



Pleasant View District Urban Renewal Plan

June 2021

POST FALLS URBAN RENEWAL AGENCY

Pleasant View 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, Eric Clemensen and Christi Fleischman.

C. DEFINITIONS

Act – Local Economic Development Act (Chapter 29, Title 50 of the Idaho Code), and/or the Urban Renewal Law (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 year's 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 the Mayor and six (6) Council Members.

Comp Plan – The City of Post Falls Comprehensive Plan adopted in 1995 by Resolution 95-09, was revised in 2004 and updated in 2010. The City began updating the Comprehensive Plan in 2017 which was completed and adopted on July 7, 2020 by Resolution 20-07.

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

Deteriorated/Deteriorating Area:

- (1) 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.

- (2) 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.
- (3) 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.
- (4) 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.
- (5) 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 the financial and economic feasibility of urban renewal projects.

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.

Memorandum of Understanding (MOU) – An agreement between two (bilateral) or more (multilateral) parties that expresses a convergence of will between the parties, indicating an intended common course of action.

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 **PLEASANT VIEW DISTRICT** area as identified in Section 2 of the Plan.

Pleasant View 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 Pleasant View 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. The City of Post Falls is the proponent for the Pleasant View URD.

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 a 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 Renewal Allocation 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 for each URD or RAA 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 (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 2,340 new jobs for the citizens of Kootenai County and Post Falls.

SECTION I

INTRODUCTION

PLEASANT VIEW 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 “Pleasant View 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 Pleasant View 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 44,000 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. In 2020, the State’s growth rate was six times the national growth rate. 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, technology 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 #50 of The Best Places for Business and Careers in the 2019 Forbes Magazine.

Migration from larger markets spurred Kootenai County's economic growth from 2003 through 2006 and started back up again in 2016 through the current year, driving demand for homes, recreational properties, and retail goods and services. With the onset of the "Great Recession", economic growth slowed in 2007 through 2015. While growth started back up in 2016, it was at a moderate level of 3 to 5% until the pandemic hit in 2020. The pandemic created a significant desire for both citizens and businesses to relocate to Idaho. The City's growth rate was 8.26% for 2020. During this time, Idaho took the number one spot for economic growth in the 2021 U.S. News Best State ranking. The conditions of living with social distancing and work from home make the City's quality-of-life advantages even stronger. Also, in the U.S. News rankings, Idaho finished with the 10th best crime and corrections rankings and the 12th highest rating for environmental quality – things like clean air and water. The City is seeing a higher level of site plan reviews and commercial building permits since the early 2000s. Predictions are for this commercial growth to continue. Infrastructure improvements along Highway 41 occurring in 2021 and 2022 are also driving commercial development and predictions of growth for the City. The City continues to update its master plans to include infrastructure development for this future growth.

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 Pleasant View District Project Area is included within an area which was 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. 2020-10 on August 18, 2020 (See Appendix D).

The Pleasant View District is located on the northwest side of the City and is less than 3 miles from the Washington State border. The City entered into a Joint Powers Agreement with the County since the properties within the District had all agreed to annex into the City and the process could not be completed before the District was formed. The property within the proposed District was annexed into the city in 2021. The total Project Area consists of 600 acres of 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 (Exhibit D – Scenario 2 Infrastructure Costs). Phases 1-5 have

been broken down to show the public infrastructure costs and funding scenarios. It is important to note that the City of Post Falls intends to apply for grants and use annexation funds and other funding sources to pay for the infrastructure. Urban Renewal will assist in funding costs of improvements in excess of those funding sources. 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. The area proposed in this Plan has the potential to significantly aid the City in this national and regional competition. Improvements to the Pleasant View District will help provide the stimulus needed to attract the growth of industrial type employment base needed by the City. The opportunity to expand industrial 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 industrial base that is lacking in Post Falls.

SECTION 2

Boundary Description

2. BOUNDARY DESCRIPTION

a. Urban Renewal District Legal Description

That portion of the southwest quarter, southeast quarter, northwest quarter and the northeast quarter of Section 20, the southwest and the northwest quarter of Section 21, the southwest quarter, northwest quarter and the northeast quarter of Section 29, the southeast quarter and northeast quarter of Section 30, the southeast quarter and the northeast quarter of Section 31 and the southwest quarter and the northwest quarter of Section 32 of Township 51 North, Range 5 West, and the northwest quarter of Section 5 and the northeast quarter of Section 6 of Township 50 North, Range 5 West, Boise Meridian, Kootenai County, Idaho described as follows:

Beginning at the southwest quarter of said Section 20; Thence along the West line of said Section 20, North 00° 19' 43" East a distance of 1369.99 feet;

Thence South 88° 53' 50" East a distance of 203.92 feet to the beginning of a curve to the left having a radius of 1055.00 feet; Thence northeasterly along said curve, through an arc length of 644.04 feet, a central angle of 34° 58' 38", a chord bearing of North 73° 36' 51" East and a chord distance of 634.09 feet;

Thence North 56° 06' 34" East a distance of 168.41 feet;

Thence North 31° 28' 16" West a distance of 1080.31 feet to the southeasterly right of way of Burlington Northern Railroad;

Thence along said southeasterly right of way the following 7 courses:

- 1) North 58° 32' 15" East a distance of 1761.29 feet;
- 2) North 58° 18' 23" East a distance of 162.89 feet;
- 3) North 57° 30' 20" East a distance of 162.89 feet;
- 4) North 56° 42' 17" East a distance of 162.89 feet;
- 5) North 55° 44' 21" East a distance of 151.94 feet;
- 6) North 54° 59' 32" East a distance of 151.94 feet;
- 7) North 54° 14' 43" East a distance of 151.94 feet to the East line of the northwest quarter of said Section 20;

Thence along said East line, South 00° 45' 05" West a distance of 80.20 feet;

Thence South 36° 31' 00" East a distance of 1034.64 feet;

Thence North 56° 17' 08" East a distance of 26.56 feet;

Thence South 36° 31' 00" East a distance of 1022.33 feet;

Thence North 56° 21' 46" East a distance of 1708.44 feet to the East right of way of McGuire Road;

Thence along said East right of way, South 00° 46' 07" West a distance of 2683.67 feet;

Thence North 88° 33' 10" West a distance of 25.23 feet;

Thence North 88° 40' 23" West a distance of 198.36 feet;

Thence South 00° 41' 37" West a distance of 693.28 feet to the South right of way of Prairie Avenue;

Thence along said South right of way, North 87° 13' 16" West a distance of 116.82 feet;

Thence along said South right of way, North 01° 17' 09" East a distance of 5.00 feet;

Thence along said South right of way, North 88° 38' 57" West a distance of 247.83 feet;

Thence North 00° 44' 19" East a distance of 684.98 feet;

Thence North 88° 42' 12" West a distance of 1371.81 feet;

Thence South 00° 44' 19" West a distance of 684.55 feet to the South right of way of Prairie Avenue;

Thence along said South right of way, North 88° 41' 08" West a distance of 696.10 feet;

Thence along said South right of way, South 00° 18' 29" West a distance of 32.28 feet;

Thence along said South right of way, North 88° 50' 39" West a distance of 2511.11 feet;

Thence South 44° 36' 59" West a distance of 59.14 feet;

Thence South 00° 28' 07" West a distance of 185.77 feet to the northerly right of way of Burlington Northern Railroad;

Thence along said northerly right of way, South 54° 29' 42" East a distance of 2351.67 feet to the West line of the East 611.12 feet of said northwest quarter;

Thence along said West line, South 00° 18' 18" West a distance of 1065.32 feet to the South line of an unnamed road right of way of Plat No. 7 Greenacres Irrigation District recorded in Book B of Plats, Page 63, records of Kootenai County, Idaho, said road currently known as Grange Avenue;

Thence along said South line, North 88° 20' 43" West a distance of 1034.15 feet to the northwest corner of said Lot 77 of said Plat No. 7;

Thence along the West line of said Lot 77, South 00° 30' 49" West a distance of 641.04 feet to the northwest corner of Lot 84 of said Plat No. 7:

Thence along the West line of said Lot 84, South 01° 04' 06" West a distance of 639.77 feet to the southwest corner of said Lot 84;

Thence South 00° 15' 41" West a distance of 40.00 feet to the northwest corner of Lot 109 of said Plat No. 7;

Thence along the West line of said Lot 109, South 00° 03' 24" East a distance of 640.44 feet to the northeast corner of Lot 115 of said Plat No. 7;

Thence along the North line of said Lot 115 and the North line of Lot 114 of said Plat No. 7, North 88° 23' 33" West a distance of 660.86 feet to the northwest corner of said Lot 114;

Thence along the West line of said Lot 114, South 00° 43' 52" West a distance of 632.86 feet to the North line of an unnamed road right of way of said Plat No. 7, said road is currently known as Poleline Avenue;

Thence along the North right of way of said Poleline Avenue, South 88° 20' 31" East a distance of 992.40 feet to the northerly extension of the East line of Lot 13 of Plat No. 5 Greenacres Irrigation District as recorded in Book B of Plats, Page 70, records of Kootenai County, Idaho;

Thence along said northerly extension and the East line of said Lot 13, South 00° 39' 04" West a distance of 679.54 feet to the southeast corner of said Lot 13;

Thence along the South line of said Lot 13 and the South line of Lot 14 of said Plat No. 5, North 88° 18' 59" West a distance of 662.40 feet to the northwest corner of Lot 19 of said Plat No. 5;

Thence along the west line of said Lot 19, South 00° 38' 13" West a distance of 639.31 feet to the North line of an unnamed road right of way of said Plat No. 5, said road currently known as Yukon Avenue.

Thence along the North line of said Yukon Avenue, South 88° 17' 20" East a distance of 1324.48 feet to the northerly extension of the East line of Lot 43 of said Plat No. 5;

Thence along said northerly extension and the East line of said Lot 43, South 00° 39' 58" West a distance of 679.96 feet to the southeast corner of said Lot 43;

Thence along the South line of said Lot 43 and the South line of Lot 44 of said Plat No. 5, North 88° 15' 39" West a distance of 662.07 feet to the northwest corner of Lot 53 of said Plat No. 5;

Thence along the West line of said Lot 53 and the southerly extension of said West line, South 00° 39' 07" West a distance of 685.69 feet to the South line of an unnamed road right of way of Plat No. 10 Greenacres Irrigation District as recorded in Book B of Plats, Page 100, records of Kootenai County, Idaho, said road currently known as Lark Avenue.

Thence along said South line, North 88° 15' 27" West a distance of 330.90 feet to the northwest corner of Lot 4 of said Plat No. 10;

Thence along the West line of said Lot 4 and the southerly extension of said West line, South 00° 06' 19" West a distance of 1119.46 feet to the southerly line of Spokane International Railroad right of way;

Thence along said southerly line, South 61° 36' 15" West a distance of 1075.63 feet to the East right of way of Pleasant View Road as shown on a record of survey recorded in Book 23 of Surveys, Pages 20, 20A, 20B and 20C as Instrument Number 1903826 records of Kootenai County, Idaho;

Thence along said East right of way, South 00° 55' 03" West a distance of 864.20 feet;

Thence along said East right of way, South 25° 30' 55" East a distance of 48.03 feet to the North right of way of Seltice Way;

Thence along said North right of way, South 88° 21' 40" East a distance of 203.71 feet;

Thence South 01° 27' 15" West a distance of 135.48 feet to the South right of way of Seltice Way;

Thence along said North right off way, North 88° 32' 30" West a distance of 260.68 feet to the East right of way of said Pleasant View Road;

Thence along said East right of way, South 00° 55' 00" West a distance of 249.21 feet;

Thence North 88° 17' 03" West a distance of 73.40 feet to the West right of way of said Pleasant View Road;

Thence along said West right of way, North 00° 55' 28" East a distance of 264.77 feet to the South right of way of said Seltice Way;

Thence along said South right of way, North 88° 31' 22" West a distance of 235.37 feet;

Thence North 01° 26' 28" East a distance of 108.73 feet to the North right of way of said Seltice Way;

Thence along said North right of way, South 88° 36' 05" East a distance of 234.60 feet to the West right of way of said Pleasant View Road

Thence along the West right of way of Pleasant View Road per said Record of Survey, the following 15 courses:

- 1) North 00° 55' 03" East a distance of 2299.21 feet;
- 2) South 89° 04' 57" East a distance of 10.00 feet;
- 3) North 00° 55' 03" East a distance of 296.83 feet;
- 4) North 00° 26' 56" East a distance of 421.53 feet;
- 5) North 89° 33' 04" West a distance of 10.00 feet;
- 6) North 00° 26' 56" East a distance of 804.55 feet;
- 7) South 89° 33' 04" East a distance of 10.00 feet;
- 8) North 00° 26' 56" East a distance of 1411.53 feet;
- 9) North 89° 33' 04" West a distance of 10.00 feet
- 10) North 00° 28' 07" East a distance of 2639.51 feet;
- 11) North 00° 28' 07" East a distance of 810.28 feet;
- 12) South 89° 31' 53" East a distance of 20.00 feet;
- 13) North 00° 28' 07" East a distance of 1069.69 feet;
- 14) North 89° 31' 53" West a distance of 10.00 feet;

15) North 00° 28' 07" East a distance of 389.53 feet to the southwesterly right of way of said Burlington Northern Railroad;

Thence along said southwesterly right of way, North 54° 29' 03" West a distance of 365.66 feet;

Thence along said southwesterly right of way, North 65° 00' 28" East a distance of 57.37 feet;

Thence along said southwesterly right of way, North 54° 29' 18" West a distance of 259.01 feet to the North line of the northeast quarter of said Section 30;

Thence along said North line, South 87° 59' 55" East a distance of 499.79 feet to the **POINT OF BEGINNING:**

Containing 26,175,309 square feet or 600.902 acres more or less.

This description was compiled from Kootenai County Assessor's Office GIS files and Record of Survey Recorded in Book 23 of Surveys, Pages 20, 20A, 20B and 20C and does not constitute a surveyed description of the actual parcel. No field surveys were performed.

LOCATED IN THE SW $\frac{1}{4}$, SE $\frac{1}{4}$, NW $\frac{1}{4}$ AND NE $\frac{1}{4}$ OF SECTION 20, 20
THE SW $\frac{1}{4}$ AND THE NW $\frac{1}{4}$ OF SECTION 21, THE
SW $\frac{1}{4}$, NW $\frac{1}{4}$ AND THE NE $\frac{1}{4}$ OF SECTION 29, THE SE $\frac{1}{4}$ AND
THE NE $\frac{1}{4}$ OF SECTION 30, THE SE $\frac{1}{4}$ AND THE NE $\frac{1}{4}$ OF
SECTION 31 AND THE SW $\frac{1}{4}$ AND THE NW $\frac{1}{4}$ OF SECTION 32
OF TOWNSHIP 51 NORTH, RANGE 5 WEST, AND THE NW $\frac{1}{4}$
OF SECTION 5 AND THE NE $\frac{1}{4}$ OF SECTION 6 OF TOWNSHIP
50 NORTH, RANGE 5 WEST, BOISE MERIDIAN, KOOTENAI
COUNTY, IDAHO



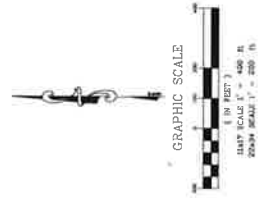
PLEASANT VIEW URD MAP

LOCATED IN THE SW $\frac{1}{4}$, SE $\frac{1}{4}$, NW $\frac{1}{4}$ AND NE $\frac{1}{4}$ OF SECTION 20, THE SW $\frac{1}{4}$ AND THE NW $\frac{1}{4}$ OF SECTION 21, THE SW $\frac{1}{4}$, NW $\frac{1}{4}$ AND THE NE $\frac{1}{4}$ OF SECTION 29, THE SE $\frac{1}{4}$ AND THE NE $\frac{1}{4}$ OF SECTION 30, THE SE $\frac{1}{4}$ AND THE NE $\frac{1}{4}$ OF SECTION 31 AND THE SW $\frac{1}{4}$ AND THE NW $\frac{1}{4}$ OF SECTION 32 OF TOWNSHIP 51 NORTH, RANGE 5 WEST, AND THE NW $\frac{1}{4}$ OF SECTION 5 AND THE NE $\frac{1}{4}$ OF SECTION 6 OF TOWNSHIP 50 NORTH, RANGE 5 WEST, BOISE MERIDIAN, KOOTENAI COUNTY, IDAHO

LEGEND

PROPOSED PLEASANT VIEW URD BOUNDARY

NOTE: PLAT INFORMATION WAS DERIVED FROM RECORD MAPS AND THE KOOTENAI COUNTY ASSESSOR'S GIS DATABASE. THIS IS NOT A LAND SURVEY. NO FIELD WORK WAS PERFORMED.



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www.welch-comber.com

SECTION 20, 29-32, T 51 N, R 5 W
SECTION 5 AND 6, T 50 N, R 5 W
PLEASANT VIEW URD - EXHIBIT MAP

CITY OF POST FALLS
PLEASANT VIEW URD

PLEASANT VIEW URD MAP

LOCATED IN THE SW 1/4, SE 1/4, NW 1/4 AND NE 1/4 OF SECTION 20, THE SW 1/4 AND THE NW 1/4 OF SECTION 21, THE SW 1/4, NW 1/4 AND THE NE 1/4 OF SECTION 29, THE SE 1/4 AND THE NE 1/4 OF SECTION 31 AND THE SW 1/4 AND THE NW 1/4 OF SECTION 32 OF TOWNSHIP 51 NORTH, RANGE 5 WEST, AND THE NW 1/4 OF SECTION 5 AND THE NE 1/4 OF SECTION 6 OF TOWNSHIP 50 NORTH, RANGE 5 WEST, BOISE MERIDIAN, KOOTENAI COUNTY, IDAHO



LEGEND

PROPOSED PLEASANT VIEW URD BOUNDARY

NOTE: PLAT INFORMATION WAS DERIVED FROM RECORD MAPS AND THE KOOTENAI COUNTY RECORD MAP DATABASE. THIS IS NOT A LAND SURVEY. NO FIELD WORK WAS PERFORMED.



GRAPHIC SCALE



CITY OF POST FALLS
PLEASANT VIEW URD

SECTION 20, 29-32, T 51 N, R 5 W
SECTION 5 AND 6, T 50 N, R 5 W
PLEASANT VIEW URD - EXHIBIT MAP

PLEASANT VIEW URD MAP

LOCATED IN THE SW $\frac{1}{4}$, SE $\frac{1}{4}$, NW $\frac{1}{4}$ AND NE $\frac{1}{4}$ OF SECTION 20, THE SW $\frac{1}{4}$ AND THE NW $\frac{1}{4}$ OF SECTION 21, THE

SW $\frac{1}{4}$, NW $\frac{1}{4}$ AND THE NE $\frac{1}{4}$ OF SECTION 29, THE SE $\frac{1}{4}$ AND THE NE $\frac{1}{4}$ OF SECTION 30, THE SE $\frac{1}{4}$ AND THE NE $\frac{1}{4}$ OF SECTION 31 AND THE SW $\frac{1}{4}$ AND THE NW $\frac{1}{4}$ OF SECTION 32 OF TOWNSHIP 51 NORTH, RANGE 5 WEST, AND THE NW $\frac{1}{4}$ OF SECTION 5 AND THE NE $\frac{1}{4}$ OF SECTION 6 OF TOWNSHIP 50 NORTH, RANGE 5 WEST, BOISE MERIDIAN, KOOTENAI COUNTY, IDAHO

LEGEND

PROPOSED PLEASANT VIEW URD BOUNDARY

NOTE: PLAT INFORMATION WAS DERIVED FROM RECORD MAPS AND THE KOOTENAI COUNTY ASSESSOR'S GIS DATABASE. THIS IS NOT A LAND SURVEY. NO FIELD WORK WAS PERFORMED.

GRAPHIC SCALE



CITY OF POST FALLS
PLEASANT VIEW URD
SECTION 20, 29-32, T 51 N, R 5 W
SECTION 5 AND 6, T 50 N, R 5 W
PLEASANT VIEW URD - EXHIBIT MAP

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 industrial expansion in the northwest portion of the City of Post Falls;
- To enhance this potential site for industrial and commercial development and expansion;
- To create and expand public infrastructure and public facilities within the entire Urban Renewal District with significant investment in wastewater to reduce the use of septic systems over the aquifer;
- To enhance and improve transportation routes and collector streets within the District to enhance future development; and
- To strengthen the District and enhance related industrial and commercial development and support within the Project Area.

b. Conformance with State and Local Requirements

The proposed development area conforms to the 2020 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 Pleasant View District Plan is submitted as a proposal for an Urban Renewal Plan as required by state law. The City Council has designated this Area as being economically disadvantaged through the adoption of Resolution No. 20-10 (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, Kootenai Metropolitan Organization and Post Falls Highway District.
- 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.

- 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 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.

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, 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 / Memorandum of Understanding

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 completed, 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 Pleasant View 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

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 industrial and service commercial users as well as other supporting development for job creation and commerce.

(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 the creation of a good quality of life for Post Falls 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 Pleasant View 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 Pleasant View District 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 and 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:

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

The urban renewal agency is authorized to finance the public improvements set forth in this Plan with revenue allocation funds, financial assistance from the City (loans, grants, other financial assistance), State of Idaho, Federal government or other public entities, interest income, developer advanced funds, donations, loans from private financial institutions (bonds, notes, line of credit), the lease or sale of Agency owned property, public parking revenue, or any other available source, public or private, including assistance from any taxing district or any public entity.

The urban renewal agency is also authorized to obtain advances, lines of credit, borrow funds, create indebtedness and use any other lawful source of financing in carrying out this Plan. The principal and interest on such advances, funds, and indebtedness may be paid from any funds available to the urban renewal agency. The City, as it is able, may also supply additional assistance through City loans and grants for various public facilities. As allowed by law and subject to restrictions as are imposed by law, the urban renewal agency is authorized to issue notes or bonds from time to time, if it deems appropriate to do so, in order to finance all or any part of the public improvements set forth in this Plan.

Neither the members of the urban renewal agency nor any persons executing the bonds are liable personally on the bonds by reason of their issuance.

The urban renewal agency shall implement revenue allocation financing provisions as authorized by the Act effective upon the approval of this Plan by the City Council and provide notification as required by the Act. These revenue allocation provisions shall apply to all taxing districts which are located in or

overlap the Revenue Allocation Area shown and described in this Plan. The urban renewal agency shall take all actions necessary or convenient to implement these revenue allocation financing provisions. The urban renewal agency specifically finds that the equalized assessed valuation of property within the Revenue Allocation Area is likely to increase as a result of the initiation of this urban renewal project.

The urban renewal agency, acting by one or more resolutions adopted by its Board, is hereby authorized to apply all or any portion of the revenues allocated to the urban renewal agency pursuant to the Act to pay as costs are incurred (pay-as-you-go) or to pledge all or any portion of such revenues to the repayment of any moneys borrowed, indebtedness incurred, or notes or bonds issued by the urban renewal agency to finance or to refinance the Project Costs (as defined in Idaho Code § 50-2903(14)) of one or more of the Urban Renewal Projects listed in this Plan. The urban renewal agency may consider a note or line of credit issued by a bank or lending institution premised upon the future collection of revenue allocation funds generated by a substantial private development contemplated by the attached Feasibility Study, which would allow the urban renewal agency to more quickly fund the public improvements contemplated by this Plan. Advanced funding and completion of the public improvements set forth in this Plan which are financed by a proponent or developer in anticipation of reimbursement from the tax increment generated by the improvements could achieve the same purpose.

Upon enactment of a City Council ordinance adopting the revenue allocation financing provisions and defining the Revenue Allocation Area described herein as part of the Plan, there shall hereby be created a special fund of the Agency into which the County Treasurer shall deposit allocated revenues as provided in Idaho Code § 50-2908. The urban renewal agency shall use such funds solely in accordance with Idaho Code § 50-2909 and solely for the purpose of providing funds to pay the Project Costs, including any incidental costs, of the Urban Renewal Projects set forth in this Plan, as the urban renewal agency may determine by resolution or resolutions of its Board.

A listing of the proposed public improvements and facilities, a schedule of improvements, an economic feasibility study, estimated project costs, projected fiscal impact upon other taxing districts, and methods of financing project costs required by Idaho Code § 50-2905 is included in this Plan. This statement necessarily incorporates estimates and projections based on the current market conditions and present knowledge and expectations of the urban renewal agency and its consultants. The urban renewal agency is hereby authorized to adjust the presently anticipated urban renewal projects and use of revenue allocation financing of the related Project Costs if the Board deems such adjustment necessary or convenient to effectuate the general objectives of the Plan in order to account for revenue inconsistencies and unknown future costs. The urban renewal agency's revenue and the ability to fund reimbursement of eligible Project Costs shall be more specifically detailed in the agency's annual budgets over the term of this Plan.

Tax increment revenues will continue to be allocated to the urban renewal agency until termination of the revenue allocation area as set forth in this Plan. The attached Feasibility Study incorporates estimates and projections based on the present knowledge and expectations of the urban renewal agency and its consultants, concerning the length of time to complete the improvements and estimated future revenues. Completion of the public improvements set forth in this Plan may take longer to

complete, depending on the significance and timeliness of new development within the proposed urban renewal district. Alternatively, the proposed public improvements may be completed earlier if revenue allocation proceeds are greater than projected or the urban renewal agency obtains additional funds.

b. Loans and Bonds

(1) 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.

(2) Loans

The urban renewal agency may negotiate long or short term loans to fund the public improvements set forth in this Plan. The loans may be secured by the current or projected stream of revenue received from the tax increment funds provided by new development within an urban renewal district. The loan or loans must be fully repaid prior to the maturity date of the urban renewal district.

(3) Bonds or Bond Anticipation Notes

The urban renewal agency may sell tax exempt bonds to finance the public improvements set forth in this Plan. The bonds must be fully repaid prior to the maturity date of the urban renewal district.

