handicapped accessible facility. All information presented in the hearing will also be available upon advance request in a form usable by persons with hearing or visual impairments, individuals with other disabilities may receive assistance by contacting the city 24 hours prior to the hearing.

CDA LEGAL 297

AD# 225862

SEPTEMBER 12, 2018

Appendix G – Ordinance Adopting the Urban Renewal Plan and District Map

1. Ordinance No. – 10/16/18

**Appendix H – Owner Participation & Reimbursement Agreement
(Formation of a Plan and District)**

POST FALLS URBAN RENEWAL AGENCY

Owner Participation and Reimbursement Agreement (Formation of a Plan & District)

THIS AGREEMENT made and entered into this ____ day of _____, 20____, by and between the POST FALLS URBAN RENEWAL AGENCY, an Idaho urban renewal agency, P.O. Box 236, Post Falls, ID, 83877-0236, hereinafter referred to as the Agency, and _____,

a _____, of _____, hereinafter referred to as the Participant.

WITNESSETH:

WHEREAS the Agency is an independent public body, corporate and politic, and is an Idaho urban renewal agency created by and existing under the authority of and pursuant to the Idaho Urban Renewal Law of 1965, being Idaho Code, Title 50, Chapter 20, and the Local Economic Development Act of 1988, being Idaho Code, Title 50, Chapter 29, as amended and supplemented, hereinafter collectively referred to as the Act, and

WHEREAS the Participant has requested that the Agency design an urban renewal plan for a defined area found by the Post Falls Urban Renewal Agency to be a disadvantaged Border Community pursuant to Resolution No. _____, on the ____ day of _____, _____, and to establish an urban renewal district, hereinafter referred to as the Plan and the District, and

WHEREAS the Participant owns or controls real property located within the boundaries of the proposed District, and more specifically described in Exhibit A, attached hereto and incorporated by reference herein, and hereinafter referred to as the Site, and

WHEREAS the Participant intends to construct public infrastructure improvements on the Site, as more specifically described in Exhibit B, attached hereto and incorporated by reference herein, and hereinafter referred to as the Project, and

WHEREAS the Agency has reviewed the elements of the Project and feels that the Project would enhance the redevelopment and revitalization of the proposed District pursuant to the provisions of the proposed Plan, and

WHEREAS the Agency and the Participant seek to cooperate in the construction of public infrastructure improvements, and

WHEREAS until such time as the Project is completed the tax increment revenues from the District would be insufficient to pay for construction of the Project, and

WHEREAS the Participant is willing to construct and pay for the Project with the expectation of being reimbursed from future tax increment revenues received by the Agency from the District as those revenues are received, and

WHEREAS the Parties seek to memorialize understandings relating to the conditions associated with Agency funded reimbursement.

NOW, THEREFORE, in consideration of the mutual benefits to be derived herefrom, the Parties agree as follows:

1. **EFFECTIVE DATE:** The effective date of this Agreement shall be the date first above-written, and shall continue until all obligations of each Party are completed or until the termination of the Plan, whichever shall first occur.
2. **PUBLIC INFRASTRUCTURE AND OTHER PUBLIC FACILITIES:** The Parties agree that the public infrastructure and other public facilities and their estimated costs that are the subject of this Agreement are those listed on Exhibit C, attached hereto and incorporated by reference herein, and hereinafter referred to as the Agency Funded Public Improvements. Any other public improvements that are constructed by the Participant as part of the Project are not eligible for reimbursement pursuant to this Agreement.
3. **CONSTRUCTION OF AGENCY FUNDED PUBLIC IMPROVEMENTS:** The participant agrees to construct the Agency Funded Public Improvements consistent with the following:
 - 3.1. The improvements to be constructed shall be in accordance with the overall City infrastructure plans, policies, and design standards.
 - 3.2. Prior to commencing construction, all necessary permits will be obtained by the Participant.
 - 3.3. Construction and quality control inspections shall be provided by the Participant's engineer of record.
4. **CONDITIONS:** In consideration for the commitments presented by the Participant, the Agency agrees to continue to proceed with reimbursement for the Agency Funded Public Improvements, subject to the following conditions:
 - 4.1. The Participant shall comply with the City of Post Falls design review approvals and all applicable local, state and federal laws.
 - 4.2. The Participant shall submit a Project schedule to the Agency upon completion of City approvals.
 - 4.3. The Participant shall complete improvements as described in Exhibit C and any attachments to Exhibit C.