The urban renewal agency may also consider the use of bond anticipation notes. Such notes may be utilized when an agency needs to raise higher levels of financing than the current tax increment may support. These notes can provide funding which can encourage private development in the early stages of the project when “seed” capital is needed most. The basic assumption of note financing is that tax increments will grow substantially over several years,

due in part or whole to the construction of the public improvements funded by the note proceeds, and that the increased tax increment will allow the agency to repay the notes by securing a loan or selling bonds. Bond anticipation notes can be negotiated with interest only payments for the short duration of the financing term, with all principal coming due in anticipation of a fully amortized standard loan or bond financing.

(4) 63 – 20 Financing

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). Revenue Procedure 82-26 compiles all of the interpretations and expansions of Revenue Ruling 63-20.

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.

(c) 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.

(2) Opportunity Fund

The Idaho Opportunity Fund (IOF) is a discretionary grant program that was established in 2013 with the intent of serving as a “deal closing fund” to strengthen Idaho’s competitive ability to support expansion of existing Idaho businesses and recruit new companies to the state, ultimately creating new jobs and economic growth in Idaho. Beyond the requirements of other grant programs offered through the state of Idaho, the Idaho Opportunity Fund requires three key components:

- (a) Eligible Applicants: Idaho local governments (cities, counties, towns, etc.).
- (b) Eligible Projects: Costs that are incurred with the purpose to retain, expand or attract jobs to the State of Idaho. Projects include construction of, or improvements to, new or existing water, sewer, gas or electricity utility systems, construction, upgrade or renovation of other infrastructure related items including, but not limited to, railroads, broadband, parking lots, roads or other public costs that are directly related to specific job creation or expansion projects.
- (c) Community Match: The local government must be able to provide an allowable match in a negotiated amount that represents a material commitment from the local government that is commensurate with the local government's financial condition.

(3) Federal Economic Development Assistance (EDA) Grant

EDA's Public Works and Economic Adjustment Assistance (EAA) programs provide economically distressed communities and regions with comprehensive and flexible resources to address a wide variety of economic needs. Projects funded by these programs will support projects leading to the creation and retention of jobs and increased private investment, advancing innovation, enhancing the manufacturing capacities of regions, providing workforce development opportunities, and growing ecosystems that attract foreign direct investment.

There are no submission deadlines for these grants. Applications are accepted on an ongoing basis.

(4) Federal BUILD Grant

The City of Post Falls has applied for a Federal BUILD Grant to assist in funding a portion of the public improvements planned for this urban renewal District. A copy of that grant application is enclosed as Appendix K.

(d) Other financing options:

(1) Local Improvement Districts

Local Improvement Districts (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 its prorated share. The LID expenses are paid off via the tax rolls over a predetermined period of time (usually 15 to 20 years).

(2) 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.

(3) 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.

(4) 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.

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 Pleasant View District. 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.

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 PLEASANT VIEW URBAN RENEWAL PROJECT AREA AS DEFINED BY THE FOLLOWING DESCRIBED BOUNDARY:

That portion of the southwest quarter, southeast quarter, northwest quarter and the northeast quarter of Section 20, the southwest and the northwest quarter of Section 21, the southwest quarter, northwest quarter and the northeast quarter of Section 29, the southeast quarter and northeast quarter of Section 30, the southeast quarter and the northeast quarter of Section 31 and the southwest quarter and the northwest quarter of Section 32 of Township 51 North, Range 5 West, and the northwest quarter of Section 5 and the northeast quarter of Section 6 of Township 50 North, Range 5 West, Boise Meridian, Kootenai County, Idaho described as follows:

Beginning at the southwest quarter of said Section 20; Thence along the West line of said Section 20, North 00° 19' 43" East a distance of 1369.99 feet;

Thence South 88° 53' 50" East a distance of 203.92 feet to the beginning of a curve to the left having a radius of 1055.00 feet; Thence northeasterly along said curve, through an arc length of 644.04 feet, a central angle of 34° 58' 38", a chord bearing of North 73° 36' 51" East and a chord distance of 634.09 feet;

Thence North 56° 06' 34" East a distance of 168.41 feet;

Thence North 31° 28' 16" West a distance of 1080.31 feet to the southeasterly right of way of Burlington Northern Railroad;

Thence along said southeasterly right of way the following 7 courses:

- 8) North 58° 32' 15" East a distance of 1761.29 feet;
- 9) North 58° 18' 23" East a distance of 162.89 feet;
- 10) North 57° 30' 20" East a distance of 162.89 feet;
- 11) North 56° 42' 17" East a distance of 162.89 feet;
- 12) North 55° 44' 21" East a distance of 151.94 feet;
- 13) North 54° 59' 32" East a distance of 151.94 feet;
- 14) North 54° 14' 43" East a distance of 151.94 feet to the East line of the northwest quarter of said Section 20;

Thence along said East line, South 00° 45' 05" West a distance of 80.20 feet;

Thence South 36° 31' 00" East a distance of 1034.64 feet;

Thence North 56° 17' 08" East a distance of 26.56 feet;

Thence South 36° 31' 00" East a distance of 1022.33 feet;

Thence North 56° 21' 46" East a distance of 1708.44 feet to the East right of way of McGuire Road;

Thence along said East right of way, South 00° 46' 07" West a distance of 2683.67 feet;

Thence North 88° 33' 10" West a distance of 25.23 feet;

Thence North 88° 40' 23" West a distance of 198.36 feet;

Thence South 00° 41' 37" West a distance of 693.28 feet to the South right of way of Prairie Avenue;

Thence along said South right of way, North 87° 13' 16" West a distance of 116.82 feet;

Thence along said South right of way, North 01° 17' 09" East a distance of 5.00 feet;

Thence along said South right of way, North 88° 38' 57" West a distance of 247.83 feet;

Thence North 00° 44' 19" East a distance of 684.98 feet;

Thence North 88° 42' 12" West a distance of 1371.81 feet;

Thence South 00° 44' 19" West a distance of 684.55 feet to the South right of way of Prairie Avenue;

Thence along said South right of way, North 88° 41' 08" West a distance of 696.10 feet;

Thence along said South right of way, South 00° 18' 29" West a distance of 32.28 feet;

Thence along said South right of way, North 88° 50' 39" West a distance of 2511.11 feet;

Thence South 44° 36' 59" West a distance of 59.14 feet;

Thence South 00° 28' 07" West a distance of 185.77 feet to the northerly right of way of Burlington Northern Railroad;

Thence along said northerly right of way, South 54° 29' 42" East a distance of 2351.67 feet to the West line of the East 611.12 feet of said northwest quarter;

Thence along said West line, South 00° 18' 18" West a distance of 1065.32 feet to the South line of an unnamed road right of way of Plat No. 7 Greenacres Irrigation District recorded in Book B of Plats, Page 63, records of Kootenai County, Idaho, said road currently known as Grange Avenue;

Thence along said South line, North 88° 20' 43" West a distance of 1034.15 feet to the northwest corner of said Lot 77 of said Plat No. 7;

Thence along the West line of said Lot 77, South 00° 30' 49" West a distance of 641.04 feet to the northwest corner of Lot 84 of said Plat No. 7:

Thence along the West line of said Lot 84, South 01° 04' 06" West a distance of 639.77 feet to the southwest corner of said Lot 84;

Thence South 00° 15' 41" West a distance of 40.00 feet to the northwest corner of Lot 109 of said Plat No. 7;

Thence along the West line of said Lot 109, South 00° 03' 24" East a distance of 640.44 feet to the northeast corner of Lot 115 of said Plat No. 7;

Thence along the North line of said Lot 115 and the North line of Lot 114 of said Plat No. 7, North 88° 23' 33" West a distance of 660.86 feet to the northwest corner of said Lot 114;

Thence along the West line of said Lot 114, South 00° 43' 52" West a distance of 632.86 feet to the North line of an unnamed road right of way of said Plat No. 7, said road is currently known as Poleline Avenue;

Thence along the North right of way of said Poleline Avenue, South 88° 20' 31" East a distance of 992.40 feet to the northerly extension of the East line of Lot 13 of Plat No. 5 Greenacres Irrigation District as recorded in Book B of Plats, Page 70, records of Kootenai County, Idaho;

Thence along said northerly extension and the East line of said Lot 13, South 00° 39' 04" West a distance of 679.54 feet to the southeast corner of said Lot 13;

Thence along the South line of said Lot 13 and the South line of Lot 14 of said Plat No. 5, North 88° 18' 59" West a distance of 662.40 feet to the northwest corner of Lot 19 of said Plat No. 5;

Thence along the west line of said Lot 19, South 00° 38' 13" West a distance of 639.31 feet to the North line of an unnamed road right of way of said Plat No. 5, said road currently known as Yukon Avenue.

Thence along the North line of said Yukon Avenue, South 88° 17' 20" East a distance of 1324.48 feet to the northerly extension of the East line of Lot 43 of said Plat No. 5;

Thence along said northerly extension and the East line of said Lot 43, South 00° 39' 58" West a distance of 679.96 feet to the southeast corner of said Lot 43;

Thence along the South line of said Lot 43 and the South line of Lot 44 of said Plat No. 5, North 88° 15' 39" West a distance of 662.07 feet to the northwest corner of Lot 53 of said Plat No. 5;

Thence along the West line of said Lot 53 and the southerly extension of said West line, South 00° 39' 07" West a distance of 685.69 feet to the South line of an unnamed road right of way of Plat No. 10 Greenacres Irrigation District as recorded in Book B of Plats, Page 100, records of Kootenai County, Idaho, said road currently known as Lark Avenue.

Thence along said South line, North 88° 15' 27" West a distance of 330.90 feet to the northwest corner of Lot 4 of said Plat No. 10;

Thence along the West line of said Lot 4 and the southerly extension of said West line, South 00° 06' 19" West a distance of 1119.46 feet to the southerly line of Spokane International Railroad right of way;

Thence along said southerly line, South 61° 36' 15" West a distance of 1075.63 feet to the East right of way of Pleasant View Road as shown on a record of survey recorded in Book 23 of Surveys, Pages 20, 20A, 20B and 20C as Instrument Number 1903826 records of Kootenai County, Idaho;

Thence along said East right of way, South 00° 55' 03" West a distance of 864.20 feet;

Thence along said East right of way, South 25° 30' 55" East a distance of 48.03 feet to the North right of way of Seltice Way;

Thence along said North right of way, South 88° 21' 40" East a distance of 203.71 feet;

Thence South 01° 27' 15" West a distance of 135.48 feet to the South right of way of Seltice Way;

Thence along said North right off way, North 88° 32' 30" West a distance of 260.68 feet to the East right of way of said Pleasant View Road;

Thence along said East right of way, South 00° 55' 00" West a distance of 249.21 feet;

Thence North 88° 17' 03" West a distance of 73.40 feet to the West right of way of said Pleasant View Road;

Thence along said West right of way, North 00° 55' 28" East a distance of 264.77 feet to the South right of way of said Seltice Way;

Thence along said South right of way, North 88° 31' 22" West a distance of 235.37 feet;

Thence North 01° 26' 28" East a distance of 108.73 feet to the North right of way of said Seltice Way;

Thence along said North right of way, South 88° 36' 05" East a distance of 234.60 feet to the West right of way of said Pleasant View Road

Thence along the West right of way of Pleasant View Road per said Record of Survey, the following 15 courses:

- 16) North 00° 55' 03" East a distance of 2299.21 feet;
- 17) South 89° 04' 57" East a distance of 10.00 feet;
- 18) North 00° 55' 03" East a distance of 296.83 feet;
- 19) North 00° 26' 56" East a distance of 421.53 feet;
- 20) North 89° 33' 04" West a distance of 10.00 feet;
- 21) North 00° 26' 56" East a distance of 804.55 feet;
- 22) South 89° 33' 04" East a distance of 10.00 feet;
- 23) North 00° 26' 56" East a distance of 1411.53 feet;
- 24) North 89° 33' 04" West a distance of 10.00 feet
- 25) North 00° 28' 07" East a distance of 2639.51 feet;
- 26) North 00° 28' 07" East a distance of 810.28 feet;
- 27) South 89° 31' 53" East a distance of 20.00 feet;
- 28) North 00° 28' 07" East a distance of 1069.69 feet;
- 29) North 89° 31' 53" West a distance of 10.00 feet;

30) North 00° 28' 07" East a distance of 389.53 feet to the southwesterly right of way of said Burlington Northern Railroad;

Thence along said southwesterly right of way, North 54° 29' 03" West a distance of 365.66 feet;

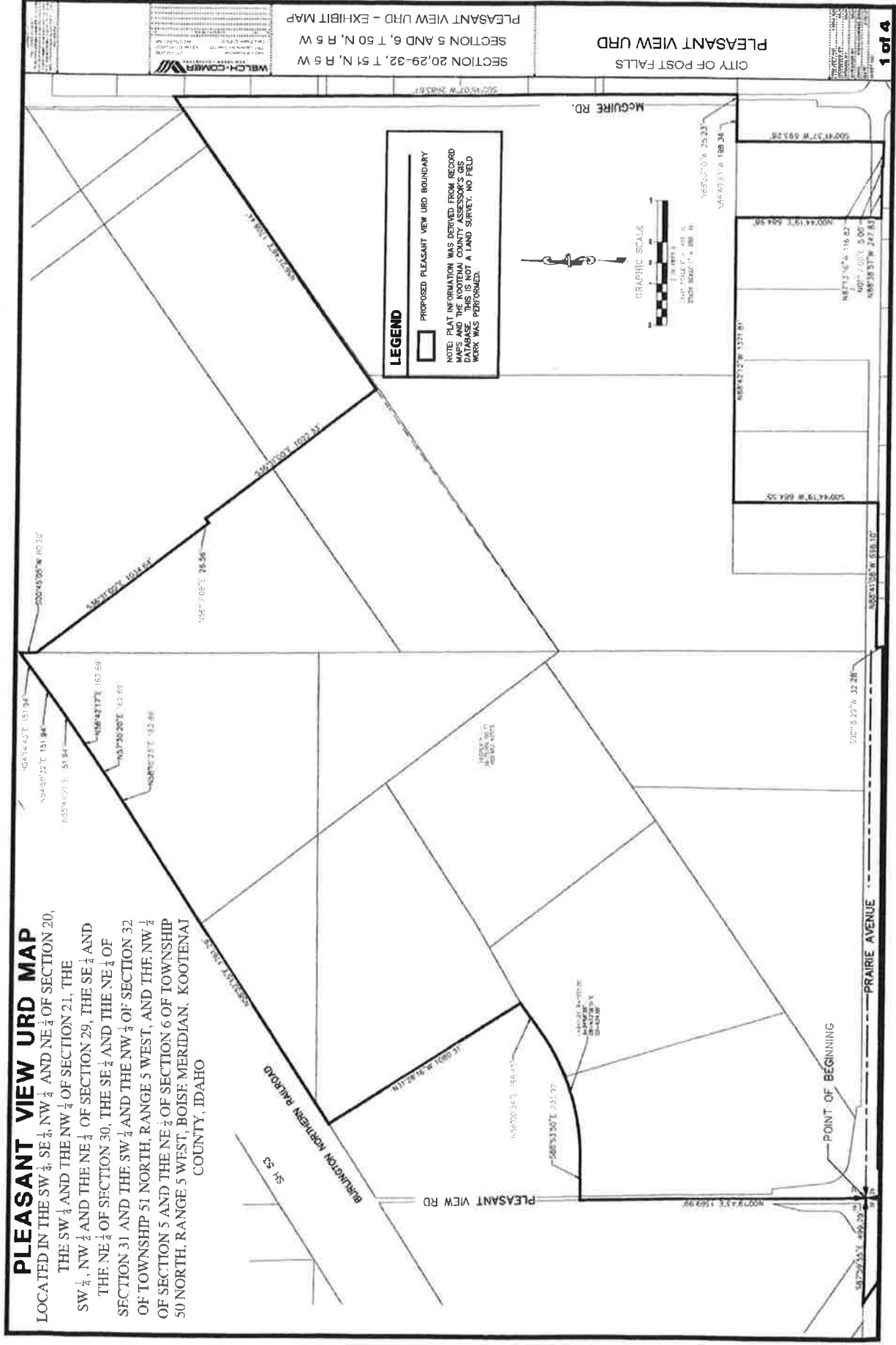
Thence along said southwesterly right of way, North 65° 00' 28" East a distance of 57.37 feet;

Thence along said southwesterly right of way, North 54° 29' 18" West a distance of 259.01 feet to the North line of the northeast quarter of said Section 30;

Thence along said North line, South 87° 59' 55" East a distance of 499.79 feet to the **POINT OF BEGINNING:**

Containing 26,175,309 square feet or 600.902 acres more or less.

This description was compiled from Kootenai County Assessor's Office GIS files and Record of Survey Recorded in Book 23 of Surveys, Pages 20, 20A, 20B and 20C and does not constitute a surveyed description of the actual parcel. No field surveys were performed.



b. Revenue Allocation Area Map

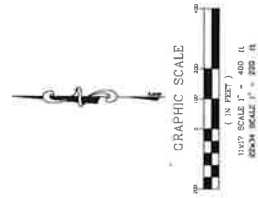
LOCATED IN THE SW $\frac{1}{4}$, SE $\frac{1}{4}$, NW $\frac{1}{4}$ AND NE $\frac{1}{4}$ OF SECTION 20, THE SW $\frac{1}{4}$ AND THE NW $\frac{1}{4}$ OF SECTION 21, THE SW $\frac{1}{4}$, NW $\frac{1}{4}$ AND THE NE $\frac{1}{4}$ OF SECTION 29, THE SE $\frac{1}{4}$ AND THE NE $\frac{1}{4}$ OF SECTION 30, THE SE $\frac{1}{4}$ AND THE NE $\frac{1}{4}$ OF SECTION 31 AND THE SW $\frac{1}{4}$ AND THE NW $\frac{1}{4}$ OF SECTION 32 OF TOWNSHIP 51 NORTH, RANGE 5 WEST, AND THE NW $\frac{1}{4}$ OF SECTION 5 AND THE NE $\frac{1}{4}$ OF SECTION 6 OF TOWNSHIP 50 NORTH, RANGE 5 WEST, BOISE MERIDIAN, KOOTENAI COUNTY, IDAHO

LOCATED IN THE SW $\frac{1}{4}$, SE $\frac{1}{4}$, NW $\frac{1}{4}$ AND NE $\frac{1}{4}$ OF SECTION 20, THE SW $\frac{1}{4}$ AND THE NW $\frac{1}{4}$ OF SECTION 21, THE



PROPOSED PLEASANT VIEW URD BOUNDARY

NOTE: PLAT INFORMATION WAS DERIVED FROM RECORD MAPS AND THE KOOTENAI COUNTY ASSESSOR'S GIS DATABASE. THIS IS NOT A LAND SURVEY. NO FIELD WORK WAS PERFORMED.



PLEASANT VIEW URD MAP

LOCATED IN THE SW 1/4, SE 1/4, NW 1/4 AND NE 1/4 OF SECTION 20, THE SW 1/4 AND THE NW 1/4 OF SECTION 21, THE SW 1/4, NW 1/4 AND THE NE 1/4 OF SECTION 29, THE SE 1/4 AND THE NE 1/4 OF SECTION 30, THE SE 1/4 AND THE NW 1/4 OF SECTION 31 AND THE SW 1/4 AND THE NW 1/4 OF SECTION 32 OF TOWNSHIP 51 NORTH, RANGE 5 WEST, AND THE NW 1/4 OF SECTION 6 OF TOWNSHIP 50 NORTH, RANGE 5 WEST, BOISE MERIDIAN, KOOTENAI COUNTY, IDAHO



LEGEND

PROPOSED PLEASANT VIEW URD BOUNDARY
 NOTE: PLAT INFORMATION WAS DERIVED FROM RECORD MAPS AND THE KOOTENAI COUNTY ASSESSOR'S GIS DATABASE. THIS IS NOT A LAND SURVEY. NO FIELD WORK WAS PERFORMED.

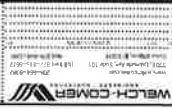


GRAPHIC SCALE
 1" = 200 FT
 1" = 200 FT
 1" = 200 FT

CITY OF POST FALLS
PLEASANT VIEW URD

SECTION 20, 29-32, T 51 N, R 5 W
SECTION 5 AND 6, T 50 N, R 5 W

PLEASANT VIEW URD - EXHIBIT MAP



PLEASANT VIEW URD MAP

LOCATED IN THE SW $\frac{1}{4}$, SE $\frac{1}{4}$, NW $\frac{1}{4}$ AND NE $\frac{1}{4}$ OF SECTION 20, THE SW $\frac{1}{4}$ AND THE NW $\frac{1}{4}$ OF SECTION 21, THE

SW $\frac{1}{4}$, NW $\frac{1}{4}$ AND THE NE $\frac{1}{4}$ OF SECTION 29, THE SE $\frac{1}{4}$ AND THE NE $\frac{1}{4}$ OF SECTION 30, THE SE $\frac{1}{4}$ AND THE NE $\frac{1}{4}$ OF SECTION 31 AND THE SW $\frac{1}{4}$ AND THE NW $\frac{1}{4}$ OF SECTION 32 OF TOWNSHIP 51 NORTH, RANGE 5 WEST, AND THE NW $\frac{1}{4}$ OF SECTION 5 AND THE NE $\frac{1}{4}$ OF SECTION 6 OF TOWNSHIP 50 NORTH, RANGE 5 WEST, BOISE MERIDIAN, KOOTENAI COUNTY, IDAHO

LEGEND

PROPOSED PLEASANT VIEW URD BOUNDARY

NOTE: PLAT INFORMATION WAS DERIVED FROM RECORD MAPS AND THE KOOTENAI COUNTY ASSESSOR'S GIS DATABASE. THIS IS NOT A LAND SURVEY. NO FIELD WORK WAS PERFORMED.



GRAPHIC SCALE



CITY OF POST FALLS
PLEASANT VIEW URD
SECTION 20, 29-32, T 51 N, R 5 W
SECTION 5 AND 6, T 50 N, R 5 W
PLEASANT VIEW URD - EXHIBIT MAP

WELCH-COMER
101 W. 1st St.
Post Falls, ID 83854
(208) 765-1234
www.welch-comer.com

Affected Agencies

The following is a list of agencies which are affected by the “Pleasant View District 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

Pursuant to Idaho Code §50-2908, the Agency is not entitled to revenue allocation proceeds from certain levy increases which are allowed by either specific statutory authorization or approved by an election of the qualified electors of the particular taxing district. Therefore, for any levy election, the Agency will not receive revenue allocation funds which would have been generated by imposing that levy on the assessed valuation within the Project Area. The Study has taken this statute into account.

Recent changes in Idaho tax law have neutralized the benefits and drawbacks to the creation of Tax Allocation Districts and Urban Renewal Districts. Currently, the budgets of public agencies 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.

The Post Falls Urban Renewal Commission has successfully closed four urban renewal districts. Each of these districts was closed prior to its maturity date and the tax revenues derived from the increased development created within each of those districts, totaling \$2,686,704 per year returned to the taxing entities. The taxable value of the properties located within those four urban renewal districts had an average increase of 640% over the base value at the time each of the Districts was created.

The Chart below shows the base taxable value for each of the urban renewal Districts that the Post Falls Urban Renewal Commission has closed, the taxable value at the time the Districts were closed, and the increase in taxable value created by new development stimulated by the public improvements within those Districts. The Chart also shows the annual tax revenue available to the taxing entities at the time each District was closed:

District	Base Value	Increase in Value	Total Taxable Value	% Increase	Annual Tax Revenue
W. Seltice	\$ 9,451,302	\$55,571,328	\$65,022,630	588%	\$1,019,516
Riverbend	\$ 3,785,643	\$56,694,325	\$60,479,968	1,497%	\$ 810,119
City Center	\$14,155,097	\$40,350,220	\$54,505,317	285%	\$ 515,016
W. Seltice II	\$ 1,719,589	\$33,718,921	\$35,438,510	1,961%	\$ 342,053

In addition, as each district was closed a rebate of prior year's tax increment received by the URA, but not used ranging from several hundred thousand to several million dollars in tax increment collected by the URA was returned to the taxing entities upon the closing of each District.

Over the next three years, the Post Falls Urban Renewal Agency will close three existing urban renewal Districts. The tax revenues derived from the increased development created within each of those districts –**using today's levy rate and only those new developments currently on the tax rolls** – will total \$4,741,266 per year which will be available for the taxing entities to include in their budget over the next three years. In reality, based on current construction activity within each of these Districts, the annual tax revenues projected to be returned to the taxing entities may well exceed \$ 5 MILLION per year. Based on current values, the taxable value of the properties located within those three urban renewal Districts has increased more than 741% over the base value at the time each of the Districts was created.

The Chart below shows the base taxable value for each of the urban renewal Districts that will close in the next three years, the current taxable value of properties located within each of these Districts and the increase in taxable value – **based on today's values and not including a number of properties that are currently under construction, but not yet on the tax rolls** – created by new development stimulated by the public improvements made within those Districts. The Chart also shows the **current** tax revenues generated within each of the Districts:

District	Base Value	Increase in Value	Total Taxable Value	% Increase	Annual Tax Revenue
Expo	\$ 4,716,720	\$ 44,484,470	\$ 49,201,190	943%	\$ 415,442
Center Point	\$ 1,395,916	\$ 86,682,734	\$ 88,078,650	6,210%	\$ 809,532
East Post Falls	\$62,413,796	\$ 376,516,252	\$438,930,048	603%	\$3,516,293

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 including but not limited to authorizing the Agency to fully utilize whatever eminent domain powers it has given the recent legislative amendments to the Idaho Code Sections 7-701A and 50-2010, or utilizing the City's own eminent domain powers.
- 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 Pleasant View District Plan and other documents used pursuant to this Plan may also be enforced by legal proceedings 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 June 1, 2041 except for any revenue allocation proceeds received in the calendar year 2042, as contemplated by Idaho Code § 50-2905(7).

SECTION 10

PLAN AMENDMENT PROCEDURES

The Pleasant View 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 without increasing the use of revenues allocated to the Agency pursuant to Idaho Code Section 50-2908 as a result of this Plan and the RAA. 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

WELCH-COMER

O

208-664-9382

208-664-5946 (fax)

330 E. Lakeside Avenue, Suite 101

Coeur d'Alene, ID 83814

FEASIBILITY STUDY REPORT

FOR

PLEASANT VIEW URBAN RENEWAL DISTRICT

SUBMITTED TO CITY OF POST FALLS

APRIL 2021

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FEASIBILITY STUDY REPORT FOR PLEASANT VIEW URBAN RENEWAL DISTRICT

PROJECT NO. 41354.03.0

SUBMITTED TO:
CITY OF POST FALLS



APRIL 2021

PREPARED BY:



330 E. Lakeside Avenue, Suite 101
Coeur d'Alene, ID 83814
208-664-9382 ♦ 208-664-5946 Fax
E-Mail: wc@welchcomer.com, and

HEARTLAND

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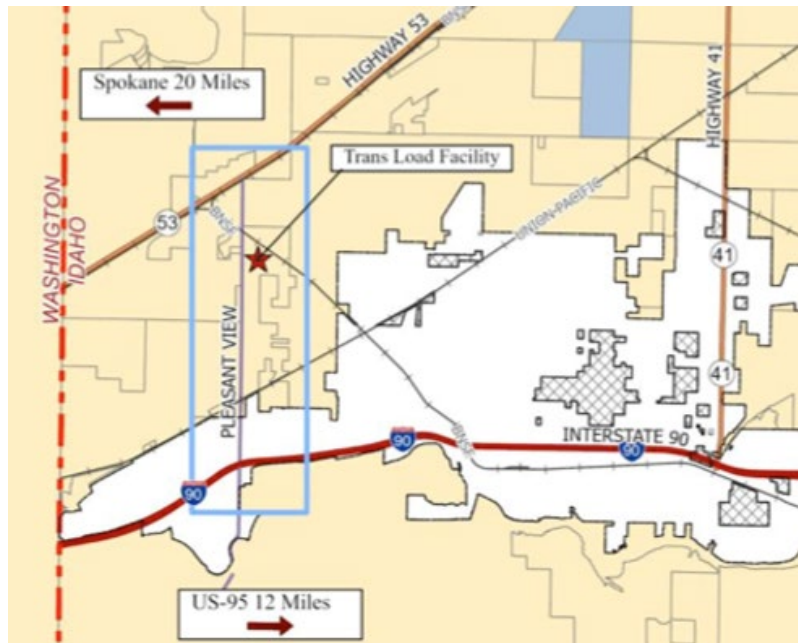
EXHIBITS

- A. Proposed URD Boundary
- B. Phasing Plan
- C. Annexation Map
- D. Scenario 2 Infrastructure Costs
 - D.1 Scenario 2 Infrastructure Costs (Phase 1)
 - D.2 Scenario 2 Infrastructure Costs (Phase 2 & 3)
 - D.3 Scenario 2 Infrastructure Costs (Phase 4)
 - D.4 Scenario 2 Infrastructure Costs (Phase 5)
- E. Parcel Map
- F. Supplemental Funding Options Analysis
 - F.1 URD Cash Flows Timeline – 25% Option
 - F.2 URD Cash Flows – 25% Option
 - F.3 URD Cash Flows Timeline – 50% Option
 - F.4 URD Cash Flows – 50% Options
 - F.5 URD Cash Flows Timeline – 75% Option
 - F.6 URD Cash Flows – 75% Option

I. Introduction

The City of Post Falls has long seen the strategic benefit of an industrial corridor along Pleasant View Road. The proximity to the Idaho/Washington state line, access to rail, access to SH 53 and access to Interstate 90 are some of the many attractive attributes.

In the Fall of 2020, the City of Post Falls produced and approved an Eligibility Report in accordance with the applicable sections of Idaho Code. That report demonstrated the proposed Pleasant View Urban Renewal District met several of the necessary criteria to be deemed eligible for urban renewal.



The purpose of this document is to determine the *financial feasibility* of the same proposed district. A financially feasible district would be expected to generate sufficient incremental property tax revenue to support the infrastructure investment required to make the area suitable for redevelopment.

The proposed Urban Renewal District (“URD”) comprises 600 acres in the Pleasant View Road corridor, all located on the east side of the roadway, between Seltice Way and just north of Prairie Avenue. The 600 acres includes all public right of way. Including only the parcels, this proposed URD is 552 acres. The district also expands as far east as McGuire Road for the parcels north of Prairie Avenue. See Exhibit A for proposed boundary.

The consulting team, comprised of Heartland and Welch Comer, has created an infrastructure plan and financial model to evaluate the financial viability of creating an urban renewal district to provide a payback mechanism for upfront infrastructure investment to facilitate redevelopment.

II. Infrastructure Phasing

To model projected tax revenues from future redevelopment in the Pleasant View URD, it is critical to anticipate future development patterns and align the timing and scope of infrastructure investment accordingly. Early in this feasibility study,

City staff, Welch Comer and Heartland (Team) worked closely together to develop three potential phasing scenarios:

Scenario 1: Pleasant View develops gradually from south to north.

Scenario 2: The transload facility (Parcel no. 9 on Exhibit E) develops first followed by the residential, industrial & commercial mixed use to the north of Prairie Avenue, while the industrial along Pleasant View, south of transload, develops gradually over time.

Scenario 3: The residential, industrial & commercial land north of Prairie Avenue develops first followed by the transload facility while the remaining industrial along Pleasant View develops over time.

After careful market analysis, meetings with property owners within the proposed district, and infrastructure cost analysis, this Urban Renewal District will likely develop most closely to Scenario 2, which is demonstrated within the financial analysis in Section V and shown in Exhibit F.

III. Infrastructure Needs

Existing Infrastructure

The segment of Pleasant View Road within the proposed urban renewal district is approximately 2.2 miles long and consists of portions of 5-lane urban roadway and 2-lane rural roadway. Pleasant View is crossed by both the Union Pacific Railroad (south end) and Burlington Northern Santa Fe Railroad (north end).

No public water or sewer infrastructure is currently available within this segment of Pleasant View. However, adequate connections for both currently exist at the intersection of Pleasant View and Seltice Way.

Required Infrastructure

The Team reviewed existing City of Post Falls utility master plan documents, carefully planned the phasing, and estimated the cost of necessary infrastructure. Because no utilities exist today, and those that do are approximately two miles from the Phase 1 development, the initial costs are high. To reduce the financial burden on Phase 1, some infrastructure costs are delayed to later phases. This is primarily the case with roadway improvements. Only those road improvements necessary for safety and access are included in Phase 1. Roadway widening, railroad crossings, and some intersection improvements are addressed in later phases.

This is also true for sanitary sewer, albeit to a lesser extent. Instead of the large upfront cost of large pressure and gravity sewers mains, Phase 1 utilizes a smaller pressure sewer that will be upgraded in later phases.

The tables below describe the infrastructure phasing in further detail. Exhibit D details the infrastructure cost per phase of Scenario 2.

Roadway

Necessary roadway improvements to Pleasant View in accordance with the Phasing Scenario 2 include the following:

Table 1 - Required Roadway Infrastructure Costs

Development Phase	Required Roadway Infrastructure
Phase 1	<ul style="list-style-type: none">○ Traffic signal or roundabout at intersection of Pleasant View and Grange Ave○ Pleasant View & Grange intersection illumination○ Turn Lanes at Grange Ave○ Full roadway improvements on Grange Ave
Phases 2 & 3	<ul style="list-style-type: none">○ Pleasant View widening from Grange to existing 5-lane section near SH 53 (illumination, curb, and shared use path on east side)○ Conversion of single to double lane roundabout at Pleasant View and Prairie Avenue.○ Prairie Ave widening with curb – north side
Phase 4	<ul style="list-style-type: none">○ Pleasant View widening with illumination, curb and shared use path on east side○ McGuire Road widening with curb – west side○ Full roadway improvements on Hargrave Ave○ Full roadway improvements on Poleline Ave
Phase 5	<ul style="list-style-type: none">○ Pleasant View widening with illumination, curb and shared use path on east side○ UPRR Railroad crossing improvements○ Full roadway improvements on Yukon Ave○ Full roadway improvements on Lark Ave○ Signal improvement to Seltice & Pleasant View Road

Water

Currently no potable public water utilities are available within the proposed URD boundary. The closest water source is in the intersection of Pleasant View and Seltice Way. To reduce the upfront and overall water infrastructure costs, City staff and Welch Comer worked through multiple alternatives. These alternatives involved temporary domestic and fire wells and storage at the very north end of the district. The City and Welch Comer also considered connecting into an adjacent non-city water system. Ultimately, the best option was to extend water from Seltice Way to the north, consistent with the City's master plan.

Table 2 - Required Water Infrastructure Costs

Development Phase	Require Potable/Fire Water Infrastructure
Phase 1	<ul style="list-style-type: none"> ○ 18" potable water main on Pleasant View Road from Seltice Way to Prairie Avenue ○ Extend waterline east on Grange Ave ○ Intertie with East Greenacres Irrigation District
Phases 2 & 3	<ul style="list-style-type: none"> ○ Extend 15" potable water main on Pleasant View to SH 53 ○ 18" potable water main on Prairie, east of Pleasant View ○ Multiple potable water main sizes within residential/industrial development north of Prairie Ave
Phase 4	<ul style="list-style-type: none"> ○ Extend waterline east on Hargrave Ave ○ Extend waterline east on Poleline Ave
Phase 5	<ul style="list-style-type: none"> ○ Extend waterline east on Yukon Ave ○ Extend waterline east on Lark Ave

Sewer

Providing sanitary sewer is also challenging and expensive. Like the potable water, the only feasible source is the intersection of Pleasant View and Seltice Way.

Table 3 - Required Sanitary Sewer Infrastructure Costs

Development Phase	Required Sanitary Sewer Infrastructure
Phase 1	<ul style="list-style-type: none"> ○ Lift station near Pleasant View and Prairie Ave (Prairie Lift Station) ○ 6" pressure sewer from Prairie lift station south to Seltice Way. ○ 14" pressure sewer from Prairie lift station to just south of BNSF RR (for future) ○ Gravity sewer east on Grange
Phases 2 & 3	<ul style="list-style-type: none"> ○ Partial lift station construction on Pleasant View near Lark Ave. ○ 8" gravity sewer from Project Drive parcel south along the development frontage ○ 14" pressure sewer from just south of BNSF RR along the development frontage
Phase 4	<ul style="list-style-type: none"> ○ Extend 8" gravity sewer south to Lark lift station ○ Extend 14" pressure sewer south along development frontage ○ Gravity sewer east on Hargrave Ave ○ Gravity sewer east on Poleline Ave
Phase 5	<ul style="list-style-type: none"> ○ Extend 14" pressure sewer to existing infrastructure in Seltice ○ Gravity sewer east on Yukon Ave ○ Gravity sewer east on Lark Ave

Table 4 below shows a summary of infrastructure costs in all phases. Table 5 depicts the specific roadway, water, and sewer infrastructure costs associated with Phase 1. Table 6 provides the preliminary sources of funding to design and construct all infrastructure associated with Phase 1.

Table 4 – Infrastructure Cost Summary by Phase

Infrastructure Phase	Est. Cost (millions, 2021)
Phase 1	\$6.78
Phase 2 & 3	\$7.40
Phase 4	\$4.95
Phase 5	\$6.80
Total	\$25.94

Table 5 – Phase 1 Infrastructure Cost

Recommended Public Infrastructure	Estimated Cost
Roadway	\$ 2,151,000
Water	\$ 1,602,000
Sewer	\$ 3,025,000
Total	\$ 6,778,000

Table 6 – Phase 1 Infrastructure Funding Sources

Public Infrastructure Funding Sources	Estimate Amount
Opportunity Fund - ID DOC	\$ 500,000
Annexation Funds	\$ 1,000,000
Water Department	\$ 782,000
Wastewater Department	\$ 1,596,000
Developer/URA/Grant Contributions	\$ 2,900,000
Total	\$ 6,778,000

Note: All private infrastructure is not reimbursable from Urban Renewal District funds. This may include private lift stations, water lines, sewer lines, etc.

IV. Market Assessment

Market Overview

The City of Post Falls is situated in Kootenai County, Idaho between Spokane, Washington, and Coeur d'Alene, Idaho as part of the Spokane-Spokane Valley-Coeur d'Alene, WA-ID Combined Statistical Area ("CSA").

The Post Falls real estate market benefits from robust transportation connectivity including proximity to the Spokane International Airport, Interstate 90, State

Highway 53, State Highway 41, and multiple rail lines. Abundant transportation and distribution options are critical to serving a stable and growing logistics industry.

Post Falls has also benefited from sustained, strong population growth and it occupies a central location between employment centers in eastern Washington and northern Idaho, including Spokane and Spokane Valley to the west and Coeur d’Alene to the east. As with Kootenai County more broadly, in recent years Post Falls has seen in-migration of new residents from other states who are drawn to the location for its affordability, recreational opportunities, access to employment, among other factors.

The Pleasant View URD represents an attractive opportunity to unlock land for industrial, commercial, and residential development within a rapidly growing local development context. In particular, with available land for *industrial* development in eastern Washington, particularly east of downtown Spokane, diminishing, Post Falls is poised as the first stop across the state line to benefit from spillover demand from industrial users. The Spokane Valley industrial submarket, located across the Washington-Idaho border less than a 15 minute drive from Post Falls, represents approximately 24 million square feet of space that has enjoyed a sustained sub-5% vacancy rate for over 5 years prior to the date of this report. To the extent industrial users in Spokane Valley need expansion space, proximity to Spokane Valley could be an important demand driver for industrial land in the Pleasant View URD.

The state of Idaho is consistently ranked highly for ease of doing business, noted for its business-friendly regulatory environment and low cost of operating.

Economic Development

A key motivating factor for the creation of the Pleasant View URD is “Project Drive,” the name for a new transload facility and anticipated headquarters for a regional trucking operator, a major potential economic driver for Post Falls and the district. The Project Drive facility would be located on 68.3 acres at Parcel 9 (see Exhibit E – Parcel Map). It is currently not served by adequate infrastructure.

The Project Drive headquarters is expected to host 250 on-site employees and 1,000 drivers, both long-haul and short-haul, along with a payroll of \$75 million annually.

The local multiplier effect from the new transload facility in the Pleasant View URD is expected to generate 1,188 additional area jobs and \$52 million in additional economic activity. (Source: Idaho DOL, City of Post Falls)

The local economic multiplier effect from the new transload facility in the Pleasant View URD is expected to generate 1,188 additional area jobs and \$52 million in additional economic activity.

The economic benefit of adding commercial development land to Post Falls through the creation of the Pleasant View URD also extends to the other industrial and commercial development parcels in the district. The land in the Pleasant View URD dedicated to industrial uses, excluding the transload facility, is estimated to be 259.7 acres. Based on prevailing employment density patterns in Post Falls for selected industries, the land in the Pleasant View URD dedicated to industrial uses,

Additional land dedicated to commercial and industrial development is anticipated to support an additional 1,065 jobs.

excluding the transload facility, is expected to generate an average of 4.1 jobs per acre, with a range of 1.5 to 7.0 jobs per acre. Additional land dedicated to commercial and industrial development is anticipated to support an additional 1,065 jobs even before considering any multiplier effects.

The table below describes employment density by industry with a focus on those industries which would be most likely to locate within the Pleasant View URD area.

Table 7 – Space Employment Density by Selected Industry

NAICS Code	Industry	# of Employees	Land Acres	Employees per Acre
31	Manufacturing	1,554	222	7.0
44	Retail Trade	2,597	585	4.4
42	Wholesale Trade	681	161	4.2
54	Professional, Scientific, and Technical Services	491	136	3.6
48	Transportation and Warehousing	169	98	1.7
52	Finance and Insurance	333	219	1.5
Total		5,825	1,421	4.1

Note: Certain parcels in right-of-way areas were not included in the dataset. Parcel areas may not reflect the total area occupied by the business if more than one parcel is involved in business operations.

Source: Kootenai County Assessor, ESRI Business Analyst

Within the employment subcategories shown in the above table, including manufacturing, wholesale trade, retail trade, transportation and warehousing, as well as finance and insurance and professional, scientific, and technical services, the CSA experienced 5.9% job growth from the years 2016 – 2021 compared with 3.2% for the nation as a whole. (Source: EDC, EMSI) The City of Post Falls grew 13.1% in this same group of job categories over the same time period. Strong relative outperformance demonstrated by these job growth statistics indicates strong underlying economic fundamentals which would support the Pleasant View URD.

The City of Post Falls grew 13.1% in selected jobs categories from 2016 – 2021 compared to 5.9% for the CSA and 3.2% nationally.

Development Context

The proposed Pleasant View URD is made up of 24 parcels which are mostly large and heterogeneously shaped, ranging in size from 4 acres to 69 acres, with an average size of 22 acres.

This study anticipates a pending re-zone request described in further detail later in the report. The re-zone request contemplates the addition of new mixed-use zones within the Pleasant View URD to accompany the industrial and single-family residential.

Industrial uses, including the transload facility, would comprise 328 acres, or 59.5% of total land area, in the proposed district. Given existing transit resources, including connectivity to I-90, SH-53, and SH-41 along with access to BNSF and UPRR rail lines, the Pleasant View corridor should be of continued interest to industrial users.

Table 8 – Land Use Summary

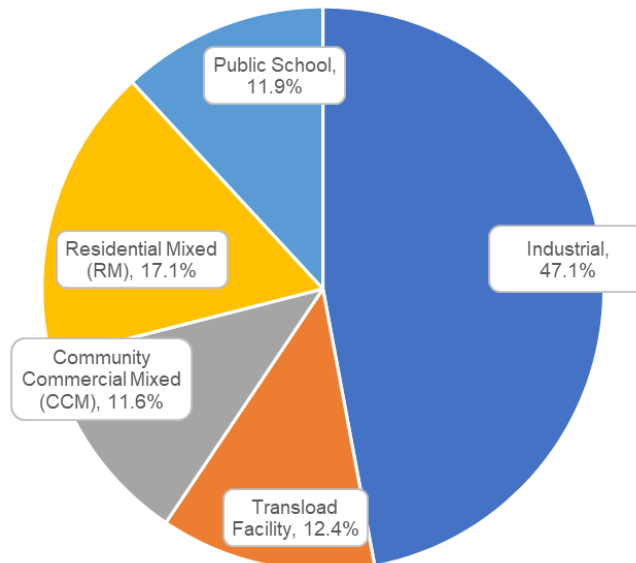
Name of Anticipated Zone or Use	Land Area (Acres)	% of Total
Industrial	259.7	47.1%
Transload Facility	68.3	12.4%
Community Commercial Mixed (CCM)	64.1	11.6%
Residential Mixed (RM)	94.1	17.1%
Public School	65.6	11.9%
Total ¹	551.8	100.0%

¹ 552.0 acre URD total includes 0.2 acre on the transfer station parcel, Parcel 10, connecting and making contiguous the included land area north and south of Prairie Avenue.

Municipal uses, including a public school, comprise 11.9% of the proposed Pleasant View URD. Mixed-use commercial zoning, which could include multifamily, industrial, office, and retail, represents 11.6% of total land area. Mixed residential zoning represents 17.1% of total land area.

Industrial and residential uses were the focus of our valuation given the abundant opportunities to develop these uses within the Pleasant View URD.

Figure 1 – Pleasant View URD Land Use Percentage



Market-Based Assumptions

Valuation

Establishing a reasonable per-square-foot assumption for finished value is critical for estimating the future amount of property tax revenue and the financial viability of the district. Given availability of recent comparable sales for residential and industrial property types, we employed a sales comparable approach to estimate the value of industrial and residential properties located in the Pleasant View corridor. For mixed-use development, we employed a cost approach.

Industrial

The Team selected five recently sold industrial properties located in the Post Falls market ranging in size from 14,400 square feet to 38,000 square feet, on lots ranging in size from 61,202 square feet to 207,781 square feet. Sale prices for the selected properties range from \$71 to \$108 per square foot. The Team employed an estimated range of \$90 to \$110 per square foot finished value for industrial property.

Residential

In 2020, the majority of entry-level new construction single-family homes in Post Falls sold from approximately \$120 per square foot on the low-end to upwards of \$220 per square foot on the high-end. Homes in neighborhoods that are representative of what would be developed in the Pleasant View district, for example the Woodbridge South neighborhood, tend towards the \$180 to \$220 per square foot range. The financial projection assumes a finished value of \$200 per square foot for residential property in the Pleasant View area north of Prairie Avenue. Residential property in Kootenai County is in high demand and the market is changing rapidly so we recommend continuing to track property values carefully.



Representative single family home in the Woodbridge South subdivision, Post Falls (Source: Coeur d'Alene MLS, Coldwell Banker)

Table 9 – Single Family Residential Market Summary

Post Falls

MLS Sales Summary Price Range	2018			2019			2020		
	New Home Sales	Total Home Sales	% of Total Home Sales	New Home Sales	Total Home Sales	% of Total Home Sales	New Home Sales	Total Home Sales	% of Total Home Sales
Less than \$200,000	5	87	8%	0	28	2%	0	7	1%
\$200,001 - \$300,000	187	706	62%	44	681	56%	101	351	28%
\$300,001 - \$400,000	159	265	23%	221	420	34%	229	589	47%
\$400,001 - \$500,000	24	49	4%	49	94	8%	96	203	16%
\$500,001 plus	3	38	3%	9	3	0%	15	109	9%
TOTAL SALES	378	1,145	100%	323	1,226	100%	441	1,259	100%

Median Sale Prices	\$387,365	\$294,250	\$387,921	\$335,990	\$426,336	\$385,000
% Change YOY	N/A	N/A	0.1%	14.2%	9.9%	14.6%

Source: Valbridge Property Advisors, Multiple Listing Service

The residential market has shown strength in recent years with price increases of approximately 14% to 15% annually in 2019 and 2020 as described in the table above. Should prices continue to increase in Post Falls, projected tax revenues from residential development in the Pleasant View URD should be expected to increase as well.

Mixed-Use

Utilizing construction cost data from RSMeans for Q1 2021, we derived a blended cost per square foot for the mix of uses we anticipate will be prevalent in the Community Commercial Mixed (CCM) zones in the Pleasant View URD. We estimate a mix of 25% multifamily, 25% light commercial/office, and 50% flex/industrial.

Absorption

The timeframe over which land is developed within the proposed Pleasant View URD is a key assumption driving how quickly tax revenues are generated and dictating the repayment schedule to the City or others who fund the upfront infrastructure investment.

Industrial

The financial projection relies on an assumption that 2.5 acres per year of industrial land is developed on average. This is a “status quo” assumption reflective of market conditions in the immediate vicinity. Should the infrastructure investment enabled by the URD allow for intensive use of industrial land within Pleasant View, and/or enable more speculative industrial construction, anticipated property tax revenues could increase. In the meantime, we expect the predominance of owner-user transactions to continue at the pace described above. We expect the parcels along Pleasant View (Parcels 1-8) to develop steadily over time beginning in 2023. The Parcels north of Prairie, including 13 – 16 and 18, we expect to develop

beginning in 2025. These parcels will be further from the street grid and from the services provided during the Phase 1 infrastructure period.

Residential

Residential land is assumed to develop at a rate of 2.5 acres per year beginning in 2026. At an assumed lot size of ¼ acre per home, this translates to approximately 10 new homes per year. A faster development timeline would accelerate the timing of funding from property tax revenues and shorten the infrastructure payback period. Conversely, a slower development timeline would delay the generation of property tax revenues and extend the payback period.

Lot Coverage

Lot coverage ratio is defined as building footprint over total lot area and is an important measure of development intensity in the industrial real estate market. Determining the expected lot coverage ratio for industrial properties is critical in estimating the value of potential future development. To establish a reasonable lot coverage assumption, the Team surveyed 177 industrial properties already



Representative industrial property, Post Falls, built 2020 (Source: CoStar)

constructed and located in Post Falls (Source: CoStar). The average lot coverage for this set of properties is 19%. Further, we look to recently constructed properties in the market area as representative for future development patterns in the Pleasant View corridor. One representative property is the Nanamacs Clothing Warehouse located at 4415 West Hargrave Avenue. Built in 2020, the approximately 40,000 square foot warehouse is located on 4.77 acres, or 207,781 square feet, representing a lot coverage ratio of 19%. Both the market average and representative properties in the immediate vicinity of the Pleasant View URD approximate 20% lot coverage and so we assume 20% average lot coverage for future development in the proposed Pleasant View URD. Future infrastructure investments enabled by the URD, particularly related to utilities and sewer infrastructure, could facilitate development at a higher intensity. Should future infrastructure enable higher-intensity development, contributing to higher property values, the projected property tax revenue would increase.

Zoning Changes

In December 2019, an Ordinance was [approved](#) establishing new zoning districts in the City of Post Falls including Community Commercial Mixed (CCM) and Residential Mixed (RM) as described in further detail below.

Community Commercial Mixed (CCM): The Community Commercial Mixed (CCM) zone is intended to accommodate both commercial and high-density residential development at densities permitted by the high-density multi-family residential (R3) zone in a mixed-use development pattern. This zone should be applied in areas primarily located near arterials and collector streets to support commercial, residential, professional office, and civic uses that support an accessible work, live, and shop environment.

Residential Mixed (RM): The Residential Mixed (RM) zone is intended to accommodate a mixed residential community with a variety of housing types at varying densities within the development area. Small scale neighborhood commercial/office uses may be suitable within the RM zone.

In early 2021, a property owner in the proposed Pleasant View URD district submitted a re-zone request to the city providing for the use of these new zones within the district. The re-zone request, if approved, would impact Parcels 11, 12, 17, 22, 23, 24, and 25 as depicted in Exhibit E – Parcel Map. Parcels 19 and 20 would be impacted partially. Approximately 8.7 acres of Parcel 19 would be zoned (I) Industrial and approximately 27.7 acres of Parcel 20 would be zoned (RM) Residential Mixed. Parcels 13 – 16 and 18 would be zoned for industrial use.

To the extent the re-zone request is approved, future development patterns will be impacted. Additional uses could include office, retail, multifamily, townhome, among others.

Our analysis assumes that the zoning change request is approved as proposed. The implications for this study are higher-intensity residential development on RM-zoned parcels and a broader range of uses possible on CCM-zoned land.