- 4.4. The Participant shall allow the Agency or its agent to review the final design and construction of the Project.
- 4.5. The Participant agrees to invoice the Agency per the cost of the items to be reimbursed for review by the Agency, with reimbursement to be based upon completion and final inspection by the Agency or its agent, and the availability of tax increment revenues for the District.
- 4.6. The Participant agrees to tender to the Agency the Agency's costs for design and adoption of the Plan, estimated to be approximately FIFTEEN THOUSAND DOLLARS (\$15,000.00), which amount shall be considered a reimbursable Participant Advance, hereinafter described.
- 4.7. The Participant shall complete the Project improvements on or before the ____ day of _____, _____.
5. INITIAL CONSTRUCTION FUNDING: The Participant shall pay for all of the costs of installation of the Agency Funded Public Infrastructure set forth in Exhibit C and previously approved by the Agency, hereinafter referred to as Participant Advances.
6. REIMBURSEMENT OF PARTICIPANT ADVANCES: The Participant shall be entitled to reimbursement of Participant Advances subject to the following conditions and understandings:
- 6.1. It is the understanding of the Parties that the Participant shall only be paid the reimbursement of Participant Advances from the tax increment revenues of the District directly resulting from the Project improvements being made by the Participant. If for any reason tax increment revenues anticipated to be received by the Agency are insufficient or curtailed, the Agency shall not be obligated to use other sources of revenue to make reimbursements to the Participant.
- 6.2. It is the understanding of the Parties that tax increment revenues received by the Agency for the District will first be used in the following manner and order:
- 6.2.1. To reimburse the Participant for the prepaid costs of designing and adopting the Plan (above-discussed).
- 6.2.1. To reimburse the Agency for the costs of amending the Plan and/or any remaining unpaid costs of designing or adopting the Plan.
- 6.2.3. For the payment of the District's annual contribution to the administrative costs of the Agency.
- 6.2.4. For the repayment of any outstanding debt of the District.
- 6.2.5. For the payment into a district wide reserve account pursuant to the policies of the Agency, and
- 6.2.6. For the reimbursement of Participant Advances.

The Participant acknowledges that the Agency has provided the Participant with copies of the Agency's policies concerning the use of tax increment revenue and cost reimbursement.

- 6.3. The Participant is aware that the Agency intends to conduct an annual review of the performance of both the Plan and the District, and reserves the right within the sole discretion of the Agency to make adjustments to the Plan, including the ability to terminate a non-performing plan.

7. MISCELLANEOUS:

- 7.1 The Participant shall provide the Agency with proof that the Participant and its agents have adequate liability and workers compensation insurance.
- 7.2 The Participant agrees to indemnify and hold harmless the Agency from any and all liability and/or obligations not specifically provided for in this Agreement to be performed by the Agency with reference to the Project.
- 7.3 The Participant does hereby grant to the Agency and its agents a right of access to the Project area for the purposes of inspections.
- 7.4 The Participant agrees at the appropriate time to convey title to Agency Funded Public Infrastructure either to the Agency or to the City of Post Falls.
- 7.5. The Parties agree that this Agreement does not establish a partnership or joint venture relationship between the Parties.
- 7.6. The rights and obligations provided for in this Agreement may not be assigned.
- 7.7. This Agreement shall be construed and enforced under the laws of the State of Idaho, with any enforcement action to be brought in Kootenai County, Idaho. The prevailing party in any action shall be entitled to attorneys fees and costs.
- 7.8. The Parties agree that this Agreement is the entire agreement between the Parties, and is binding upon their successors.

IN WITNESS WHEREOF, the Parties have set their hands effective the date first above-written.

POST FALLS URBAN RENEWAL AGENCY
an Idaho urban renewal agency

By: _____
Chairman

PARTICIPANT:

By: _____

SAMPLE

**Appendix I – Owner Participation & Reimbursement Agreement
(Existing Plan and District)**

OWNER PARTICIPATION AND REIMBURSEMENT AGREEMENT
(Existing Plan & District)

THIS AGREEMENT made and entered into this ____ day of _____, 20____,
by and between the POST FALLS URBAN RENEWAL AGENCY, an Idaho urban renewal agency,
P.O. Box 236, Post Falls, ID, 83877-0236, hereinafter referred to as the Agency, and _____
a _____, of _____,
hereinafter referred to as the Participant.