V. Financial Analysis

For the financial feasibility analysis, the Team evaluated the following three scenarios as described above:

- **Scenario 1**: Pleasant View develops gradually from south to north.
- **Scenario 2**: The transload facility develops first followed by the residential to the north of Prairie Avenue while the industrial along Pleasant View develops gradually over time.
- **Scenario 3**: The residential land north of Prairie Avenue develops first followed by the transload facility while the industrial along Pleasant View develops over time.

The model also relies on the following key assumptions.

- 1.) **Minimum Infrastructure Costs**: As discussed previously, the team worked closely with City staff to determine what infrastructure costs would be required and at what time. For example, if the transload facility developed

- first, it would require full construction of water and sewer infrastructure, but not necessarily full road widening between Seltice Way and their parcel. Transportation infrastructure would be limited to necessary safety improvements.
- 2.) Total Infrastructure Cost: Total infrastructure cost for the area within the proposed URD ranges significantly, depending on the scenario. The variance primarily hinges on the geographical phasing and how partial or temporary infrastructure can be provided.
 - 3.) Infrastructure Plan: We assume that no interior infrastructure will be public or reimbursed in the commercial areas. We also assume that water mainline infrastructure will be fully developed per the applicable master plans, even if initial phased demand does not justify. Sewer infrastructure will follow a slightly modified phasing as discussed in the Infrastructure Needs section.
 - 4.) Minimum Initial Investment: The minimum investment needed to serve the transload facility facilitating its redevelopment is estimated at \$6.78M. This is primarily water and sewer infrastructure accessed at Seltice Way and extended to their parcel.
 - 5.) Industrial Redevelopment: We assume 20% lot coverage for new industrial development which is in line with the current market average with finished value in range of \$90 to \$110 per square foot (Source: CoStar).
 - 6.) Residential Redevelopment: For the Residential Mixed (RM) zones, we assume a higher density development pattern, at 8.0 units to the acre. We assume finished values at approximately \$200 per sf.
 - 7.) Mixed-Use Redevelopment: For Community Commercial Mixed (CCM) zones, we assume a development pattern of 25% multifamily, 25% light commercial/office, and 50% flex/industrial with average 30% lot coverage.
 - 8.) Transload Facility: We assume a \$25M assessed value for the transload facility which was provided by the operator.
 - 9.) Escalators: We assume 2.1% annual increases for both revenues and costs to account for inflation. We do not assume annual escalation for the \$25,000 annual URD fee per guidance from the agency. This fee is not expected to increase for the foreseeable future.
 - 10.) Levy Rate: We use the 2020 levy rate for the Post Falls Urban Renewal Agency of 0.933902%. We have not forecasted changes to the rate which might impact future tax revenues.

Assessed Value

The estimated assessed value of property in the proposed Pleasant View URD boundary area is approximately \$6.55 million. This compares to a total assessed value for the City of Post Falls overall of \$4.8 billion.

Table 10 – Base Taxable Value

2020 Final Assessment	City of Post Falls
Assessed Value	\$4,779,180,530
Taxable Value	\$3,226,337,884

Base Value	Pleasant View URD
Assessed Value	\$6,554,546
Taxable Value	\$2,705,871

Note taxable value is lower, at \$2.7 million, due to the impact of exempt properties included in the URD boundary as well as parcels which are currently subject to an agricultural exemption. For the purposes of this analysis, we did not assume any changes to agricultural exemption status for the parcels in question.

Our base case scenario given the valuation, absorption, and development assumptions described in this report, projects a total taxable value for the Pleasant View URD of \$445.4 million in 2040. 254.9 acres of the 552.0 total in the district are assumed to be built out in this scenario, or 46% of total developable area. We assume an annual revenue escalator of 2.1%, in line with historical inflation data.

We calculated total assessed values assuming a range of development timelines as further described in Table 11 – Scenario Analysis.

Table 11 – Scenario Analysis

Build Out, Base Case ¹	Pleasant View URD
Base Taxable Value	\$2,705,871
Projected Taxable Value, 2040	\$442,692,962
Total Taxable Value, Base Case	\$445,398,833

¹ The Base Case scenario assumes approximately 46% build out of the Pleasant View URD by 2040.

% Build Out ^{1 2}	Taxable Value
Base Taxable Value	\$2,705,871
25%	\$250,799,568
50%	\$462,098,041
75%	\$673,396,513
100%	\$884,694,985
Base Case (46% Build Out)	\$445,398,833

¹ All scenarios assume transload facility is developed at an estimated cost of \$25 million.

² Estimated increase in assessed value is estimated at 2.1% annually based on historical estimates of inflation.

VI. Conclusion

To fund the upfront infrastructure necessary to redevelop the Pleasant View corridor, the city needs to identify a motivated stakeholder to front some or all of the initial investment. The creation of the district, by providing a payback mechanism, could encourage such an investment. The payback period for the initial investment we estimate to be at least 8 years without any additional outside funding, so any strategies for defraying this cost will be critical for district feasibility and future redevelopment of the area. We summarize the estimated payback period for the upfront Phase 1 infrastructure investment in Exhibit F.

As part of the next steps, the consulting team suggests a conversation with the operator of the future “Project Drive” transload facility, to determine how much if any upfront infrastructure investment they would be able to support. We also suggest a conversation the major landowner north of Prairie Avenue, who may also be motivated to invest funds in Phase 1 infrastructure to help unlock development value for its land holdings.

The assumed future development pattern and timeline for the Pleasant View URD is based on “status quo” current market conditions. Both the pace and the intensity of development in Pleasant View could accelerate with an investment in infrastructure, enabling a faster development timeline and higher future property tax revenues.

Overall, the district is expected to generate adequate revenues, between \$38.6 and \$42.0 million cumulatively as detailed in Exhibit F.1 to F.6, which is sufficient to pay for all Phases 1 – 5 of infrastructure and generate a surplus for the district. Absent grant funding or private sector infrastructure investment, the timing of infrastructure phasing will depend on available revenues. We estimate future phases of infrastructure to be fundable from district revenues starting in 2034.

Given the projected increase to the city tax base through the creation of the Pleasant View URD, along with associated economic and jobs benefits, particularly related to a high concentration of commercial and industrial uses, the creation of the URD should generate substantial positive economic benefit for the City of Post Falls and support the future budgetary needs of a growing city.

Exhibit A – Proposed URD Boundary

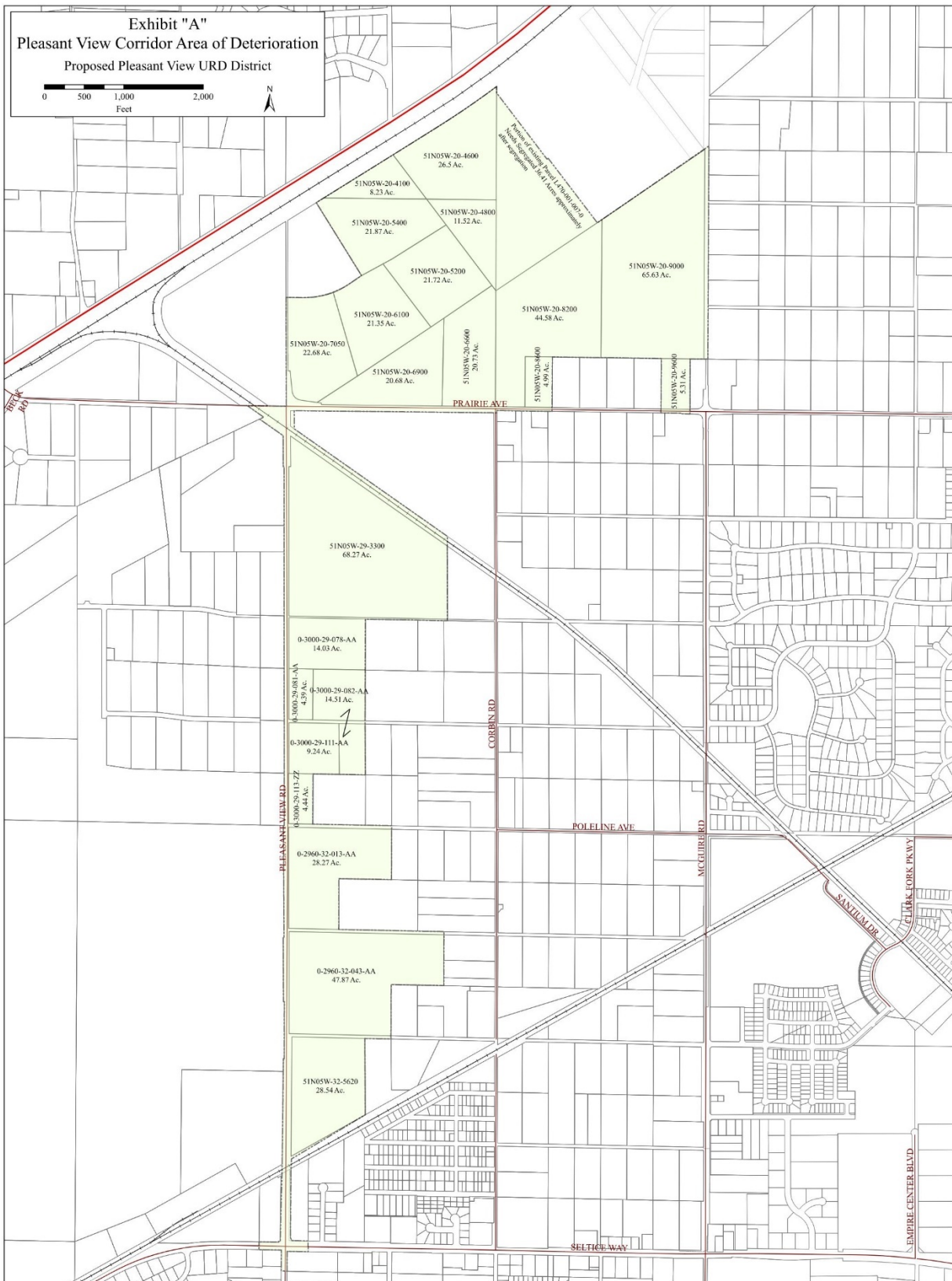


Exhibit B – Phasing Plan

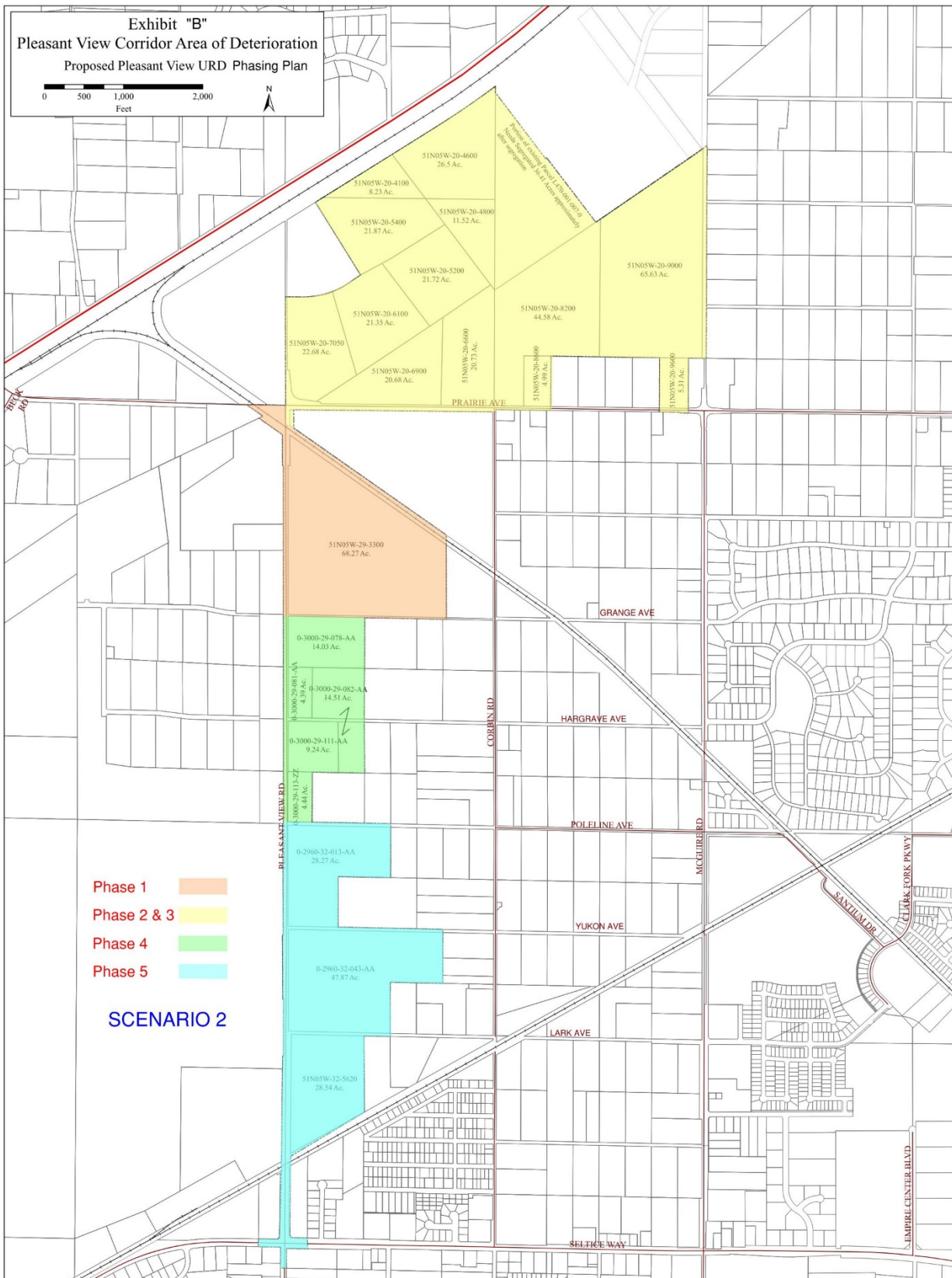


Exhibit C – Annexation

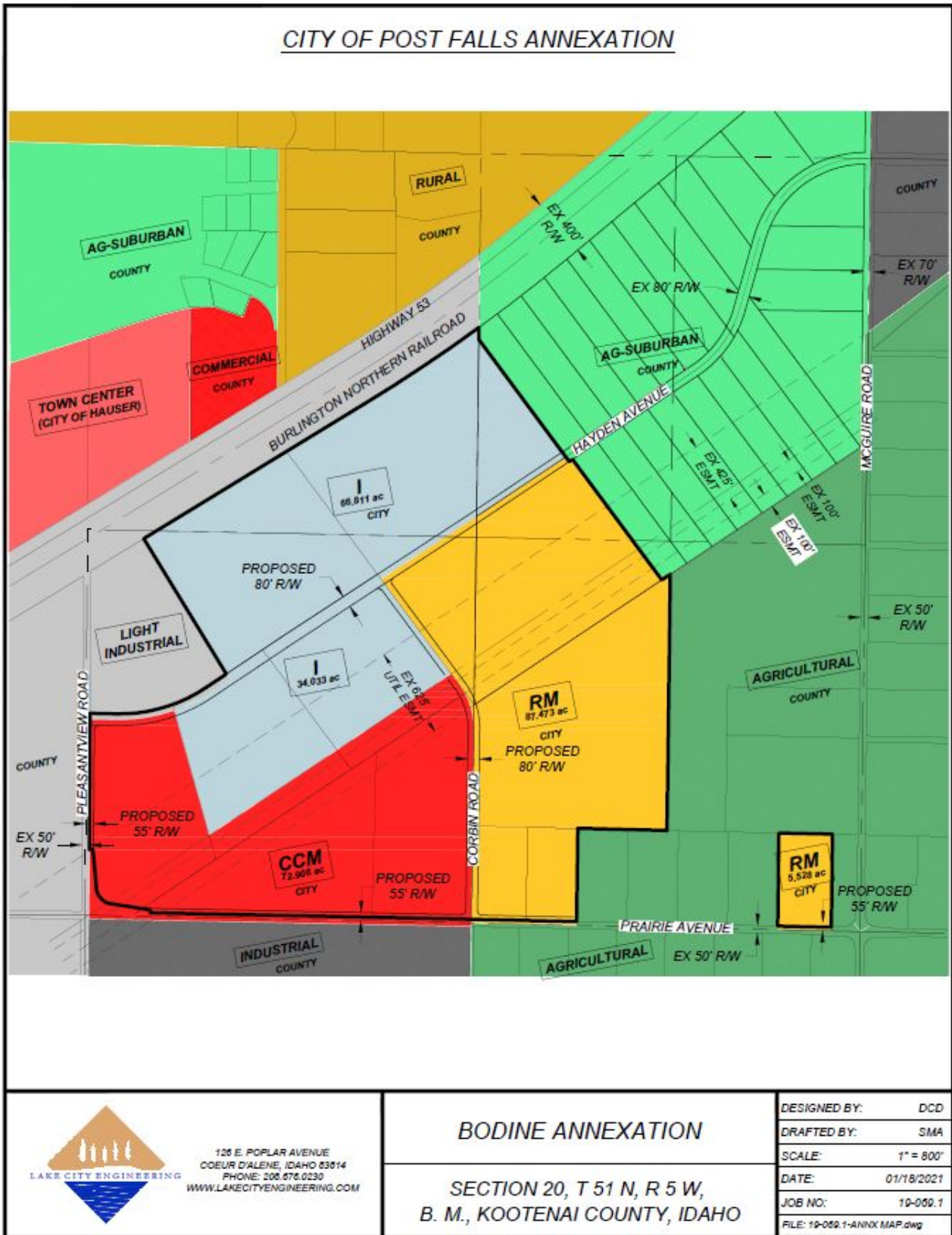


Exhibit D – Scenario 2 Infrastructure Costs

Pleasant View Feasibility Analysis - Phasing Scenario 2

Item Name	Unit	Quantity	Unit Prices	Total Price	Unit Prices	Phases 1 - Quantities	Phase 1 - Total	Unit Prices	Phase 2&3 - Quantities	Phase 2 - Total	Unit Prices	Phase 4 - Quantities	Phase 4 - Total	Unit Prices	Phase 5 - Quantities	Phase 5 - Total	Total - 2020 dollars	Total - 2030 Dollars
ROADWAY																		
Mobilization	LS	1	\$1,366,000	\$1,366,000	\$ 1,366,000	0.2	\$ 273,200	\$ 1,366,000	0.3	\$ 409,800	\$ 1,366,000	0.25	\$ 341,500	\$ 1,366,000	0.25	\$ 341,500	\$ 1,366,000	\$1,665,146
Traffic Control	LS	1	\$400,000	\$400,000	\$ 400,000	0.2	\$ 80,000	\$ 400,000	0.3	\$ 120,000	\$ 400,000	0.25	\$ 100,000	\$ 400,000	0.25	\$ 100,000	\$ 400,000	\$487,598
Erosion and Sediment Control	LS	1	\$20,000	\$20,000	\$ 20,000	0.2	\$ 4,000	\$ 20,000	0.3	\$ 6,000	\$ 20,000	0.25	\$ 5,000	\$ 20,000	0.25	\$ 5,000	\$ 20,000	\$24,380
Clearing and Grubbing	ACRE	27.44	\$3,000	\$83,000	\$ 3,000	4.59	\$ 13,770	\$ 3,000	6.33	\$ 18,990	\$ 3,000	8.86	\$ 26,580	\$ 3,000	7.66	\$ 22,980	\$ 83,000	\$101,177
Removal of Curb/Curb and Gutter	LF	1355	\$6	\$8,000	\$ 6	0	\$ -	\$ 6	300	\$ 1,650	\$ 6	0	\$ -	\$ 6	1055	\$ 5,803	\$ 8,000	\$9,752
Excavation	CY	20301	\$20	\$407,000	\$ 20	1728	\$ 34,560	\$ 20	6400	\$ 128,000	\$ 20	6623	\$ 132,460	\$ 20	5550	\$ 111,000	\$ 407,000	\$496,131
Pavement Removal/Placement	SY	29694	\$17	\$490,000	\$ 17	0	\$ -	\$ 17	12078	\$ 199,287	\$ 17	17071	\$ 281,672	\$ 17	545	\$ 8,993	\$ 490,000	\$597,307
Unsuitable Material Excavation	CY	950	\$28	\$27,000	\$ 28	100	\$ 2,750	\$ 28	200	\$ 5,500	\$ 28	400	\$ 11,000	\$ 28	250	\$ 6,875	\$ 27,000	\$32,913
Imported Borrow	CY	90573	\$10	\$906,000	\$ 10	14815	\$ 148,150	\$ 10	25248	\$ 252,480	\$ 10	24176	\$ 241,760	\$ 10	26334	\$ 263,340	\$ 906,000	\$1,104,409
Exploratory Excavation (non-groundwater)	HR	32	\$275	\$9,000	\$ 275	4	\$ 1,100	\$ 275	4	\$ 1,100	\$ 275	12	\$ 3,300	\$ 275	12	\$ 3,300	\$ 9,000	\$10,971
Curb and Gutter	LF	43030	\$28	\$1,184,000	\$ 28	4000	\$ 110,000	\$ 28	13660	\$ 375,650	\$ 28	14270	\$ 392,425	\$ 28	11100	\$ 305,250	\$ 1,184,000	\$1,443,289
Pedestrian Ramp w/ Detectable Warning Domes	EA	16	\$2,500	\$40,000	\$ 2,500	2	\$ 5,000	\$ 2,500	2	\$ 5,000	\$ 2,500	8	\$ 20,000	\$ 2,500	4	\$ 10,000	\$ 40,000	\$48,760
Concrete Driveway Approach	SY	1800	\$93	\$168,000	\$ 93	133	\$ 12,369	\$ 93	567	\$ 52,731	\$ 93	600	\$ 55,800	\$ 93	500	\$ 46,500	\$ 168,000	\$204,791
Concrete Sidewalk	SY	17989	\$40	\$720,000	\$ 40	2222	\$ 88,880	\$ 40	5867	\$ 234,680	\$ 40	6344	\$ 253,760	\$ 40	3556	\$ 142,240	\$ 720,000	\$877,676
Crushed Aggregate for Base Type 1	TON	39080	\$22	\$860,000	\$ 22	3745	\$ 82,390	\$ 22	12439	\$ 273,658	\$ 22	13047	\$ 287,034	\$ 22	9849	\$ 216,678	\$ 860,000	\$1,048,335
Superpave HMA, Class SP-3, 1/2" Agg	TON	21941	\$70	\$1,536,000	\$ 70	1875	\$ 131,250	\$ 70	7131	\$ 499,170	\$ 70	7474	\$ 523,180	\$ 70	5461	\$ 382,270	\$ 1,536,000	\$1,872,375
Chip Seal	SY	97026	\$4	\$389,000	\$ 4	11111	\$ 44,444	\$ 4	29866	\$ 119,464	\$ 4	31778	\$ 127,112	\$ 4	24271	\$ 97,084	\$ 389,000	\$474,189
Silt Fence	LF	26840	\$6	\$162,000	\$ 6	2000	\$ 12,000	\$ 6	8380	\$ 50,280	\$ 6	8560	\$ 51,360	\$ 6	7900	\$ 47,400	\$ 162,000	\$197,477
Fiber Wattles	LF	26840	\$6	\$162,000	\$ 6	2000	\$ 12,000	\$ 6	8380	\$ 50,280	\$ 6	8560	\$ 51,360	\$ 6	7900	\$ 47,400	\$ 162,000	\$197,477
Hydroseed	ACRE	14.23	\$10,000	\$143,000	\$ 10,000	0.92	\$ 9,200	\$ 10,000	4.54	\$ 45,400	\$ 10,000	4.6	\$ 46,000	\$ 10,000	4.17	\$ 41,700	\$ 143,000	\$174,316
Relocate Existing Lighting Infrastructure	EA	12	\$1,100	\$14,000	\$ 1,100	0	\$ -	\$ 1,100	5	\$ 5,500	\$ 1,100	0	\$ -	\$ 1,100	7	\$ 7,700	\$ 14,000	\$17,066
Lighting Infrastructure	EA	167	\$2,000	\$334,000	\$ 2,000	13	\$ 26,000	\$ 2,000	51	\$ 102,000	\$ 2,000	58	\$ 116,000	\$ 2,000	45	\$ 90,000	\$ 334,000	\$407,144
Permanent Signing & Pavement Markings	LF	128660	\$0.25	\$33,000	\$ 0.25	8000	\$ 2,000	\$ 0.25	39720	\$ 9,930	\$ 0.25	39940	\$ 9,985	\$ 0.25	41000	\$ 10,250	\$ 33,000	\$40,227
WATER																		
Exploratory Excavation (non-groundwater)	HR	40	\$495	\$20,000	\$ 495	10	\$ 4,950	\$ 495	20	\$ 9,900	\$ 495	10	\$ 4,950	\$ 495	0	\$ -	\$ 20,000	\$24,380
Water Main Pipe - Size 8-Inch - Type C905 DR 18 PVC	LF	5510	\$45	\$248,000	\$ 45	0	\$ -	\$ 45	0	\$ -	\$ 45	2310	\$ 103,950	\$ 45	3200	\$ 144,000	\$ 248,000	\$302,311
Water Main Pipe - Size 10-Inch - Type C905 DR 18 PVC	LF	0	\$50	\$0	\$ 50	0	\$ -	\$ 50	0	\$ -	\$ 50	0	\$ -	\$ 50	0	\$ -	\$ -	\$0
Water Main Pipe - Size 12-Inch - Type C905 DR 18 PVC	LF	5200	\$55	\$286,000	\$ 55	2600	\$ 143,000	\$ 55	2600	\$ 143,000	\$ 55	0	\$ -	\$ 55	0	\$ -	\$ 286,000	\$348,632
Water Main Pipe - Size 15-Inch - Type C905 DR 18 PVC	LF	5357	\$85	\$456,000	\$ 85	0	\$ -	\$ 85	5357	\$ 455,345	\$ 85	0	\$ -	\$ 85	0	\$ -	\$ 456,000	\$555,861
Water Main Pipe - Size 18-Inch - Type C905 DR 18 PVC	LF	13250	\$74	\$978,000	\$ 74	10650	\$ 786,000	\$ 74	2600	\$ 192,000	\$ 74	0	\$ -	\$ 74	0	\$ -	\$ 978,000	\$1,192,177
Waterline Tie-In - Sizes Vary	EA	3	\$1,500	\$5,000	\$ 1,500	1	\$ 1,500	\$ 1,500	1	\$ 1,500	\$ 1,500	1	\$ 1,500	\$ 1,500	2	\$ 3,000	\$ 5,000	\$6,095
Valve - Size 10-Inch - Type Varies	EA	2	\$2,000	\$4,000	\$ 2,000	0	\$ -	\$ 2,000	0	\$ -	\$ 2,000	2	\$ 4,000	\$ 2,000	0	\$ -	\$ 4,000	\$4,876
Valve - Size 12-Inch - Type Varies	EA	0	\$2,000	\$0	\$ 2,000	0	\$ -	\$ 2,000	0	\$ -	\$ 2,000	0	\$ -	\$ 2,000	0	\$ -	\$ -	\$0
Valve - Size 15-Inch - Type Varies	EA	2	\$2,000	\$4,000	\$ 2,000	0	\$ -	\$ 2,000	0	\$ -	\$ 2,000	2	\$ 4,000	\$ 2,000	0	\$ -	\$ 4,000	\$4,876
Valve - Size 18-Inch - Type Varies	EA	0	\$2,500	\$0	\$ 2,500	0	\$ -	\$ 2,500	0	\$ -	\$ 2,500	0	\$ -	\$ 2,500	0	\$ -	\$ -	\$0
Valve - Size 1-Inch - Type Air Release	EA	1	\$4,400	\$5,000	\$ 4,400	0	\$ -	\$ 4,400	0	\$ -	\$ 4,400	1	\$ 4,400	\$ 4,400	0	\$ -	\$ 5,000	\$6,095
Valve - Size 4-Inch - Blowoff Assembly	EA	1	\$1,650	\$2,000	\$ 1,650	0	\$ -	\$ 1,650	0	\$ -	\$ 1,650	1	\$ 1,650	\$ 1,650	0	\$ -	\$ 2,000	\$2,438
Hydrant	EA	0	\$5,500	\$0	\$ 5,500	0	\$ -	\$ 5,500	0	\$ -	\$ 5,500	0	\$ -	\$ 5,500	0	\$ -	\$ -	\$0
Water Service Connection - Size 2-Inch	EA	2	\$3,300	\$7,000	\$ 3,300	0	\$ -	\$ 3,300	0	\$ -	\$ 3,300	2	\$ 6,600	\$ 3,300	0	\$ -	\$ 7,000	\$8,533
Waterline Casing - Size 24-Inch - Type C905 PVC	LF	0	\$55	\$0	\$ 55	0	\$ -	\$ 55	0	\$ -	\$ 55	0	\$ -	\$ 55	0	\$ -	\$ -	\$0
Intertie with EGID at Corbin & Prairie	LS	1	\$75,000	\$75,000	\$ 75,000	1	\$ 75,000	\$ 75,000	0	\$ -	\$ 75,000	0	\$ -	\$ 75,000	0	\$ -	\$ 75,000	\$91,425
Railroad Bore	LF	400	\$440	\$176,000	\$ 440	400	\$ 176,000	\$ 440	0	\$ -	\$ 440	0	\$ -	\$ 440	0	\$ -	\$ 176,000	\$214,543
SEWER																		
Pleasant View & Prairie Lift Station (180gpm)	LS	1	\$1,300,000	\$1,300,000	\$ 1,300,000	1	\$ 1,300,000	\$ 1,300,000	0	\$ -	\$ 1,300,000	0	\$ -	\$ 1,300,000	0	\$ -	\$ 1,300,000	\$1,584,693
Pleasant View & Lark Lift Station (unknown gpm)	LS	1	\$700,000	\$700,000	\$ 700,000	0	\$ -	\$ 700,000	1	\$ 700,000	\$ 700,000	0	\$ -	\$ 700,000	0	\$ -	\$ 700,000	\$853,296
Exploratory Excavation (non-groundwater)	HR	20	\$500	\$10,000	\$ 500	10	\$ 5,000	\$ 500	5	\$ 2,500	\$ 500	5	\$ 2,500	\$ 500	10	\$ 5,000	\$ 10,000	\$12,190
Pressure Sewer Pipe - Size 6-Inch - Type ASTM 3034 SDR 35	LF	10800	\$50	\$540,000	\$ 50	10800	\$ 540,000	\$ 50	0	\$ -	\$ 67	0	\$ -	\$ 50	1800	\$ 90,000	\$ 540,000	\$658,257
Pressure Sewer Pipe - Size 14-Inch - Type ASTM 3034 SDR 35	LF	5800	\$89	\$517,000	\$ 89	800	\$ 71,200	\$ 89	4000	\$ 356,000	\$ 89	1000	\$ 89,000	\$ 89	6800	\$ 605,200	\$ 517,000	\$630,220
6" Pressure Sewer Fittings	EA	3	\$2,000	\$6,000	\$ 2,000	2	\$ 4,000	\$ 2,000	0	\$ -	\$ 2,000	1	\$ 2,000	\$ 2,000	1	\$ 2,000	\$ 6,000	\$7,314
14" Pressure sewer Fitting	EA	2	\$2,900	\$6,000	\$ 2,900	1	\$ 2,900	\$ 2,900	0	\$ -	\$ 2,900	1	\$ 2,900	\$ 2,900	2	\$ 5,800	\$ 6,000	\$7,314
Air/Vacuum Relief	EA	3	\$4,400	\$14,000	\$ 4,400	2	\$ 8,800	\$ 4,400	0	\$ -	\$ 4,400	1	\$ 4,400	\$ 4,400	0	\$ -	\$ 14,000	\$17,066
Plug Valve (14")	EA	1	\$8,000	\$8,000	\$ 8,000	1	\$ 8,000	\$ 8,000	0	\$ -	\$ 8,000	0	\$ -	\$ 8,000	0	\$ -	\$ 8,000	\$9,752
Cleanout (<=12")	EA	2	\$17,500	\$35,000	\$ 17,500	1	\$ 17,500	\$ 17,500	0	\$ -	\$ 17,500	1	\$ 17,500	\$ 17,500	0	\$ -	\$ 35,000	\$42,665
Cleanout (>12")	EA	1	\$20,000	\$20,000	\$ 20,000	1	\$ 20,000	\$ 20,000	0	\$ -	\$ 20,000	0	\$ -	\$ 20,000	0	\$ -	\$ 20,000	\$24,380
Railroad Boring	LF	300	\$440	\$132,000	\$ 440	300	\$ 132,000	\$ 440	0	\$ -	\$ 440	0	\$ -	\$ 440	100	\$ 44,000	\$ 132,000	\$160,907
Existing Utility Protection	LF	16600	\$1	\$17,000	\$ 1	11600	\$ 11,600	\$ 1	4000	\$ 4,000	\$ 1	1000	\$ 1,000	\$ 1	8600	\$ 8,600	\$ 17,000	\$20,723
Connection to Lift Station	EA	2	\$6,000	\$12,000	\$ 6,000	1	\$ 6,000	\$ 6,000	1	\$ 6,000	\$ 6,000	0	\$ -	\$ 6,000	0	\$ -	\$ 12,000	\$14,628
Connection to Existing Manhole	EA	1	\$1,500	\$2,000	\$ 1,500	1	\$ 1,500	\$ 1,500	0	\$ -	\$ 1,500	0	\$ -	\$ 1,500	1	\$ 1,500	\$ 2,000	\$2,438
Gravity Sewer Pipe - Size 8-Inch	LF	12990	\$50	\$650,000	\$ 50	2000	\$ 100,000	\$ 50	5280	\$ 264,000	\$ 50	5710	\$ 285,500	\$ 50	0	\$ -	\$ 650,000	\$792,346
Manholes	EA	27	\$3,080	\$84,000	\$ 3,080	4	\$ 12,320	\$ 3,080	11	\$ 33,880	\$ 3,080	12	\$ 36,960	\$ 3,080	0	\$ -	\$ 84,000	\$102,396
Overdepth	LF	5200	\$30	\$156,000	\$ 30	0	\$ -	\$ 30	4600	\$ 138,000	\$ 30	600	\$ 18,000	\$ 30	1000	\$ 30,000	\$ 156,000	\$190,163
RAILROAD																		
Removal of Concrete Crossing Planks	SF	1778	\$60	\$107,000										\$ 60	1778	\$ 106,680	\$ 107,000	\$130,432
Concrete Crossing Planks	LF	276	\$1,000	\$276,000										\$ 1,000	276	\$ 276,000	\$ 276,000	\$336,442
Railroad Crossing Arms	LS	1	\$800,000	\$800,000										\$ 800,000	1	\$ 800,000	\$ 800,000	\$975,196
Permitting	EA	2	\$15,000	\$30,000										\$ 15,000	2	\$ 30,000	\$ 30,000	\$36,570
LARGER ITEMS																		
Roundabout Upgrades (1 > 2 Lane)	LS	1	\$210,000	\$210,000				\$ 210,000	1	\$ 210,000							\$ 210,000	\$255,989
Traffic Light (Grange) with turn lanes	LS	1	\$500,000	\$500,000	\$ 500,000	1	\$ 500,000										\$ 500,000	\$609,497
Pleasantview/Seltice Intersection Upgrades - Concrete 20yr	LS	1	\$475,000	\$475,000										\$ 475,000	1	\$ 475,000	\$ 475,000	\$579,022
Update Traffic Light (Seltice)	LS	1	\$100,000	\$100,000										\$ 100,000	1	\$ 100,000	\$ 100,000	\$121,899
			\$18,434,000				\$ 5,020,333			\$ 5,482,675			\$ 3,668,098		\$ 6,804,057	\$ 25,935,049	\$31,614,680	
Engineering - Design	LS	1	\$ 1,921,115		\$ 502,033	1												

Exhibit D.1 – Scenario 2 Infrastructure Costs (Phase 1)

Item Name	Unit	Quantity	Unit Prices	Total Price	Unit Prices	Phases 1 - Quantities	Phase 1 - Total
ROADWAY							
Mobilization	LS	1	\$1,366,000	\$1,366,000	\$ 1,366,000	0.2	\$ 273,200
Traffic Control	LS	1	\$400,000	\$400,000	\$ 400,000	0.2	\$ 80,000
Erosion and Sediment Control	LS	1	\$20,000	\$20,000	\$ 20,000	0.2	\$ 4,000
Clearing and Grubbing	ACRE	27.44	\$3,000	\$83,000	\$ 3,000	4.59	\$ 13,770
Removal of Curb/Curb and Gutter	LF	1355	\$6	\$8,000	\$ 6	0	\$ -
Excavation	CY	20301	\$20	\$407,000	\$ 20	1728	\$ 34,560
Pavement Removal/Placement	SY	29694	\$17	\$490,000	\$ 17	0	\$ -
Unsuitable Material Excavation	CY	950	\$28	\$27,000	\$ 28	100	\$ 2,750
Imported Borrow	CY	90573	\$10	\$906,000	\$ 10	14815	\$ 148,150
Exploratory Excavation (non-groundwater)	HR	32	\$275	\$9,000	\$ 275	4	\$ 1,100
Curb and Gutter	LF	43030	\$28	\$1,184,000	\$ 28	4000	\$ 110,000
Pedestrian Ramp w/ Detectable Warning Domes	EA	16	\$2,500	\$40,000	\$ 2,500	2	\$ 5,000
Concrete Driveway Approach	SY	1800	\$93	\$168,000	\$ 93	133	\$ 12,369
Concrete Sidewalk	SY	17989	\$40	\$720,000	\$ 40	2222	\$ 88,880
Crushed Aggregate for Base Type 1	TON	39080	\$22	\$860,000	\$ 22	3745	\$ 82,390
Superpave HMA, Class SP-3, 1/2" Agg	TON	21941	\$70	\$1,536,000	\$ 70	1875	\$ 131,250
Chip Seal	SY	97026	\$4	\$389,000	\$ 4	11111	\$ 44,444
Silt Fence	LF	26840	\$6	\$162,000	\$ 6	2000	\$ 12,000
Fiber Wattles	LF	26840	\$6	\$162,000	\$ 6	2000	\$ 12,000
Hydroseed	ACRE	14.23	\$10,000	\$143,000	\$ 10,000	0.92	\$ 9,200
Relocate Existing Lighting Infrastructure	EA	12	\$1,100	\$14,000	\$ 1,100	0	\$ -
Lighting Infrastructure	EA	167	\$2,000	\$334,000	\$ 2,000	13	\$ 26,000
Permanent Signing & Pavement Markings	LF	128660	\$0.25	\$33,000	\$ 0.25	8000	\$ 2,000
WATER							
Exploratory Excavation (non-groundwater)	HR	40	\$495	\$20,000	\$ 495	10	\$ 4,950
Water Main Pipe - Size 8-Inch - Type C905 DR 18 PVC	LF	5510	\$45	\$248,000	\$ 45	0	\$ -
Water Main Pipe - Size 10-Inch - Type C905 DR 18 PVC	LF	0	\$50	\$0	\$ 50	0	\$ -
Water Main Pipe - Size 12-Inch - Type C905 DR 18 PVC	LF	5200	\$55	\$286,000	\$ 55	2600	\$ 143,000
Water Main Pipe - Size 15-Inch - Type C905 DR 18 PVC	LF	5357	\$85	\$456,000	\$ 85	0	\$ -
Water Main Pipe - Size 18-Inch - Type C905 DR 18 PVC	LF	13250	\$74	\$978,000	\$ 74	10650	\$ 786,000
Waterline Tie-In - Sizes Vary	EA	3	\$1,500	\$5,000	\$ 1,500	1	\$ 1,500
Valve - Size 10-Inch - Type Varies	EA	2	\$2,000	\$4,000	\$ 2,000	0	\$ -
Valve - Size 12-Inch - Type Varies	EA	0	\$2,000	\$0	\$ 2,000	0	\$ -
Valve - Size 15-Inch - Type Varies	EA	2	\$2,000	\$4,000	\$ 2,000	0	\$ -
Valve - Size 18-Inch - Type Varies	EA	0	\$2,500	\$0	\$ 2,500	0	\$ -
Valve - Size 1-Inch - Type Air Release	EA	1	\$4,400	\$5,000	\$ 4,400	0	\$ -
Valve - Size 4-Inch - Blowoff Assembly	EA	1	\$1,650	\$2,000	\$ 1,650	0	\$ -
Hydrant	EA	0	\$5,500	\$0	\$ 5,500	0	\$ -
Water Service Connection - Size 2-Inch	EA	2	\$3,300	\$7,000	\$ 3,300	0	\$ -
Waterline Casing - Size 24-Inch - Type C905 PVC	LF	0	\$55	\$0	\$ 55	0	\$ -
Intertie with EGID at Corbin & Prairie	LS	1	\$75,000	\$75,000	\$ 75,000	1	\$ 75,000
Railroad Bore	LF	400	\$440	\$176,000	\$ 440	400	\$ 176,000
SEWER							
Pleasant View & Prairie Lift Station (180gpm)	LS	1	\$1,300,000	\$1,300,000	\$ 1,300,000	1	\$ 1,300,000
Pleasant View & Lark Lift Station (unknown gpm)	LS	1	\$700,000	\$700,000	\$ 700,000	0	\$ -
Exploratory Excavation (non-groundwater)	HR	20	\$500	\$10,000	\$ 500	10	\$ 5,000
Pressure Sewer Pipe - Size 6-Inch - Type ASTM 3034 SDR 35	LF	10800	\$50	\$540,000	\$ 50	10800	\$ 540,000
Pressure Sewer Pipe - Size 14-Inch - Type ASTM 3034 SDR 35	LF	5800	\$89	\$517,000	\$ 89	800	\$ 71,200
6" Pressure Sewer Fittings	EA	3	\$2,000	\$6,000	\$ 2,000	2	\$ 4,000
14" Pressure sewer fitting	EA	2	\$2,900	\$6,000	\$ 2,900	1	\$ 2,900
Air/Vacuum Relief	EA	3	\$4,400	\$14,000	\$ 4,400	2	\$ 8,800
Plug Valve (14")	EA	1	\$8,000	\$8,000	\$ 8,000	1	\$ 8,000
Cleanout (<=12")	EA	2	\$17,500	\$35,000	\$ 17,500	1	\$ 17,500
Cleanout (>12")	EA	1	\$20,000	\$20,000	\$ 20,000	1	\$ 20,000
Railroad Boring	LF	300	\$440	\$132,000	\$ 440	300	\$ 132,000
Existing Utility Protection	LF	16600	\$1	\$17,000	\$ 1	11600	\$ 11,600
Connection to Lift Station	EA	2	\$6,000	\$12,000	\$ 6,000	1	\$ 6,000
Connection to Existing Manhole	EA	1	\$1,500	\$2,000	\$ 1,500	1	\$ 1,500
Gravity Sewer Pipe - Size 8-Inch	LF	12990	\$50	\$650,000	\$ 50	2000	\$ 100,000
Manholes	EA	27	\$3,080	\$84,000	\$ 3,080	4	\$ 12,320
Overdepth	LF	5200	\$30	\$156,000	\$ 30	0	\$ -
RAILROAD							
Removal of Concrete Crossing Planks	SF	1778	\$60	\$107,000			
Concrete Crossing Planks	LF	276	\$1,000	\$276,000			
Railroad Crossing Arms	LS	1	\$800,000	\$800,000			
Permitting	EA	2	\$15,000	\$30,000			
LARGER ITEMS							
Roundabout Upgrades (1 > 2 Lane)	LS	1	\$210,000	\$210,000			
Traffic Light (Grange) with turn lanes	LS	1	\$500,000	\$500,000	\$ 500,000	1	\$ 500,000
Pleasantview/Seltice Intersection Upgrades - Concrete 20yr	LS	1	\$475,000	\$475,000			
Update Traffic Light (Seltice)	LS	1	\$100,000	\$100,000			
				\$18,434,000			
						\$ 5,020,333	
Engineering - Design	LS	1	\$ 1,921,115		\$ 502,033	1	\$ 502,033
Engineering - CPS	LS	1	\$ 1,921,115		\$ 502,033	1	\$ 502,033
Contingency	LS	1	\$ 2,881,672		\$ 753,050	1	\$ 753,050
Total							\$ 6,777,450

Exhibit D.2 – Scenario 2 Infrastructure Costs (Phase 2 & 3)

Item Name	Unit	Quantity	Unit Prices	Total Price	Unit Prices	Phase 2&3 - Quantities	Phase 2 - Total
ROADWAY							
Mobilization	LS	1	\$1,366,000	\$1,366,000	\$ 1,366,000	0.3	\$ 409,800
Traffic Control	LS	1	\$400,000	\$400,000	\$ 400,000	0.3	\$ 120,000
Erosion and Sediment Control	LS	1	\$20,000	\$20,000	\$ 20,000	0.3	\$ 6,000
Clearing and Grubbing	ACRE	27.44	\$3,000	\$83,000	\$ 3,000	6.33	\$ 18,990
Removal of Curb/Curb and Gutter	LF	1355	\$6	\$8,000	\$ 6	300	\$ 1,650
Excavation	CY	20301	\$20	\$407,000	\$ 20	6400	\$ 128,000
Pavement Removal/Placement	SY	29694	\$17	\$490,000	\$ 17	12078	\$ 199,287
Unsuitable Material Excavation	CY	950	\$28	\$27,000	\$ 28	200	\$ 5,500
Imported Borrow	CY	90573	\$10	\$906,000	\$ 10	25248	\$ 252,480
Exploratory Excavation (non-groundwater)	HR	32	\$275	\$9,000	\$ 275	4	\$ 1,100
Curb and Gutter	LF	43030	\$28	\$1,184,000	\$ 28	13660	\$ 375,650
Pedestrian Ramp w/ Detectable Warning Domes	EA	16	\$2,500	\$40,000	\$ 2,500	2	\$ 5,000
Concrete Driveway Approach	SY	1800	\$93	\$168,000	\$ 93	567	\$ 52,731
Concrete Sidewalk	SY	17989	\$40	\$720,000	\$ 40	5867	\$ 234,680
Crushed Aggregate for Base Type 1	TON	39080	\$22	\$860,000	\$ 22	12439	\$ 273,658
Superpave HMA, Class SP-3, 1/2" Agg	TON	21941	\$70	\$1,536,000	\$ 70	7131	\$ 499,170
Chip Seal	SY	97026	\$4	\$389,000	\$ 4	29866	\$ 119,464
Silt Fence	LF	26840	\$6	\$162,000	\$ 6	8380	\$ 50,280
Fiber Wattles	LF	26840	\$6	\$162,000	\$ 6	8380	\$ 50,280
Hydroseed	ACRE	14.23	\$10,000	\$143,000	\$ 10,000	4.54	\$ 45,400
Relocate Existing Lighting Infrastructure	EA	12	\$1,100	\$14,000	\$ 1,100	5	\$ 5,500
Lighting Infrastructure	EA	167	\$2,000	\$334,000	\$ 2,000	51	\$ 102,000
Permanent Signing & Pavement Markings	LF	128660	\$0.25	\$33,000	\$ 0.25	39720	\$ 9,930
WATER							
Exploratory Excavation (non-groundwater)	HR	40	\$495	\$20,000	\$ 495	20	\$ 9,900
Water Main Pipe - Size 8-Inch - Type C905 DR 18 PVC	LF	5510	\$45	\$248,000	\$ 45	0	\$ -
Water Main Pipe - Size 10-Inch - Type C905 DR 18 PVC	LF	0	\$50	\$0	\$ 50	0	\$ -
Water Main Pipe - Size 12-Inch - Type C905 DR 18 PVC	LF	5200	\$55	\$286,000	\$ 55	2600	\$ 143,000
Water Main Pipe - Size 15-Inch - Type C905 DR 18 PVC	LF	5357	\$85	\$456,000	\$ 85	5357	\$ 455,345
Water Main Pipe - Size 18-Inch - Type C905 DR 18 PVC	LF	13250	\$74	\$978,000	\$ 74	2600	\$ 192,000
Waterline Tie-In - Sizes Vary	EA	3	\$1,500	\$5,000	\$ 1,500	1	\$ 1,500
Valve - Size 10-Inch - Type Varies	EA	2	\$2,000	\$4,000	\$ 2,000	0	\$ -
Valve - Size 12-Inch - Type Varies	EA	0	\$2,000	\$0	\$ 2,000	0	\$ -
Valve - Size 15-Inch - Type Varies	EA	2	\$2,000	\$4,000	\$ 2,000	0	\$ -
Valve - Size 18-Inch - Type Varies	EA	0	\$2,500	\$0	\$ 2,500	0	\$ -
Valve - Size 1-Inch - Type Air Release	EA	1	\$4,400	\$5,000	\$ 4,400	0	\$ -
Valve - Size 4-Inch - Blowoff Assembly	EA	1	\$1,650	\$2,000	\$ 1,650	0	\$ -
Hydrant	EA	0	\$5,500	\$0	\$ 5,500	0	\$ -
Water Service Connection - Size 2-Inch	EA	2	\$3,300	\$7,000	\$ 3,300	0	\$ -
Waterline Casing - Size 24-Inch - Type C905 PVC	LF	0	\$55	\$0	\$ 55	0	\$ -
Intertie with EGID at Corbin & Prairie	LS	1	\$75,000	\$75,000	\$ 75,000	0	\$ -
Railroad Bore	LF	400	\$440	\$176,000	\$ 440	0	\$ -
SEWER							
Pleasant View & Prairie Lift Station (180gpm)	LS	1	\$1,300,000	\$1,300,000	\$ 1,300,000	0	\$ -
Pleasant View & Lark Lift Station (unknown gpm)	LS	1	\$700,000	\$700,000	\$ 700,000	1	\$ 700,000
Exploratory Excavation (non-groundwater)	HR	20	\$500	\$10,000	\$ 500	5	\$ 2,500
Pressure Sewer Pipe - Size 6-Inch - Type ASTM 3034 SDR 35	LF	10800	\$50	\$540,000	\$ 50	0	\$ -
Pressure Sewer Pipe - Size 14-Inch - Type ASTM 3034 SDR 35	LF	5800	\$89	\$517,000	\$ 89	4000	\$ 356,000
6" Pressure Sewer Fittings	EA	3	\$2,000	\$6,000	\$ 2,000	0	\$ -
14" Pressure sewer Fitting	EA	2	\$2,900	\$6,000	\$ 2,900	0	\$ -
Air/Vacuum Relief	EA	3	\$4,400	\$14,000	\$ 4,400	0	\$ -
Plug Valve (14")	EA	1	\$8,000	\$8,000	\$ 8,000	0	\$ -
Cleanout (<=12")	EA	2	\$17,500	\$35,000	\$ 17,500	0	\$ -
Cleanout (>12")	EA	1	\$20,000	\$20,000	\$ 20,000	0	\$ -
Railroad Boring	LF	300	\$440	\$132,000	\$ 440	0	\$ -
Existing Utility Protection	LF	16600	\$1	\$17,000	\$ 1	4000	\$ 4,000
Connection to Lift Station	EA	2	\$6,000	\$12,000	\$ 6,000	1	\$ 6,000
Connection to Existing Manhole	EA	1	\$1,500	\$2,000	\$ 1,500	0	\$ -
Gravity Sewer Pipe - Size 8-Inch	LF	12990	\$50	\$650,000	\$ 50	5280	\$ 264,000
Manholes	EA	27	\$3,080	\$84,000	\$ 3,080	11	\$ 33,880
Overdepth	LF	5200	\$30	\$156,000	\$ 30	4600	\$ 138,000
RAILROAD							
Removal of Concrete Crossing Planks	SF	1778	\$60	\$107,000			
Concrete Crossing Planks	LF	276	\$1,000	\$276,000			
Railroad Crossing Arms	LS	1	\$800,000	\$800,000			
Permitting	EA	2	\$15,000	\$30,000			
LARGER ITEMS							
Roundabout Upgrades (1 > 2 Lane)	LS	1	\$210,000	\$210,000	\$ 210,000	1	\$ 210,000
Traffic Light (Grange) with turn lanes	LS	1	\$500,000	\$500,000			
Pleasantview/Seltice Intersection Upgrades - Concrete 20yr	LS	1	\$475,000	\$475,000			
Update Traffic Light (Seltice)	LS	1	\$100,000	\$100,000			
							\$ 5,482,675
							\$ 5,482,675
Engineering - Design	LS	1	\$ 1,921,115		\$ 548,268	1	\$ 548,268
Engineering - CPS	LS	1	\$ 1,921,115		\$ 548,268	1	\$ 548,268
Contingency	LS	1	\$ 2,881,672		\$ 822,401	1	\$ 822,401
Total							\$ 7,401,611