WITNESSETH:

WHEREAS the Agency is an independent public body, corporate and politic, and is an Idaho urban renewal agency created by and existing under the authority of and pursuant to the Idaho Urban Renewal Law of 1965, being Idaho Code, Title 50, Chapter 20, and the Local Economic Development Act of 1988, being Idaho Code, Title 50, Chapter 29, as amended and supplemented, hereinafter collectively referred to as the Act, and

WHEREAS the Post Falls City Council did on _____, 20____, pass Ordinance No. _____,
duly adopting the _____ Urban Renewal Plan and created the _____ Urban
Renewal District, and

WHEREAS the Participant owns or controls real property located within the boundaries of the District, and more specifically described in **Exhibit A**, attached hereto and incorporated by reference herein, and hereinafter referred to as the Site, and

WHEREAS the Participant intends to construct public infrastructure improvements on the Site, as more specifically described in **Exhibit B**, attached hereto and incorporated by reference herein, and hereinafter referred to as the Project. A detailed list of the proposed improvements associated with the Project is attached hereto as **Exhibit C**. Detailed illustrations of these proposed improvements are attached hereto as Exhibit D, and

WHEREAS the Agency has reviewed the elements of the Project and feels that the Project would enhance the redevelopment and revitalization of the District pursuant to the provisions of the Plan, and

WHEREAS the Agency and the Participant seek to cooperate in the construction of public infrastructure improvements, and

WHEREAS until such time as the Project is completed the tax increment revenues from the District would be insufficient to pay for construction of the Project, and

WHEREAS the Participant is willing to construct and pay for the Project with the expectation of being reimbursed from future tax increment revenues received by the Agency from the District as those revenues are received, subject to repayment of existing Agency obligations within the District as hereinafter provided for in Section 6 of this Agreement, and

WHEREAS the Parties seek to memorialize understandings relating to the conditions associated with Agency funded reimbursement.

NOW, THEREFORE, in consideration of the mutual benefits to be derived herefrom, the Parties agree as follows:

1. **EFFECTIVE DATE:** The effective date of this Agreement shall be the date first above-written, and shall continue until all obligations of each Party are completed or until the termination of the Plan, whichever shall first occur.
2. **PUBLIC INFRASTRUCTURE AND OTHER PUBLIC FACILITIES:** The Parties agree that the public infrastructure and other public facilities and their estimated costs that are the subject of this Agreement are those listed on **Exhibit C**, attached hereto and incorporated by reference herein, and hereinafter referred to as the Agency Funded Public Improvements which shall qualify for reimbursement subject to the conditions set forth herein when they have been constructed, dedicated to the public, City of Post Falls, or the Agency, and accepted by the City of Post Falls or the Agency, which acceptance shall not be unreasonably withheld. Any other public improvements that are constructed by the Participant as part of the Project are not eligible for reimbursement pursuant to this Agreement.
3. **CONSTRUCTION OF AGENCY FUNDED PUBLIC IMPROVEMENTS:** The participant agrees to construct the Agency Funded Public Improvements consistent with the following:
 - 3.1. The Improvements to be constructed shall be in accordance with the overall City infrastructure plans, policies, and design standards. Such Improvements shall not be eligible for reimbursement until they are dedicated to the public.
 - 3.2. Prior to commencing construction, all necessary permits will be obtained by the Participant and/or the Participant's agents..
 - 3.3. Construction and quality control inspections shall be provided by the engineer of record and the City.
4. **CONDITIONS:** In consideration for the commitments presented by the Participant, the Agency agrees to continue to proceed with reimbursement for the Agency Funded Public Improvements, subject to the following conditions:
 - 4.1. The Participant shall comply with the City of Post Falls design review approvals and all applicable local, state and federal laws.
 - 4.2. The Participant shall submit a Project schedule to the Agency upon completion of City approvals, which shall contain specific timelines for completing the Agency Funded Public Improvements.
 - 4.3. The Participant shall complete the Agency Funded Public Improvements described in **Exhibit C** and any attachments to **Exhibit C**.
 - 4.4. The Participant shall allow the Agency or its agent to review the final design and construction of the Project.