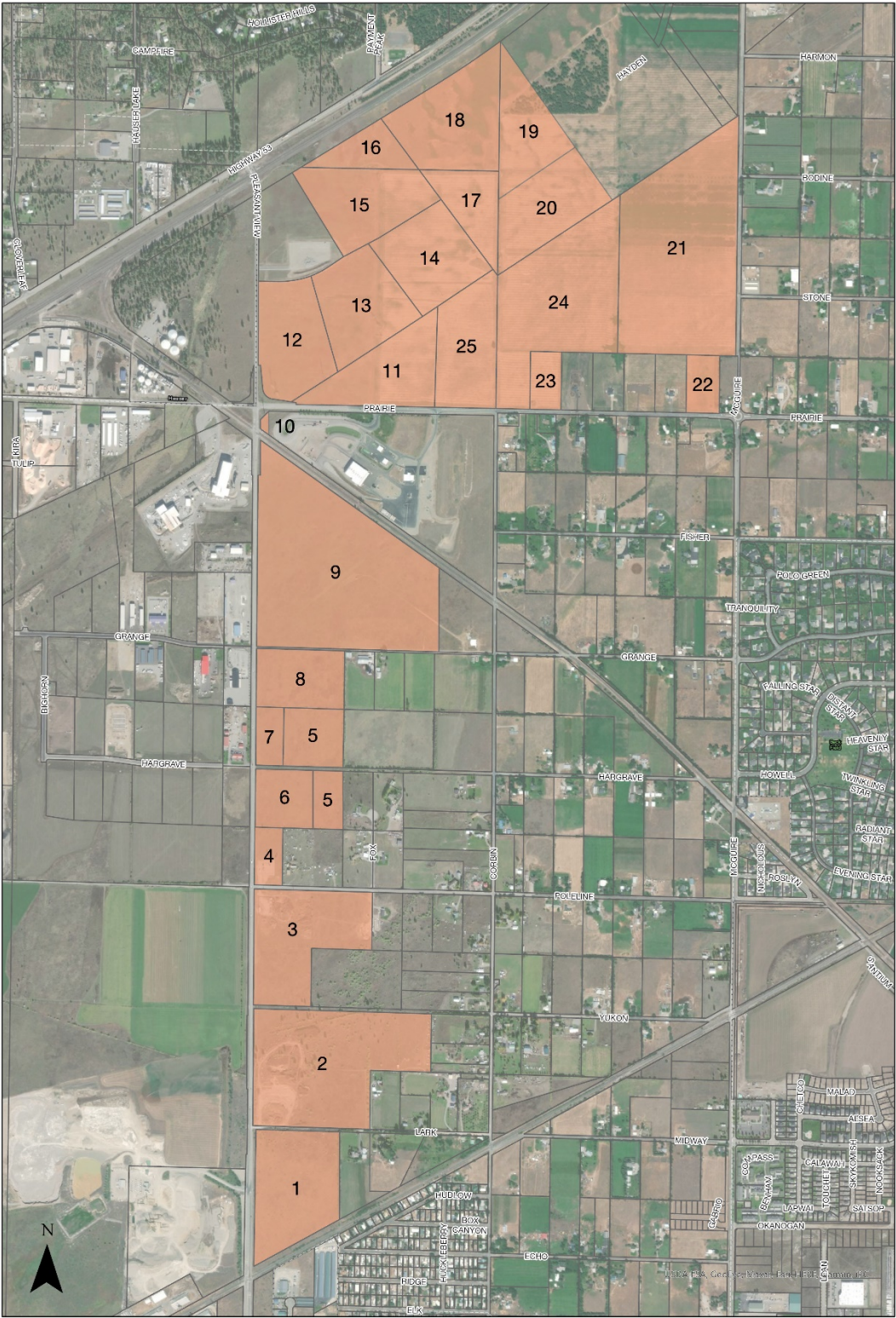
Exhibit D.3 – Scenario 2 Infrastructure Costs (Phase 4)

Item Name	Unit	Quantity	Unit Prices	Total Price	Unit Prices	Phase 4 - Quantities	Phase 4 - Total
ROADWAY							
Mobilization	LS	1	\$1,366,000	\$1,366,000	\$ 1,366,000	0.25	\$ 341,500
Traffic Control	LS	1	\$400,000	\$400,000	\$ 400,000	0.25	\$ 100,000
Erosion and Sediment Control	LS	1	\$20,000	\$20,000	\$ 20,000	0.25	\$ 5,000
Clearing and Grubbing	ACRE	27.44	\$3,000	\$83,000	\$ 3,000	8.86	\$ 26,580
Removal of Curb/Curb and Gutter	LF	1355	\$6	\$8,000	\$ 6	0	\$ -
Excavation	CY	20301	\$20	\$407,000	\$ 20	6623	\$ 132,460
Pavement Removal/Placement	SY	29694	\$17	\$490,000	\$ 17	17071	\$ 281,672
Unsuitable Material Excavation	CY	950	\$28	\$27,000	\$ 28	400	\$ 11,000
Imported Borrow	CY	90573	\$10	\$906,000	\$ 10	24176	\$ 241,760
Exploratory Excavation (non-groundwater)	HR	32	\$275	\$9,000	\$ 275	12	\$ 3,300
Curb and Gutter	LF	43030	\$28	\$1,184,000	\$ 28	14270	\$ 392,425
Pedestrian Ramp w/ Detectable Warning Domes	EA	16	\$2,500	\$40,000	\$ 2,500	8	\$ 20,000
Concrete Driveway Approach	SY	1800	\$93	\$168,000	\$ 93	600	\$ 55,800
Concrete Sidewalk	SY	17989	\$40	\$720,000	\$ 40	6344	\$ 253,760
Crushed Aggregate for Base Type 1	TON	39080	\$22	\$860,000	\$ 22	13047	\$ 287,034
Superpave HMA, Class SP-3, 1/2" Agg	TON	21941	\$70	\$1,536,000	\$ 70	7474	\$ 523,180
Chip Seal	SY	97026	\$4	\$389,000	\$ 4	31778	\$ 127,112
Silt Fence	LF	26840	\$6	\$162,000	\$ 6	8560	\$ 51,360
Fiber Wattles	LF	26840	\$6	\$162,000	\$ 6	8560	\$ 51,360
Hydroseed	ACRE	14.23	\$10,000	\$143,000	\$ 10,000	4.6	\$ 46,000
Relocate Existing Lighting Infrastructure	EA	12	\$1,100	\$14,000	\$ 1,100	0	\$ -
Lighting Infrastructure	EA	167	\$2,000	\$334,000	\$ 2,000	58	\$ 116,000
Permanent Signing & Pavement Markings	LF	128660	\$0.25	\$33,000	\$ 0.25	39940	\$ 9,985
WATER							
Exploratory Excavation (non-groundwater)	HR	40	\$495	\$20,000	\$ 495	10	\$ 4,950
Water Main Pipe - Size 8-Inch - Type C905 DR 18 PVC	LF	5510	\$45	\$248,000	\$ 45	2310	\$ 103,950
Water Main Pipe - Size 10-Inch - Type C905 DR 18 PVC	LF	0	\$50	\$0	\$ 50	0	\$ -
Water Main Pipe - Size 12-Inch - Type C905 DR 18 PVC	LF	5200	\$55	\$286,000	\$ 55	0	\$ -
Water Main Pipe - Size 15-Inch - Type C905 DR 18 PVC	LF	5357	\$85	\$456,000	\$ 85	0	\$ -
Water Main Pipe - Size 18-Inch - Type C905 DR 18 PVC	LF	13250	\$74	\$978,000	\$ 74	0	\$ -
Waterline Tie-In - Sizes Vary	EA	3	\$1,500	\$5,000	\$ 1,500	1	\$ 1,500
Valve - Size 10-Inch - Type Varies	EA	2	\$2,000	\$4,000	\$ 2,000	2	\$ 4,000
Valve - Size 12-Inch - Type Varies	EA	0	\$2,000	\$0	\$ 2,000	0	\$ -
Valve - Size 15-Inch - Type Varies	EA	2	\$2,000	\$4,000	\$ 2,000	2	\$ 4,000
Valve - Size 18-Inch - Type Varies	EA	0	\$2,500	\$0	\$ 2,500	0	\$ -
Valve - Size 1-Inch - Type Air Release	EA	1	\$4,400	\$5,000	\$ 4,400	1	\$ 4,400
Valve - Size 4-Inch - Blowoff Assembly	EA	1	\$1,650	\$2,000	\$ 1,650	1	\$ 1,650
Hydrant	EA	0	\$5,500	\$0	\$ 5,500	0	\$ -
Water Service Connection - Size 2-Inch	EA	2	\$3,300	\$7,000	\$ 3,300	2	\$ 6,600
Waterline Casing - Size 24-Inch - Type C905 PVC	LF	0	\$55	\$0	\$ 55	0	\$ -
Intertie with EGID at Corbin & Prairie	LS	1	\$75,000	\$75,000	\$ 75,000	0	\$ -
Railroad Bore	LF	400	\$440	\$176,000	\$ 440	0	\$ -
SEWER							
Pleasant View & Prairie Lift Station (180gpm)	LS	1	\$1,300,000	\$1,300,000	\$ 1,300,000	0	\$ -
Pleasant View & Lark Lift Station (unknown gpm)	LS	1	\$700,000	\$700,000	\$ 700,000	0	\$ -
Exploratory Excavation (non-groundwater)	HR	20	\$500	\$10,000	\$ 500	5	\$ 2,500
Pressure Sewer Pipe - Size 6-Inch - Type ASTM 3034 SDR 35	LF	10800	\$50	\$540,000	\$ 67	0	\$ -
Pressure Sewer Pipe - Size 14-Inch - Type ASTM 3034 SDR 35	LF	5800	\$89	\$517,000	\$ 89	1000	\$ 89,000
6" Pressure Sewer Fittings	EA	3	\$2,000	\$6,000	\$ 2,000	1	\$ 2,000
14" Pressure sewer Fitting	EA	2	\$2,900	\$6,000	\$ 2,900	1	\$ 2,900
Air/Vacuum Relief	EA	3	\$4,400	\$14,000	\$ 4,400	1	\$ 4,400
Plug Valve (14")	EA	1	\$8,000	\$8,000	\$ 8,000	0	\$ -
Cleanout (<=12")	EA	2	\$17,500	\$35,000	\$ 17,500	1	\$ 17,500
Cleanout (>12")	EA	1	\$20,000	\$20,000	\$ 20,000	0	\$ -
Railroad Boring	LF	300	\$440	\$132,000	\$ 440	0	\$ -
Existing Utility Protection	LF	16600	\$1	\$17,000	\$ 1	1000	\$ 1,000
Connection to Lift Station	EA	2	\$6,000	\$12,000	\$ 6,000	0	\$ -
Connection to Existing Manhole	EA	1	\$1,500	\$2,000	\$ 1,500	0	\$ -
Gravity Sewer Pipe - Size 8-Inch	LF	12990	\$50	\$650,000	\$ 50	5710	\$ 285,500
Manholes	EA	27	\$3,080	\$84,000	\$ 3,080	12	\$ 36,960
Overdepth	LF	5200	\$30	\$156,000	\$ 30	600	\$ 18,000
RAILROAD							
Removal of Concrete Crossing Planks	SF	1778	\$60	\$107,000			
Concrete Crossing Planks	LF	276	\$1,000	\$276,000			
Railroad Crossing Arms	LS	1	\$800,000	\$800,000			
Permitting	EA	2	\$15,000	\$30,000			
LARGER ITEMS							
Roundabout Upgrades (1 > 2 Lane)	LS	1	\$210,000	\$210,000			
Traffic Light (Grange) with turn lanes	LS	1	\$500,000	\$500,000			
Pleasantview/Seltice Intersection Upgrades - Concrete 20yr	LS	1	\$475,000	\$475,000			
Update Traffic Light (Seltice)	LS	1	\$100,000	\$100,000			
				\$18,434,000			\$ 3,668,098
Engineering - Design	LS	1	\$ 1,921,115		\$ 366,810	1	\$ 366,810
Engineering - CPS	LS	1	\$ 1,921,115		\$ 366,810	1	\$ 366,810
Contingency	LS	1	\$ 2,881,672		\$ 550,215	1	\$ 550,215
Total							\$ 4,951,932

Exhibit D.4 – Scenario 2 Infrastructure Costs (Phase 5)

Item Name	Unit	Quantity	Unit Prices	Total Price	Unit Prices	Phase 5 - Quantities	Phase 5 - Total
ROADWAY							
Mobilization	LS	1	\$1,366,000	\$1,366,000	\$ 1,366,000	0.25	\$ 341,500
Traffic Control	LS	1	\$400,000	\$400,000	\$ 400,000	0.25	\$ 100,000
Erosion and Sediment Control	LS	1	\$20,000	\$20,000	\$ 20,000	0.25	\$ 5,000
Clearing and Grubbing	ACRE	27.44	\$3,000	\$83,000	\$ 3,000	7.66	\$ 22,980
Removal of Curb/Curb and Gutter	LF	1355	\$6	\$8,000	\$ 6	1055	\$ 5,803
Excavation	CY	20301	\$20	\$407,000	\$ 20	5550	\$ 111,000
Pavement Removal/Placement	SY	29694	\$17	\$490,000	\$ 17	545	\$ 8,993
Unsuitable Material Excavation	CY	950	\$28	\$27,000	\$ 28	250	\$ 6,875
Imported Borrow	CY	90573	\$10	\$906,000	\$ 10	26334	\$ 263,340
Exploratory Excavation (non-groundwater)	HR	32	\$275	\$9,000	\$ 275	12	\$ 3,300
Curb and Gutter	LF	43030	\$28	\$1,184,000	\$ 28	11100	\$ 305,250
Pedestrian Ramp w/ Detectable Warning Domes	EA	16	\$2,500	\$40,000	\$ 2,500	4	\$ 10,000
Concrete Driveway Approach	SY	1800	\$93	\$168,000	\$ 93	500	\$ 46,500
Concrete Sidewalk	SY	17989	\$40	\$720,000	\$ 40	3556	\$ 142,240
Crushed Aggregate for Base Type 1	TON	39080	\$22	\$860,000	\$ 22	9849	\$ 216,678
Superpave HMA, Class SP-3, 1/2" Agg	TON	21941	\$70	\$1,536,000	\$ 70	5461	\$ 382,270
Chip Seal	SY	97026	\$4	\$389,000	\$ 4	24271	\$ 97,084
Silt Fence	LF	26840	\$6	\$162,000	\$ 6	7900	\$ 47,400
Fiber Wattles	LF	26840	\$6	\$162,000	\$ 6	7900	\$ 47,400
Hydrosed	ACRE	14.23	\$10,000	\$143,000	\$ 10,000	4.17	\$ 41,700
Relocate Existing Lighting Infrastructure	EA	12	\$1,100	\$14,000	\$ 1,100	7	\$ 7,700
Lighting Infrastructure	EA	167	\$2,000	\$334,000	\$ 2,000	45	\$ 90,000
Permanent Signing & Pavement Markings	LF	128660	\$0.25	\$33,000	\$ 0.25	41000	\$ 10,250
WATER							
Exploratory Excavation (non-groundwater)	HR	40	\$495	\$20,000	\$ 495	0	\$ -
Water Main Pipe - Size 8-Inch - Type C905 DR 18 PVC	LF	5510	\$45	\$248,000	\$ 45	3200	\$ 144,000
Water Main Pipe - Size 10-Inch - Type C905 DR 18 PVC	LF	0	\$50	\$0	\$ 50	0	\$ -
Water Main Pipe - Size 12-Inch - Type C905 DR 18 PVC	LF	5200	\$55	\$286,000	\$ 55	0	\$ -
Water Main Pipe - Size 15-Inch - Type C905 DR 18 PVC	LF	5357	\$85	\$456,000	\$ 85	0	\$ -
Water Main Pipe - Size 18-Inch - Type C905 DR 18 PVC	LF	13250	\$74	\$978,000	\$ 74	0	\$ -
Waterline Tie-In - Sizes Vary	EA	3	\$1,500	\$5,000	\$ 1,500	2	\$ 3,000
Valve - Size 10-Inch - Type Varies	EA	2	\$2,000	\$4,000	\$ 2,000	0	\$ -
Valve - Size 12-Inch - Type Varies	EA	0	\$2,000	\$0	\$ 2,000	0	\$ -
Valve - Size 15-Inch - Type Varies	EA	2	\$2,000	\$4,000	\$ 2,000	0	\$ -
Valve - Size 18-Inch - Type Varies	EA	0	\$2,500	\$0	\$ 2,500	0	\$ -
Valve - Size 1-Inch - Type Air Release	EA	1	\$4,400	\$5,000	\$ 4,400	0	\$ -
Valve - Size 4-Inch - Blowoff Assembly	EA	1	\$1,650	\$2,000	\$ 1,650	0	\$ -
Hydrant	EA	0	\$5,500	\$0	\$ 5,500	0	\$ -
Water Service Connection - Size 2-Inch	EA	2	\$3,300	\$7,000	\$ 3,300	0	\$ -
Waterline Casing - Size 24-Inch - Type C905 PVC	LF	0	\$55	\$0	\$ 55	0	\$ -
Intertie with EGID at Corbin & Prairie	LS	1	\$75,000	\$75,000	\$ 75,000	0	\$ -
Railroad Bore	LF	400	\$440	\$176,000	\$ 440	0	\$ -
SEWER							
Pleasant View & Prairie Lift Station (180gpm)	LS	1	\$1,300,000	\$1,300,000	\$ 1,300,000	0	\$ -
Pleasant View & Lark Lift Station (unknown gpm)	LS	1	\$700,000	\$700,000	\$ 700,000	0	\$ -
Exploratory Excavation (non-groundwater)	HR	20	\$500	\$10,000	\$ 500	10	\$ 5,000
Pressure Sewer Pipe - Size 6-Inch - Type ASTM 3034 SDR 35	LF	10800	\$50	\$540,000	\$ 50	1800	\$ 90,000
Pressure Sewer Pipe - Size 14-Inch - Type ASTM 3034 SDR 35	LF	5800	\$89	\$517,000	\$ 89	6800	\$ 605,200
6" Pressure Sewer Fittings	EA	3	\$2,000	\$6,000	\$ 2,000	1	\$ 2,000
14" Pressure sewer Fitting	EA	2	\$2,900	\$6,000	\$ 2,900	2	\$ 5,800
Air/Vacuum Relief	EA	3	\$4,400	\$14,000	\$ 4,400	0	\$ -
Plug Valve (14")	EA	1	\$8,000	\$8,000	\$ 8,000	0	\$ -
Cleanout (<=12")	EA	2	\$17,500	\$35,000	\$ 17,500	0	\$ -
Cleanout (>12")	EA	1	\$20,000	\$20,000	\$ 20,000	0	\$ -
Railroad Boring	LF	300	\$440	\$132,000	\$ 440	100	\$ 44,000
Existing Utility Protection	LF	16600	\$1	\$17,000	\$ 1	8600	\$ 8,600
Connection to Lift Station	EA	2	\$6,000	\$12,000	\$ 6,000	0	\$ -
Connection to Existing Manhole	EA	1	\$1,500	\$2,000	\$ 1,500	1	\$ 1,500
Gravity Sewer Pipe - Size 8-Inch	LF	12990	\$50	\$650,000	\$ 50	0	\$ -
Manholes	EA	27	\$3,080	\$84,000	\$ 3,080	0	\$ -
Overdepth	LF	5200	\$30	\$156,000	\$ 30	1000	\$ 30,000
RAILROAD							
Removal of Concrete Crossing Planks	SF	1778	\$60	\$107,000	\$ 60	1778	\$ 106,680
Concrete Crossing Planks	LF	276	\$1,000	\$276,000	\$ 1,000	276	\$ 276,000
Railroad Crossing Arms	LS	1	\$800,000	\$800,000	\$ 800,000	1	\$ 800,000
Permitting	EA	2	\$15,000	\$30,000	\$ 15,000	2	\$ 30,000
LARGER ITEMS							
Roundabout Upgrades (1 > 2 Lane)	LS	1	\$210,000	\$210,000			
Traffic Light (Grange) with turn lanes	LS	1	\$500,000	\$500,000			
Pleasantview/Seltice Intersection Upgrades - Concrete 20yr	LS	1	\$475,000	\$475,000	\$ 475,000	1	\$ 475,000
Update Traffic Light (Seltice)	LS	1	\$100,000	\$100,000	\$ 100,000	1	\$ 100,000
				\$18,434,000			
						\$	\$ 5,040,042
Engineering - Design	LS	1	\$ 1,921,115		\$ 504,004	1	\$ 504,004
Engineering - CPS	LS	1	\$ 1,921,115		\$ 504,004	1	\$ 504,004
Contingency	LS	1	\$ 2,881,672		\$ 756,006	1	\$ 756,006
Total							\$ 6,804,057

Exhibit E – Parcel Map



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208-664-9382

Pleasant View
URD Boundary

Sources:
Kootenai County GIS
PROJECT NO. 41354
DRAWN BY CSH
FILENAME 03102021_PleasantView/URDBoundary
DATE 04-06-2021

Exhibit F – Supplemental Funding Options Analysis

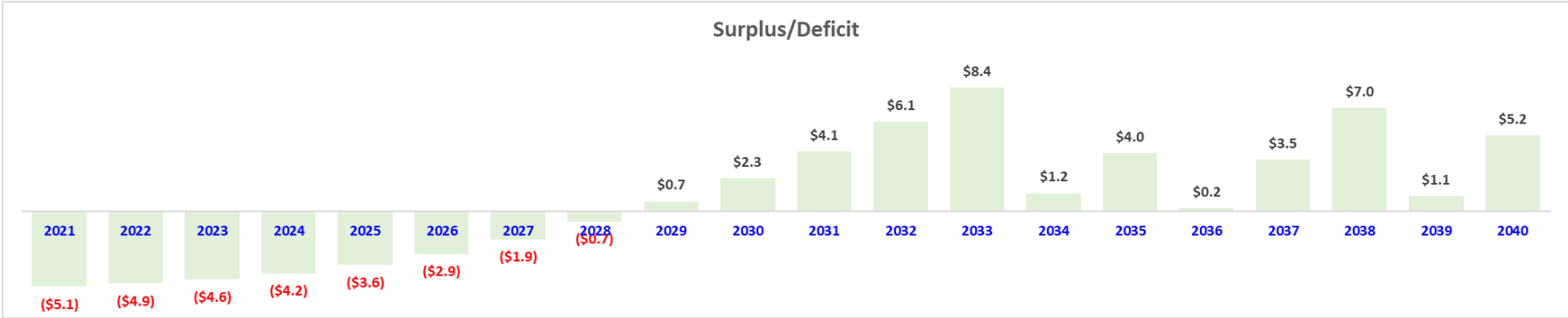
Phase 1 Infrastructure
Pleasant View URD

Est. Phase 1 Cost (\$M)	\$6.78
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City Infrastructure Funding as % of Total Cost ¹	City Infrastructure Funding Amount (\$M)	Developer Responsibility (\$M)	Private Sector Payback Period (Yrs.)	Payback Year
25%	\$1.69	\$5.08	8	2029
50%	\$3.39	\$3.39	7	2028
75%	\$5.08	\$1.69	5	2026

¹ Shown as % of Phase 1 infrastructure cost only. Estimate provided by Welch Comer Engineering.