- 4.5. The Participant agrees to invoice the Agency per the cost of the items to be reimbursed for review by the Agency, with reimbursement to be based upon completion and final inspection by the Agency or its agent, and the availability of tax increment revenues for the District.
- 4.6. The Participant shall complete the Improvements on or before the _____ day of _____, 20____.
5. INITIAL CONSTRUCTION FUNDING: The Participant shall pay for all of the costs of installation of the Agency Funded Public Improvements set forth in **Exhibit C** and previously approved by the Agency, hereinafter referred to as Participant Advances.
6. REIMBURSEMENT OF PARTICIPANT ADVANCES: The Participant shall be entitled to reimbursement of Participant Advances subject to the following conditions and understandings:
- 6.1. It is the understanding of the Parties that the Participant shall only be paid the reimbursement of Participant Advances from the tax increment revenues of the District and in order of approval by the Agency of any other project obligation within the District. If for any reason tax increment revenues anticipated to be received by the Agency are insufficient or curtailed, the Agency shall not be obligated to use other sources of revenue to make reimbursements to the Participant.
- 6.2. It is the understanding of the Parties that tax increment revenues received by the Agency for the District will first be used in the following manner and order:
- 6.2.1. To reimburse the Agency for the costs of amending the Plan and/or any remaining unpaid costs of designing or adopting the Plan.
- 6.2.2. For the payment of the Participant's annual contribution to the administrative costs of the Agency as established in the Agency's annual budget, and applicable equally to each participant.
- 6.2.3. For the repayment of any debt of the District disclosed to the Participant upon the execution of this Agreement.
- 6.2.4. For the reimbursement of other proponents in the District that have orders of approval that predate the order of approval authorizing the Participant's reimbursement.
- 6.2.5. To the reimbursement of Participant Advances.
- 6.3. The Participant acknowledges that the Agency has provided the Participant with copies of the Agency's policies concerning the use of tax increment revenue and cost reimbursement, which the Participant agrees to be bound by.
7. The Participant is aware that the Agency intends to conduct an annual review of the performance of both the Plan and the District, and reserves the right within the sole discretion of the Agency to make adjustments to the Plan.

8. MISCELLANEOUS:

- 8.1. The Participant shall provide the Agency with proof that the Participant and its agents have adequate liability and workers compensation insurance.
- 8.2. The Participant agrees to indemnify and hold harmless the Agency from any and all liability and/or obligations not specifically provided for in this Agreement to be performed by the Agency with reference to the Project, except for damages arising out of bodily injury to persons or damage to property caused by or resulting from the sole negligence of the Agency, its agents, employees or indemnitees.
- 8.3. The Participant does hereby grant to the Agency and its agents a right of access to the Project area for the purposes of inspections.
- 8.4. The Participant agrees at the appropriate time to convey title to Agency Funded Public Improvements either to the Agency or to the City of Post Falls. As long as the Improvements comply with the terms and provisions of this Agreement, the Agency agrees to accept the dedication.
- 8.5. The Parties agree that this Agreement does not establish a partnership or joint venture relationship between the Parties.
- 8.6. The rights and obligations provided for in this Agreement may not be assigned without the mutual agreement of the Parties, which consent shall not unreasonably be withheld. It being understood that the right of reimbursement to the Participant shall survive any assignment, sale and/or lease of portions of the Site to third parties. The Participant shall coordinate with the Agency on behalf of such third parties so that the Agency's direct involvement with such third parties will be limited as much as possible.
- 8.7. This Agreement shall be construed and enforced under the laws of the State of Idaho, with any enforcement action to be brought in Kootenai County, Idaho. The prevailing party in any action shall be entitled to attorney's fees and costs.
- 8.8. The Parties agree that in the event that there is a disagreement or dispute over the terms and provisions of this Agreement, including reimbursement submittals, that the Parties will mutually submit the disagreement or dispute to non-binding mediation utilizing a mediator mutually agreeable to the Parties, with the Parties jointly sharing the costs of mediation. In the event that the Parties cannot agree on a mediator or if the mediation is unsuccessful, the Parties shall engage in a binding arbitration pursuant to the Commercial Rules of the American Arbitration Association. Costs and fees, including but not limited to reasonable attorney's fees, incurred in such arbitration shall be awarded to the prevailing party as the term is defined by Idaho Law.
- 8.9. The Parties agree that this Agreement is the entire agreement between the Parties, and is binding upon their successors and assigns.

8.10. All of the provisions of this Agreement are distinct and severable, and if any provision shall be deemed illegal, void or unenforceable, it shall not affect the legality, validity or enforceability of any other provision or portion of this Agreement.

IN WITNESS WHEREOF, the Parties have set their hands effective the date first above-written.

POST FALLS URBAN RENEWAL AGENCY
an Idaho urban renewal agency

By: _____
Chairperson

PARTICIPANT:

By: _____