Exhibit F.1 – URD Cash Flows Timeline – 25% Option



Annual Increase, Revenue	2.1%
Annual Increase, Expense	2.1%

Infrastructure Timing Assumptions	Phase
2021	1
2034	2
2036	3
2039	4

Construction Start Year	
Transload Facility	2022
Industrial - Prairie	2025
Industrial - Pleasant View	2023
Residential Mixed (RM)	2024
Community Commercial Mixed (CCM)	2023

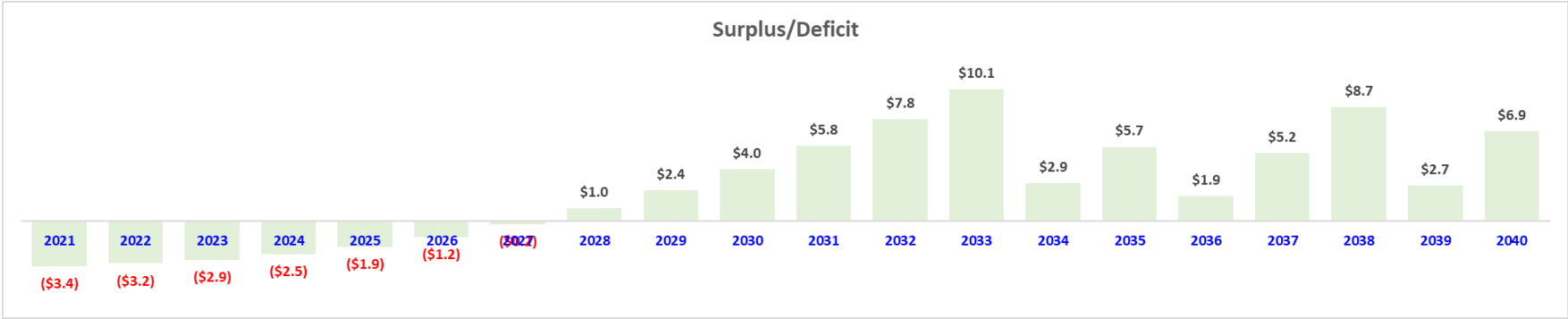
Levy Assumptions	
PFURA Levy Rate (2020)	0.933902%

Total
Sources
38,613,997
Uses
33,450,937
Surplus/Deficit
5,163,060

Exhibit F.2 – URD Cash Flows – 25% Option

Sources (\$)	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
City Funds	1,694,362	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transload Facility	0	238,273	243,170	248,167	253,267	258,472	263,783	269,204	274,736	280,382	286,144	292,024	298,025	304,149	310,400	316,778	323,288	329,932	336,712	343,631
Parcels 11 through 25 (North of Prairie Avenue)																				
Parcel 11 - Community Commercial Mixed (CCM)	0	0	40,643	82,956	126,990	172,800	220,439	269,963	321,429	374,896	395,609	403,739	412,035	420,503	429,144	437,963	446,963	456,148	465,522	475,088
Parcel 12 - Community Commercial Mixed (CCM)	0	0	0	0	0	0	0	0	0	0	47,825	97,616	149,433	203,338	259,396	317,671	378,233	441,149	506,492	521,035
Parcel 25 - Community Commercial Mixed (CCM)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57,433
Parcel 22 - Residential Mixed (RM)	0	0	0	63,531	129,673	140,542	143,431	146,378	149,386	152,456	155,589	158,786	162,049	165,379	168,778	172,246	175,786	179,398	183,085	186,847
Parcel 23 - Residential Mixed (RM)	0	0	0	0	0	66,169	134,787	137,557	140,384	143,268	146,213	149,217	152,284	155,413	158,607	161,866	165,193	168,587	172,052	175,587
Parcel 24 - Residential Mixed (RM)	0	0	0	0	0	0	67,528	137,832	210,997	287,111	366,264	448,549	534,061	622,898	715,161	810,953	910,380	1,013,551	1,120,577	1,231,575
Parcel 17 - Residential Mixed (RM)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 13 - Industrial	0	0	0	0	22,065	45,036	68,942	93,812	119,675	146,561	174,502	203,529	221,732	226,289	230,939	235,685	240,528	245,471	250,515	255,663
Parcel 14 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	25,964	52,995	81,126	110,391	140,824	172,462	205,340	239,497
Parcel 15 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 16 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 18 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 19 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 20 - Residential Mixed (RM)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcels 11 through 25 Total	0	0	40,643	146,486	278,728	424,547	635,127	785,542	941,871	1,104,293	1,286,001	1,461,436	1,657,558	1,846,815	2,043,150	2,246,775	2,457,906	2,676,766	2,903,583	3,142,727
Parcels 1-8 (Pleasant View)																				
Parcel 1 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 2 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 3 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,744	58,669	89,811
Parcel 4 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,165	51,049	52,098	53,168
Parcel 5 - Industrial	0	0	0	0	0	0	0	0	0	0	25,441	51,928	79,493	108,168	137,989	163,469	166,828	170,257	173,755	175,755
Parcel 6 - Industrial	0	0	0	0	0	0	0	0	23,935	48,854	74,787	94,030	95,963	97,935	99,947	102,001	104,097	106,237	108,420	110,648
Parcel 7 - Industrial	0	0	0	0	0	0	0	23,453	42,030	42,894	43,775	44,675	45,593	46,530	47,486	48,462	49,458	50,474	51,511	52,570
Parcel 8 - Industrial	0	0	21,185	43,241	66,194	90,072	114,904	131,618	134,323	137,084	139,901	142,776	145,710	148,704	151,760	154,879	158,061	161,309	164,624	168,007
Parcels 1-8 Total	0	0	21,185	43,241	66,194	90,072	114,904	155,072	200,288	228,831	258,462	306,922	339,193	372,661	407,361	443,330	503,250	564,640	605,578	647,960
Total Sources	1,694,362	238,273	304,997	437,894	598,188	773,091	1,013,814	1,209,817	1,416,895	1,613,506	1,830,607	2,060,381	2,294,776	2,523,625	2,760,911	3,006,884	3,284,445	3,571,338	3,845,873	4,134,318
Uses (\$)																				
Infrastructure																				
Street																				
Total Street	1,093,063	0	0	0	0	0	0	0	0	0	0	0	0	3,864,536	0	4,175,249	0	0	3,336,123	0
Water																				
Total Water	1,186,450	0	0	0	0	0	0	0	0	0	0	0	0	1,044,436	0	177,808	0	0	211,999	0
Sewer																				
Total Sewer	2,240,820	0	0	0	0	0	0	0	0	0	0	0	0	1,959,762	0	623,800	0	0	1,142,345	0
Railroad																				
Total Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,748,894	0
ROW																				
Total ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Larger Items																				
Total Larger Items	500,000	0	0	0	0	0	0	0	0	0	0	0	0	273,568	0	0	0	0	829,249	0
Other																				
Total Other	1,757,117	0	0	0	0	0	0	0	0	0	0	0	0	2,499,806	0	1,741,900	0	0	2,544,013	0
Total Infrastructure	6,777,450	0	0	0	0	0	0	0	0	0	0	0	0	9,642,108	0	6,718,757	0	0	9,812,622	0
PFURA URD Fee	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Total Uses	6,802,450	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	9,667,108	25,000	6,743,757	25,000	25,000	9,837,622	25,000
Total																				
Sources	1,694,362	238,273	304,997	437,894	598,188	773,091	1,013,814	1,209,817	1,416,895	1,613,506	1,830,607	2,060,381	2,294,776	2,523,625	2,760,911	3,006,884	3,284,445	3,571,338	3,845,873	4,134,318
Uses	6,802,450	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	9,667,108	25,000	6,743,757	25,000	25,000	9,837,622	25,000
Surplus/Deficit	(5,108,087)	213,273	279,997	412,894	573,188	748,091	988,814	1,184,817	1,391,895	1,588,506	1,805,607	2,035,381	2,269,776	(7,143,483)	2,735,911	(3,736,873)	3,259,445	3,546,338	(5,991,749)	4,109,318
Cumulative																				
Sources	1,694,362	1,932,636	2,237,633	2,675,527	3,273,716	4,046,807	5,060,621	6,270,438	7,687,333	9,300,839	11,131,446	13,191,827	15,486,602	18,010,228	20,771,139	23,778,022	27,062,467	30,633,805	34,479,679	38,613,997
Uses	6,802,450	6,827,450	6,852,450	6,877,450	6,902,450	6,927,450	6,952,450	6,977,450	7,002,450	7,027,450	7,052,450	7,077,450	7,102,450	16,769,558	16,794,558	23,538,315	23,563,315	23,588,315	33,425,937	33,450,937
Surplus/Deficit	(5,108,087)	(4,894,814)	(4,614,816)	(4,201,922)	(3,628,734)	(2,880,643)	(1,891,829)	(707,011)	684,883	2,273,389	4,078,996	6,114,377	8,384,153	1,240,670	3,976,581	239,707	3,499,152	7,045,490	1,053,741	5,163,060

Exhibit F.3 – URD Cash Flows Timeline – 50% Option



Annual Increase, Revenue	2.1%
Annual Increase, Expense	2.1%

Infrastructure Timing Assumptions	Phase
2021	1
2034	2
2036	3
2039	4

Construction Start Year	
Transload Facility	2022
Industrial - Prairie	2025
Industrial - Pleasant View	2023
Residential Mixed (RM)	2024
Community Commercial Mixed (CCM)	2023

Levy Assumptions	
PFURA Levy Rate (2020)	0.933902%

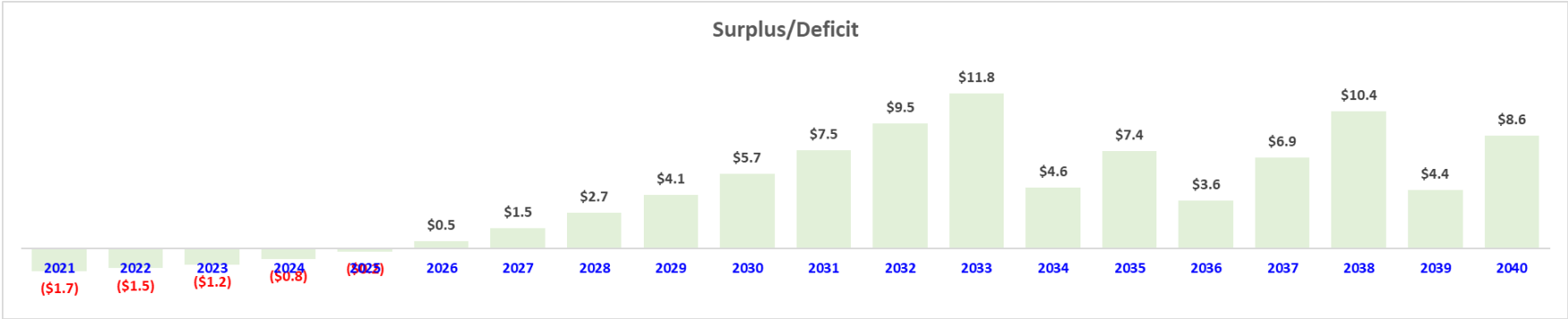
Total
Sources
40,308,359
Uses
33,450,937
Surplus/Deficit
6,857,422

Exhibit F.4 – URD Cash Flows – 50% Option

Sources (\$)	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
City Funds	3,388,725	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transload Facility	0	238,273	243,170	248,167	253,267	258,472	263,783	269,204	274,736	280,382	286,144	292,024	298,025	304,149	310,400	316,778	323,288	329,932	336,712	343,631
Parcels 11 through 25 (North of Prairie Avenue)																				
Parcel 11 - Community Commercial Mixed (CCM)	0	0	40,643	82,956	126,990	172,800	220,439	269,963	321,429	374,896	395,609	403,739	412,035	420,503	429,144	437,963	446,963	456,148	465,522	475,088
Parcel 12 - Community Commercial Mixed (CCM)	0	0	0	0	0	0	0	0	0	0	47,825	97,616	149,433	203,338	259,396	317,671	378,233	441,149	506,492	521,035
Parcel 25 - Community Commercial Mixed (CCM)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57,433
Parcel 22 - Residential Mixed (RM)	0	0	0	63,531	129,673	140,542	143,431	146,378	149,386	152,456	155,589	158,786	162,049	165,379	168,778	172,246	175,786	179,398	183,085	186,847
Parcel 23 - Residential Mixed (RM)	0	0	0	0	0	66,169	134,787	137,557	140,384	143,268	146,213	149,217	152,284	155,413	158,607	161,866	165,193	168,587	172,052	175,587
Parcel 24 - Residential Mixed (RM)	0	0	0	0	0	0	67,528	137,832	210,997	287,111	366,264	448,549	534,061	622,898	715,161	810,953	910,380	1,013,551	1,120,577	1,231,575
Parcel 17 - Residential Mixed (RM)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 13 - Industrial	0	0	0	0	22,065	45,036	68,942	93,812	119,675	146,561	174,502	203,529	221,732	226,289	230,939	235,685	240,528	245,471	250,515	255,663
Parcel 14 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	25,964	52,995	81,126	110,391	140,824	172,462	205,340	239,497
Parcel 15 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 16 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 18 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 19 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 20 - Residential Mixed (RM)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcels 11 through 25 Total	0	0	40,643	146,486	278,728	424,547	635,127	785,542	941,871	1,104,293	1,286,001	1,461,436	1,657,558	1,846,815	2,043,150	2,246,775	2,457,906	2,676,766	2,903,583	3,142,727
Parcels 1-8 (Pleasant View)																				
Parcel 1 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 2 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 3 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,744	58,669	89,811
Parcel 4 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,165	51,049	52,098	53,168
Parcel 5 - Industrial	0	0	0	0	0	0	0	0	0	0	25,441	51,928	79,493	108,168	137,989	163,469	166,828	170,257	173,755	
Parcel 6 - Industrial	0	0	0	0	0	0	0	0	23,935	48,854	74,787	94,030	95,963	97,935	99,947	102,001	104,097	106,237	108,420	110,648
Parcel 7 - Industrial	0	0	0	0	0	0	23,453	42,030	42,894	43,775	44,675	45,593	46,530	47,486	48,462	49,458	50,474	51,511	52,570	
Parcel 8 - Industrial	0	0	21,185	43,241	66,194	90,072	114,904	134,323	137,084	139,901	142,776	145,710	148,704	151,760	154,879	158,061	161,309	164,624	168,007	
Parcels 1-8 Total	0	0	21,185	43,241	66,194	90,072	114,904	155,072	200,288	228,831	258,462	306,922	339,193	372,661	407,361	443,330	503,250	564,640	605,578	647,960
Total Sources	3,388,725	238,273	304,997	437,894	598,188	773,091	1,013,814	1,209,817	1,416,895	1,613,506	1,830,607	2,060,381	2,294,776	2,523,625	2,760,911	3,006,884	3,284,445	3,571,338	3,845,873	4,134,318

Uses (\$)	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Infrastructure																				
Street																				
Total Street	1,093,063	0	0	0	0	0	0	0	0	0	0	0	0	3,864,536	0	4,175,249	0	0	3,336,123	0
Water																				
Total Water	1,186,450	0	0	0	0	0	0	0	0	0	0	0	0	1,044,436	0	177,808	0	0	211,999	0
Sewer																				
Total Sewer	2,240,820	0	0	0	0	0	0	0	0	0	0	0	0	1,959,762	0	623,800	0	0	1,142,345	0
Railroad																				
Total Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,748,894	0
ROW																				
Total ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Larger Items																				
Total Larger Items	500,000	0	0	0	0	0	0	0	0	0	0	0	0	273,568	0	0	0	0	829,249	0
Other																				
Total Other	1,757,117	0	0	0	0	0	0	0	0	0	0	0	0	2,499,806	0	1,741,900	0	0	2,544,013	0
Total Infrastructure	6,777,450	0	0	0	0	0	0	0	0	0	0	0	0	9,642,108	0	6,718,757	0	0	9,812,622	0
PFURA URD Fee	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Total Uses	6,802,450	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	9,667,108	25,000	6,743,757	25,000	25,000	9,837,622	25,000
Total																				
Sources	3,388,725	238,273	304,997	437,894	598,188	773,091	1,013,814	1,209,817	1,416,895	1,613,506	1,830,607	2,060,381	2,294,776	2,523,625	2,760,911	3,006,884	3,284,445	3,571,338	3,845,873	4,134,318
Uses	6,802,450	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	9,667,108	25,000	6,743,757	25,000	25,000	9,837,622	25,000
Surplus/Deficit	(3,413,725)	213,273	279,997	412,894	573,188	748,091	988,814	1,184,817	1,391,895	1,588,506	1,805,607	2,035,381	2,269,776	(7,143,483)	2,735,911	(3,736,873)	3,259,445	3,546,338	(5,991,749)	4,109,318
Cumulative																				
Sources	3,388,725	3,626,998	3,931,996	4,369,890	4,968,078	5,741,169	6,754,983	7,964,801	9,381,695	10,995,201	12,825,808	14,886,189	17,180,965	19,704,590	22,465,501	25,472,385	28,756,829	32,328,168	36,174,041	40,308,359
Uses	6,802,450	6,827,450	6,852,450	6,877,450	6,902,450	6,927,450	6,952,450	6,977,450	7,002,450	7,027,450	7,052,450	7,077,450	7,102,450	16,769,558	16,794,558	23,538,315	23,563,315	23,588,315	33,425,937	33,450,937
Surplus/Deficit	(3,413,725)	(3,200,451)	(2,920,454)	(2,507,560)	(1,934,371)	(1,186,280)	(197,466)	987,351	2,379,246	3,967,751	5,773,358	7,808,740	10,078,515	2,935,032	5,670,943	1,934,070	5,193,514	8,739,853	2,748,104	6,857,422

Exhibit F.5 – URD Cash Flows Timeline – 75% Option



Annual Increase, Revenue	2.1%
Annual Increase, Expense	2.1%

Infrastructure Timing Assumptions	Phase
2021	1
2034	2
2036	3
2039	4

Construction Start Year	
Transload Facility	2022
Industrial - Prairie	2025
Industrial - Pleasant View	2023
Residential Mixed (RM)	2024
Community Commercial Mixed (CCM)	2023

Levy Assumptions	
PFURA Levy Rate (2020)	0.933902%

Total
Sources
42,002,722

Uses
33,450,937

Surplus/Deficit
8,551,784

Exhibit F.6 – URD Cash Flows – 75% Option

Sources (\$)	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
City Funds	5,083,087	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transload Facility	0	238,273	243,170	248,167	253,267	258,472	263,783	269,204	274,736	280,382	286,144	292,024	298,025	304,149	310,400	316,778	323,288	329,932	336,712	343,631
Parcels 11 through 25 (North of Prairie Avenue)																				
Parcel 11 - Community Commercial Mixed (CCM)	0	0	40,643	82,956	126,990	172,800	220,439	269,963	321,429	374,896	395,609	403,739	412,035	420,503	429,144	437,963	446,963	456,148	465,522	475,088
Parcel 12 - Community Commercial Mixed (CCM)	0	0	0	0	0	0	0	0	0	0	47,825	97,616	149,433	203,338	259,396	317,671	378,233	441,149	506,492	521,035
Parcel 25 - Community Commercial Mixed (CCM)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57,433
Parcel 22 - Residential Mixed (RM)	0	0	0	63,531	129,673	140,542	143,431	146,378	149,386	152,456	155,589	158,786	162,049	165,379	168,778	172,246	175,786	179,398	183,085	186,847
Parcel 23 - Residential Mixed (RM)	0	0	0	0	0	66,169	134,787	137,557	140,384	143,268	146,213	149,217	152,284	155,413	158,607	161,866	165,193	168,587	172,052	175,587
Parcel 24 - Residential Mixed (RM)	0	0	0	0	0	0	67,528	137,832	210,997	287,111	366,264	448,549	534,061	622,898	715,161	810,953	910,380	1,013,551	1,120,577	1,231,575
Parcel 17 - Residential Mixed (RM)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 13 - Industrial	0	0	0	0	22,065	45,036	68,942	93,812	119,675	146,561	174,502	203,529	221,732	226,289	230,939	235,685	240,528	245,471	250,515	255,663
Parcel 14 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	25,964	52,995	81,126	110,391	140,824	172,462	205,340	239,497
Parcel 15 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 16 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 18 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 19 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 20 - Residential Mixed (RM)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcels 11 through 25 Total	0	0	40,643	146,486	278,728	424,547	635,127	785,542	941,871	1,104,293	1,286,001	1,461,436	1,657,558	1,846,815	2,043,150	2,246,775	2,457,906	2,676,766	2,903,583	3,142,727
Parcels 1-8 (Pleasant View)																				
Parcel 1 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 2 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 3 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,744	58,669	89,811
Parcel 4 - Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,165	51,049	52,098	53,168
Parcel 5 - Industrial	0	0	0	0	0	0	0	0	0	0	25,441	51,928	79,493	108,168	137,989	163,469	166,828	170,257	173,755	173,755
Parcel 6 - Industrial	0	0	0	0	0	0	0	0	23,935	48,854	74,787	94,030	95,963	97,935	99,947	102,001	104,097	106,237	108,420	110,648
Parcel 7 - Industrial	0	0	0	0	0	0	0	23,453	42,030	42,894	43,775	44,675	45,593	46,530	47,486	48,462	49,458	50,474	51,511	52,570
Parcel 8 - Industrial	0	0	21,185	43,241	66,194	90,072	114,904	131,618	134,323	137,084	139,901	142,776	145,710	148,704	151,760	154,879	158,061	161,309	164,624	168,007
Parcels 1-8 Total	0	0	21,185	43,241	66,194	90,072	114,904	155,072	200,288	228,831	258,462	306,922	339,193	372,661	407,361	443,330	503,250	564,640	605,578	647,960
Total Sources	5,083,087	238,273	304,997	437,894	598,188	773,091	1,013,814	1,209,817	1,416,895	1,613,506	1,830,607	2,060,381	2,294,776	2,523,625	2,760,911	3,006,884	3,284,445	3,571,338	3,845,873	4,134,318
Uses (\$)																				
Infrastructure																				
Street																				
Total Street	1,093,063	0	0	0	0	0	0	0	0	0	0	0	0	3,864,536	0	4,175,249	0	0	3,336,123	0
Water																				
Total Water	1,186,450	0	0	0	0	0	0	0	0	0	0	0	0	1,044,436	0	177,808	0	0	211,999	0
Sewer																				
Total Sewer	2,240,820	0	0	0	0	0	0	0	0	0	0	0	0	1,959,762	0	623,800	0	0	1,142,345	0
Railroad																				
Total Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,748,894	0
ROW																				
Total ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Larger Items																				
Total Larger Items	500,000	0	0	0	0	0	0	0	0	0	0	0	0	273,568	0	0	0	0	829,249	0
Other																				
Total Other	1,757,117	0	0	0	0	0	0	0	0	0	0	0	0	2,499,806	0	1,741,900	0	0	2,544,013	0
Total Infrastructure	6,777,450	0	0	0	0	0	0	0	0	0	0	0	0	9,642,108	0	6,718,757	0	0	9,812,622	0
PFURA URD Fee	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Total Uses	6,802,450	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	9,667,108	25,000	6,743,757	25,000	25,000	9,837,622	25,000
Total																				
Sources	5,083,087	238,273	304,997	437,894	598,188	773,091	1,013,814	1,209,817	1,416,895	1,613,506	1,830,607	2,060,381	2,294,776	2,523,625	2,760,911	3,006,884	3,284,445	3,571,338	3,845,873	4,134,318
Uses	6,802,450	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	9,667,108	25,000	6,743,757	25,000	25,000	9,837,622	25,000
Surplus/Deficit	(1,719,362)	213,273	279,997	412,894	573,188	748,091	988,814	1,184,817	1,391,895	1,588,506	1,805,607	2,035,381	2,269,776	(7,143,483)	2,735,911	(3,736,873)	3,259,445	3,546,338	(5,991,749)	4,109,318
Cumulative																				
Sources	5,083,087	5,321,361	5,626,358	6,064,252	6,662,441	7,435,531	8,449,346	9,659,163	11,076,058	12,689,563	14,520,170	16,580,552	18,875,327	21,398,952	24,159,863	27,166,747	30,451,192	34,022,530	37,868,403	42,002,722
Uses	6,802,450	6,827,450	6,852,450	6,877,450	6,902,450	6,927,450	6,952,450	6,977,450	7,002,450	7,027,450	7,052,450	7,077,450	7,102,450	16,769,558	16,794,558	23,538,315	23,563,315	23,588,315	33,425,937	33,450,937
Surplus/Deficit	(1,719,362)	(1,506,089)	(1,226,091)	(813,197)	(240,009)	508,082	1,496,896	2,681,713	4,073,608	5,662,114	7,467,721	9,503,102	11,772,878	4,629,395	7,365,306	3,628,432	6,887,877	10,434,215	4,442,466	8,551,784

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 – Notice of 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 J – Public Meeting Discussion and related Press Articles

Appendix K – BUILD GRANT – submitted by the City of Post Falls prepared for the U.S. Department of Transportation to fund certain improvements associated with this Plan

APPENDIX A – Project Costs

The following Engineer's opinion of probable costs are calculated in 2020 dollars:

Phase 1

Category of Work	Description	Estimated Cost
Roadway	<ul style="list-style-type: none"> ○ Traffic signal or roundabout at intersection of Pleasant View and Grange Ave ○ Pleasant View & Grange intersection illumination ○ Turn Lanes at Grange Ave ○ Full roadway improvements on Grange Ave 	\$2,151,000
Sewer	<ul style="list-style-type: none"> ○ Lift station near Pleasant View and Prairie Ave (Prairie Lift Station) ○ 6" pressure sewer from Prairie lift station south to Seltice Way. ○ 14" pressure sewer from Prairie lift station to just south of BNSF RR (for future) ○ Gravity sewer east on Grange 	\$3,025,000
Water	<ul style="list-style-type: none"> ○ 18" potable water main on Pleasant View Road from Seltice Way to Prairie Avenue ○ Extend waterline east on Grange Ave ○ Intertie with East Greenacres Irrigation District 	\$1,602,000
TOTAL ESTIMATED COST		\$6,778,000

Phase 2 & 3

Category of Work	Description	Estimated Cost
Roadway	<ul style="list-style-type: none"> ○ Pleasant View widening from Grange to existing 5-lane section near SH 53 (illumination, curb, and shared use path on east side) ○ Conversion of single to double lane roundabout at Pleasant View and Prairie Avenue. ○ Prairie Ave widening with curb – north side 	\$4,288,000
Sewer	<ul style="list-style-type: none"> ○ Partial lift station construction on Pleasant View near Lark Ave. ○ 8" gravity sewer from Project Drive parcel south along the development frontage ○ 14" pressure sewer from just south of BNSF RR along the development frontage 	\$2,031,000
Water	<ul style="list-style-type: none"> ○ Extend 15" potable water main on Pleasant View to SH 53 ○ 18" potable water main on Prairie, east of Pleasant View ○ Multiple potable water main sizes within residential/industrial development north of Prairie Ave 	\$1,082,000
TOTAL ESTIMATED COST		\$7,401,000

Phase 4

Category of Work	Description	Estimated Cost
Roadway	<ul style="list-style-type: none">○ Pleasant View widening with illumination, curb and shared use path on east side○ McGuire Road widening with curb – west side○ Full roadway improvements on Hargrave Ave○ Full roadway improvements on Poleline Ave	\$4,154,000
Sewer	<ul style="list-style-type: none">○ Extend 8" gravity sewer south to Lark lift station○ Extend 14" pressure sewer south along development frontage○ Gravity sewer east on Hargrave Ave○ Gravity sewer east on Poleline Ave	\$621,000
Water	<ul style="list-style-type: none">○ Extend waterline east on Hargrave Ave○ Extend waterline east on Poleline Ave	\$177,000
TOTAL ESTIMATED COST		\$4,952,000

Phase 5

Category of Work	Description	Estimated Cost
Roadway	<ul style="list-style-type: none">○ Pleasant View widening with illumination, curb and shared use path on east side○ Full roadway improvements on Yukon Ave○ Full roadway improvements on Lark Ave○ Signal improvement to Seltice & Pleasant View Road	\$3,899,000
Sewer	<ul style="list-style-type: none">○ Extend 14" pressure sewer to existing infrastructure in Seltice○ Gravity sewer east on Yukon Ave○ Gravity sewer east on Lark Ave	\$199,000
Water	<ul style="list-style-type: none">○ Extend waterline east on Yukon Ave○ Extend waterline east on Lark Ave	\$1,070,000
Railroad	<ul style="list-style-type: none">○ Railroad crossing improvements	\$1,637,000
TOTAL ESTIMATED COST		\$6,805,000

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
Transfer of Powers Documents**

- 1. P & Z Pleasant View West Annexation – 1/27/21**
- 2. City Council Pleasant View West Annexation – 2/16/21**
- 3. P & Z Pleasant View North Annexation – 4/27/21**
- 4. City Council Pleasant View North Annexation – 6/01/21**
- 5. Kootenai County Ordinance 566 – 6/01/21**
- 6. Intergovernmental Agreement between Kootenai County, Post Falls, and the Post Falls
Urban Renewal Agency – 6/01/21**

**NOTICE OF PUBLIC HEARING
PLEASANT VIEW ANNEXATION
(File No. ANN-0006-2020)**

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 27th of January, 2021 at 6:00 p.m., on a request to annex approximately 254.45 acres with an Industrial (I) zoning designation. The location for the proposed Annexation is generally located along Pleasantview Rd., between Seltice Way and Prairie Avenue.

Industrial (I): The Industrial (I) Zone permits light industrial uses such as warehousing, assembly, processing and light manufacturing as permitted uses. Residential use of industrial property shall be subordinate and accessory to a primary industrial use (on site security, etc.) and shall be permitted only by special use permit.

As part of the consideration for Annexation, the Planning and Zoning Commission will recommend a Zoning District to City Council for a subsequent public hearing regarding the annexation proposal. **The Planning and Zoning Commission will review the requested zoning designations against the following review criteria found within PPMC 18.16.010 and 18.20.100.**

Consistent with Future Land Use Map.

Consistent with the Goals and Policies Found in the Comprehensive Plan.

Zoning is assigned following consideration of such items as street classification, traffic patterns, existing development, future land uses, community plans, and geographic or natural features. Encourage a balance of land uses to help Post Falls remain a desirable, stable, and sustainable community.

Commercial and high-density residential zoning is typically assigned along streets with a higher road classification.

Limited or neighborhood commercial and lower density residential zoning is typically assigned for properties as they proceed farther away from the higher intensity urban activity. Ensure that adequate land is available for future housing needs.

Industrial zoning is typically assigned for properties with sufficient access to major transportation routes and may be situated away from residential zoning.

GENERAL LOCATION: Along the east side of N Pleasant View Rd between W Prairie Ave and W Seltice Way.

**LEGAL DESCRIPTION:
PARCEL 1**

That portion of the southwest quarter and the northwest quarter of Section 29, the southeast quarter and northeast quarter of Section 30, the southeast quarter and the northeast quarter of Section 31 and the southwest quarter and the northwest quarter of Section 32 all in Township 51 North, Range 5 West, Boise Meridian, Kootenai County, Idaho described as follows:

Commencing at the northwest corner of said Section 29, thence South 00°28'07" West along the west line of said northwest quarter of Section 29 a distance of 214.79 feet to the northerly line of Burlington Northern Railroad right of way, said point being the **TRUE POINT OF BEGINNING**;

Thence along said northerly line, South 54° 29' 42" East a distance of 2473.80 feet to the West line of the East 611.12 feet of said northwest quarter;

Thence along said West line, South 00° 18' 18" West a distance

of 1065.32 feet to the South line of an unnamed road right of way of Plat No. 7 Greenacres Irrigation District recorded in Book B of Plats, Page 63, records of Kootenai County, Idaho, said road currently known as Grange Avenue;

Thence along said South line, North 88° 20' 43" West a distance of 1034.15 feet to the northwest corner of said Lot 77 of said Plat No. 7;

Thence along the West line of said Lot 77, South 00° 30' 49" West a distance of 641.04 feet to the northwest corner of Lot 84 of said Plat No. 7;

Thence along the West line of said Lot 84, South 01° 04' 06" West a distance of 639.77 feet to the southwest corner of said Lot 84;

Thence South 00° 15' 41" West a distance of 40.00 feet to the northwest corner of Lot 109 of said Plat No. 7;

Thence along the West line of said Lot 109, South 00° 03' 24" East a distance of 640.44 feet to the northeast corner of Lot 115 of said Plat No. 7;

Thence along the North line of said Lot 115 and the North line of Lot 114 of said Plat No. 7, North 88° 23' 33" West a distance of 660.86 feet to the northwest corner of said Lot 114;

Thence along the West line of said Lot 114, South 00° 43' 52" West a distance of 632.86 feet to the North line of an unnamed road right of way of said Plat No. 7, said road is currently known as Poleline Avenue;

Thence along the North line of said Poleline Avenue, South 88° 20' 31" East a distance of 992.40 feet to the northerly extension of the East line of Lot 13 of Plat No. 5 Greenacres Irrigation District as recorded in Book B of Plats, Page 70, records of Kootenai County, Idaho;

Thence along said northerly extension and the East line of said Lot 13, South 00° 39' 04" West a distance of 679.54 feet to the southeast corner of said Lot 13;

Thence along the South line of said Lot 13 and the South line of Lot 14 of said Plat No. 5, North 88° 18' 59" West a distance of 662.40 feet to the northwest corner of Lot 19 of said Plat No. 5;

Thence along the west line of said Lot 19, South 00° 38' 13" West a distance of 639.31 feet to the North line of an unnamed road right of way of said Plat No. 5, said road currently known as Yukon Avenue.

Thence along the North line of said Yukon Avenue, South 88° 17' 20" East a distance of 1324.48 feet to the northerly extension of the East line of Lot 43 of said Plat No. 5;

Thence along said northerly extension and the East line of said Lot 43, South 00° 39' 58" West a distance of 679.96 feet to the southeast corner of said Lot 43;

Thence along the South line of said Lot 43 and the South line of Lot 44 of said Plat No. 5, North 88° 15' 39" West a distance of 662.07 feet to the northwest corner of Lot 53 of said Plat No. 5;

Thence along the West line of said Lot 53 and the southerly extension of said West line, South 00° 39' 07" West a distance of 685.69 feet to the South line of an unnamed road right of way of Plat No. 10 Greenacres Irrigation District as recorded in Book B of Plats, Page 100, records of Kootenai County, Idaho, said road currently known as Lark Avenue.

Thence along said South line, North 88° 15' 27" West a distance of 330.90 feet to the northwest corner of Lot 4 of said Plat No. 10;

Thence along the West line of said Lot 4 and the southerly extension of said West line, South 00° 06' 19" West a distance of 1119.46 feet to the southerly line of Spokane International Railroad right of way;

Thence along said southerly line, South 61° 36' 15" West a distance of 1201.78 feet to the West right of way of Pleasant View Road as shown on a record of survey recorded in Book 23 of Surveys, Pages 20, 20A, 20B and 20C as Instrument Number 1903826 records of Kootenai County, Idaho;

Thence along the West right of way of Pleasant View Road per said Record of Survey, the following 15 courses:

1) North 00° 55' 03" East a distance of 1443.84 feet;

2) South 89° 04' 57" East a distance of 10.00 feet;

3) North 00° 55' 03" East a distance of 298.82 feet.

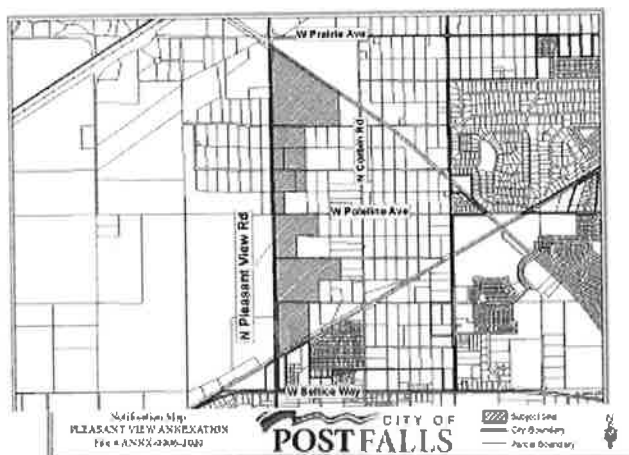
4) North 00° 26' 56" East a distance of 421.53 feet;
 5) North 89° 33' 04" West a distance of 10.00 feet;
 6) North 00° 26' 56" East a distance of 804.55 feet;
 7) South 89° 33' 04" East a distance of 10.00 feet;
 8) North 00° 26' 56" East a distance of 1411.53 feet;
 9) North 89° 33' 04" West a distance of 10.00 feet;
 10) North 00° 28' 07" East a distance of 2639.51 feet;
 11) North 00° 28' 07" East a distance of 810.28 feet;
 12) South 89° 31' 53" East a distance of 20.00 feet;
 13) North 00° 28' 07" East a distance of 1069.69 feet;
 14) North 89° 31' 53" West a distance of 10.00 feet;
 15) North 00° 28' 07" East a distance of 389.53 feet to the southerly line of said Burlington Northern Railroad right of way;
 Thence, South 89° 31' 53" East a distance of 40.00 feet to the East line of said Northeast quarter of said Section 30;
 Thence along said East line, North 00° 28' 07" East a distance of 155.20 feet to the **TRUE POINT OF BEGINNING**.
Containing 11,083,825 square feet or 254.450 acres more or less.
 This description was compiled from Kootenai County Assessor's Office GIS files and Record of Survey Recorded in Book 23 of Surveys, Pages 20, 20A, 20B and 20C and does not constitute a surveyed description of the actual parcel. No field surveys were performed.

All persons desiring to be heard are encouraged to submit written testimony by mailing to City of Post Falls Planning Division, 408 Spokane Street, Post Falls, ID 83854, e-mail comments to phnotice@postfallsidaho.org, or submit comment on our website, <https://www.postfallsidaho.org/your-government/public-hearings/>, and request to join our Zoom meeting. **Persons are encouraged to submit any and all written comments by January 20, 2021** in order to be included in the addendum to the already completed Staff Report. If you plan to present documents, maps, or a presentation at the hearing, via Zoom you must contact us by **January 20, 2021** for the "Presentation Guidelines".

The meeting will be open to the public with reduced seating, however remote participation is encouraged to facilitate social distancing and public health.

For Zoom comments after **January 20, 2021**, you will need to sign up for testimony at least 24 hrs. prior to the Zoom Meeting for oral testimony. Testimony may be limited to 4 minutes per person.

A complete file on this matter may be requested by the public with the Post Falls Planning Division, Community Development at (208) 773-8708, or via email to Amber Blanchette, Planning Administrative Specialist at amberb@postfallsidaho.org.



CDA LEGAL 4758
 AD#429476
 JANUARY 7, 2021

**NOTICE OF PUBLIC HEARING
PLEASANT VIEW ANNEXATION
(File No. ANNX-0006-2020)**

NOTICE IS HEREBY GIVEN that the City Council of Post Falls will hold a public hearing at City Hall, 408 Spokane Street, on the 16th of February, 2021 at 6:00 p.m., on a request to annex approximately 254.45 acres with an Industrial (I) zoning designation. The location for the proposed Annexation is generally located along the east side of Pleasant View Rd., between Seltice Way and Prairie Avenue.

Industrial (I): The Industrial (I) Zone permits light industrial uses such as warehousing, assembly, processing and light manufacturing as permitted uses. Residential use of industrial property shall be subordinate and accessory to a primary industrial use (on site security, etc.) and shall be permitted only by special use permit.

As part of the consideration for Annexation, the Planning and Zoning Commission will recommend a Zoning District to City Council for a subsequent public hearing regarding the annexation proposal. **The City Council will review the requested zoning designations against the following review criteria found within PFMC 18.16.010 and 18.20.100.**

Consistent with Future Land Use Map.

Consistent with the Goals and Policies Found in the Comprehensive Plan.

Thence along the North line of said Section 30 a distance of 17' 20" East a distance of 1324.48 feet to the northerly extension of the East line of Lot 43 of said Plat No. 5;
Thence along said northerly extension and the East line of said Lot 43, South 00° 39' 58" West a distance of 679.96 feet to the southeast corner of said Lot 43;
Thence along the South line of said Lot 43 and the South line of Lot 44 of said Plat No. 5, North 88° 15' 39" West a distance of 1207.78 feet to the West right of way of Pleasant View Road as shown on a record of survey recorded in Book 23 of Surveys, Pages 20, 20A, 20B and 20C as Instrument Number 1903826 records of Kootenai County, Idaho;
Thence along the West right of way of Pleasant View Road per said Record of Survey, the following 15 courses:
1) North 00° 55' 03" East a distance of 1443.84 feet;
2) South 89° 04' 57" East a distance of 10.00 feet;
3) North 00° 55' 03" East a distance of 296.83 feet;
4) North 00° 26' 56" East a distance of 421.53 feet;
5) North 89° 33' 04" West a distance of 10.00 feet;
6) North 00° 26' 56" East a distance of 804.55 feet;
7) South 89° 33' 04" East a distance of 10.00 feet;
8) North 00° 26' 56" East a distance of 1411.53 feet;
9) North 89° 33' 04" West a distance of 10.00 feet;
10) North 00° 28' 07" East a distance of 2639.51 feet;
11) North 00° 28' 07" East a distance of 810.28 feet;
12) South 89° 31' 53" East a distance of 20.00 feet;
13) North 00° 28' 07" East a distance of 1069.69 feet;
14) North 89° 31' 53" West a distance of 10.00 feet;
15) North 00° 28' 07" East a distance of 389.53 feet to the southerly line of said Burlington Northern Railroad right of way;

Thence, South 89° 31' 53" East a distance of 40.00 feet to the East line of said Northeast quarter of said Section 30;

Thence along said East line, North 00° 28' 07" East a distance of 155.20 feet to the **TRUE POINT OF BEGINNING**.

The meeting will be open to the public with reduced seating, however remote participation is encouraged to facilitate social distancing and public health.

For Zoom comments after **February 9, 2021**, you will need to sign up for testimony at least 24 hrs. prior to the Zoom Meeting for oral testimony. Testimony may be limited to 4 minutes per person.

A complete file on this matter may be requested by the public with the Post Falls Planning Division, Community Development



CDA LEGAL 4879
AD#434910
JANUARY 30, 2021

**NOTICE OF PUBLIC HEARING
PLEASANT VIEW NORTH ANNEXATION
(File No. ANN-0008-2021)**

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 27th of April, 2021 at 6:00 p.m., on a request to annex approximately 371.54 acres with a mix of zoning classification to include Industrial (I); Community Commercial Services (CCS); Residential Mixed (RM); and Public Reserve (PR) zoning designation.

Industrial (I): The Industrial (I) Zone permits light industrial uses such as warehousing, assembly, processing and light manufacturing as permitted uses. Residential use of industrial property shall be subordinate and accessory to a primary industrial use (on site security, etc.) and shall be permitted only by special use permit.

Community Commercial Services (CCS): The CCS Zone supports uses that include retail sales or performance of consumer services and permits a variety of retail, professional, or service businesses, including some manufacturing, technical, or other

professional uses. This zone is applied in areas primarily located near arterials and collector streets. Residential uses may be allowed within this zone at densities permitted by the High Density Multi-Family Residential (R3) Zone by special use permit when they will not compromise present uses.

Public Reserve Zone: The Public Reserve (PR) Zone is established to accommodate existing and future public uses, such as, but not limited to, governmental, public utility, educational, recreational, cultural, water reuse, agricultural, environmental. It is anticipated that the uses allowed may be unique and may involve a combination of uses not permitted outright in any other zoning districts. The PR Zone does not allow privately-owned development.

Residential Mixed (RM): The Residential Mixed (RM) zone is intended to accommodate a mixed residential community with a variety of housing types at varying densities within the development area. Small scale neighborhood commercial/office uses may be suitable within the RM zone. This zone should be applied in areas designated for a residential land use pattern within the Comprehensive Plan's Future Land Use Map. Approval of the Residential Mixed (RM) zone requires a development agreement regulating the development site 1 as provided in section 18.20.190 of this title.

As part of the consideration for Annexation, the Planning and Zoning Commission will recommend a Zoning District to City Council for a subsequent public hearing regarding the annexation proposal. **The Planning and Zoning Commission will review the requested zoning designations against the following review criteria found within PFMC 18.16.010 and 18.20.100.**

Consistent with Future Land Use Map.

Consistent with the Goals and Policies Found in the Comprehensive Plan.

Zoning is assigned following consideration of such items as street classification, traffic patterns, existing development, future land uses, community plans, and geographic or natural features. Encourage a balance of land uses to help Post Falls remain a desirable, stable, and sustainable community.

Commercial and high-density residential zoning is typically assigned along streets with a higher road classification.

Limited or neighborhood commercial and lower density residential zoning is typically assigned for properties as they proceed farther away from the higher intensity urban activity. Ensure that adequate land is available for future housing needs.

Industrial zoning is typically assigned for properties with sufficient access to major transportation routes and may be situated away from residential zoning.

GENERAL LOCATION: Along the east side of N Pleasant View Rd between Highway 53, just below the Railroad, and W. Seltice Way.

**LEGAL DESCRIPTION:
PARCEL 1:**

That portion Section 20, and the northwest quarter of Section 29, and the northeast quarter of Section 30, all in Township 51 North, Range 5 West, Boise Meridian, Kootenai County, Idaho described as follows:

Commencing at the northwest corner of said Section 29, thence South 00°28'07" West along the west line of said northwest quarter of Section 29 a distance of 214.79 feet to the northerly line of Burlington Northern Railroad right of way, said point being on the existing City of Post Falls limits boundary, said point also being the **TRUE POINT OF BEGINNING**:

Thence continuing along said west line and the existing City of Post Falls Limits boundary, South 00° 28' 07" West a distance of 155.20 feet; Thence continuing along City of Post Falls Limits boundary, North 89° 31' 53" West a distance of 40.00 feet to the intersection with the West right of way of Pleasant View Road and the southerly line of Burlington Northern Railroad right of way;

Thence Leaving said existing city boundary and along said southerly Railroad Right Way, North 54° 29' 03" West a distance of 365.66 feet; Thence along said southwesterly Railroad Right of Way right of way, North 65° 00' 28" East a distance of 57.37 feet;

Thence along said southwesterly right of way, North 54° 29' 18" West a distance of 259.01 feet to the North line of the northeast quarter of said Section 30;

Thence along said North line, South 87° 59' 55" East a distance of 499.79 feet to the southwest quarter of said Section 20; Thence along the West line of said Section 20, North 00° 19' 43" East a distance of 1369.99 feet;

Thence South 88° 53' 50" East a distance of 203.92 feet to the beginning of a curve to the left having a radius of 1055.00 feet; Thence northeasterly along said curve, through an arc length of 644.04 feet, a central angle of 34° 58' 38", a chord bearing of North 73° 36' 51" East and a chord distance of 634.09 feet;

Thence North 56° 06' 34" East a distance of 168.41 feet; Thence North 31° 28' 16" West a distance of 1080.31 feet to the southeasterly right of way of Burlington Northern Railroad;

Thence along said southeasterly right of way the following 7 courses:

- 1) North 58° 32' 15" East a distance of 1761.29 feet;
- 2) North 58° 18' 23" East a distance of 162.89 feet;
- 3) North 57° 30' 20" East a distance of 162.89 feet;
- 4) North 56° 42' 17" East a distance of 162.89 feet;
- 5) North 55° 44' 21" East a distance of 151.94 feet;
- 6) North 54° 59' 32" East a distance of 151.94 feet;
- 7) North 54° 14' 43" East a distance of 151.94 feet to the East line of the northwest quarter of said Section 20;

Thence along said East line, South 00° 45' 05" West a distance of 80.20 feet;

Thence South 36° 31' 00" East a distance of 1034.64 feet;

Thence North 56° 17' 08" East a distance of 26.56 feet;

Thence South 36° 31' 00" East a distance of 1022.33 feet;

Thence North 56° 21' 46" East a distance of 1708.44 feet to the East right of way of McGuire Road;

Thence along said East right of way, South 00° 46' 07" West a distance of 2683.67 feet;

Thence North 88° 33' 10" West a distance of 25.23 feet;

Thence North 88° 40' 23" West a distance of 198.36 feet;

Thence South 00° 41' 37" West a distance of 693.28 feet to the South right of way of Prairie Avenue;

Thence along said South right of way, North 87° 13' 16" West a distance of 116.82 feet;

Thence along said South right of way, North 01° 17' 09" East a distance of 5.00 feet;

Thence along said South right of way, North 88° 38' 57" West a distance of 247.83 feet;

Thence North 00° 44' 19" East a distance of 684.98 feet;

Thence North 88° 42' 12" West a distance of 1371.81 feet;

Thence South 00° 44' 19" West a distance of 684.55 feet to the South right of way of Prairie Avenue;

Thence along said South right of way, North 88° 41' 08" West a distance of 696.10 feet;

Thence along said South right of way, South 00° 18' 29" West a distance of 32.28 feet;

Thence along said South right of way, North 88° 50' 39" West a distance of 2511.11 feet;

Thence South 44° 36' 59" West a distance of 59.14 feet;

Thence South 00° 28' 07" West a distance of 185.77 feet to the northerly right of way of Burlington Northern Railroad;

Thence North 54° 29' 42" West a distance of 122.13 feet to the **POINT OF BEGINNING**

Said parcel containing 342.18 Acres, more or less

**AND ALSO INCLUDING,
PARCEL 2:**

A Portion of the SW1/4 of Section 29, Township 51 North, Range 5 West, Boise Meridian, Kootenai County, Idaho More Particularly described as follows;
Tract 114 and Tract 115 of "Plat 7, GREENACRES IRRIGATION DISTRICT", as recorded in book "B" of Plats, Page(s) 63, records of Kootenai County, State of Idaho,
Said parcel containing 9.63 Acres, more or less

**AND ALSO INCLUDING,
PARCEL 3:**

A Portion of the North 1/2 of the NW 1/4 of Section 32, Township 51 North, Range 5 West, Boise Meridian, Kootenai County, Idaho and the South 1/2 of the SW 1/4 of Section 29, Township 51 North, Range 5 West, Boise Meridian, Kootenai County, Idaho More Particularly described as follows;
All of Tracts 12, 19, 20 and 21 "Plat #5, GREENACRES IRRIGATION DISTRICT", as recorded in book 'B' of Plats at Page 70, records of Kootenai County and also including all of the Poleline Avenue right-of-way (unnamed at plat time) adjacent to the north property line of said tract 12, to which the North 25 feet was created with "Plat #7, GREENACRES IRRIGATION DISTRICT", recorded in book 'B' of plats at page 63, records of Kootenai County
Said Parcel containing 19.73 Acres, more or less

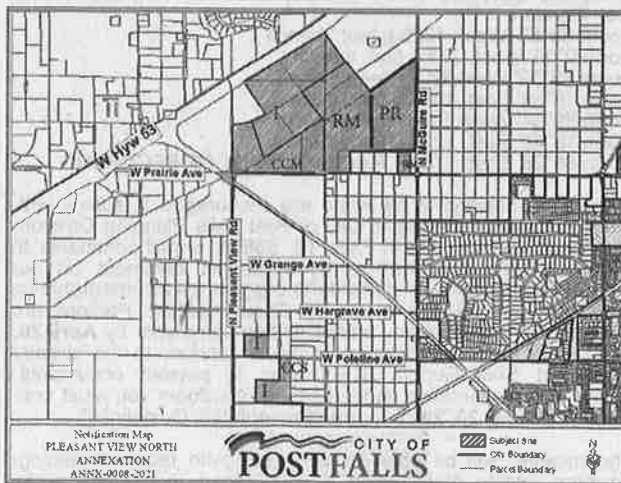
The descriptions above were compiled from Kootenai County Assessor's Office GIS files and Record of Survey Recorded in Book 23 of Surveys, Pages 20, 20A, 20B and 20C and does not constitute a surveyed description of the actual parcels. No field surveys were performed.

All persons desiring to be heard are encouraged to submit written testimony by mailing to City of Post Falls Planning Division, 408 Spokane Street, Post Falls, ID 83854, e-mail comments to phnotice@postfallsidaho.org, or submit comment on our website, <https://www.postfallsidaho.org/your-government/public-hearings/>, and request to join our Zoom meeting. Persons are encouraged to submit any and all written comments by **April 20, 2021** in order to be included in the addendum to the already completed Staff Report. If you plan to present documents, maps, or a presentation at the hearing, via Zoom you must contact us by **April 20, 2021** for the "Presentation Guidelines".

The meeting will be open to the public with reduced seating, however remote participation is encouraged to facilitate social distancing and public health.

For Zoom comments after **April 20, 2021**, you will need to sign up for testimony at least 24 hrs. prior to the Zoom Meeting for oral testimony. Testimony may be limited to 4 minutes per person.

A complete file on this matter may be requested by the public with the Post Falls Planning Division, Community Development at (208) 773-8708, or via email to Amber Blanchette, Planning Administrative Specialist at amberb@postfallsidaho.org.



**CANCELATION/RESCHEDULE
NOTICE OF PUBLIC HEARING
PLEASANT VIEW NORTH ANNEXATION
(File No. ANN-0008-2021)**

NOTICE IS HEREBY GIVEN that the City Council of Post Falls is canceling the public hearing on the 18th of May 2021 and rescheduling the public hearing for the 1st of June 2021, at 6:00 pm; at City Hall, 408 Spokane Street, on a request to annex approximately 371.54 acres with a mix of zoning classification to include: Industrial (I); Community Commercial Mixed (CCM); Community Commercial Services (CCS); Residential Mixed (RM); and the Public Reserve (PR) zoning designation.

GENERAL LOCATION: Along the east side of N Pleasant View

Rd between Highway 53, just below the Railroad, and mostly north of Prairie Avenue. There is approximately 30 acres south of Prairie Avenue and north of Sellice Way.

ZONING DISTRICT DESCRIPTIONS:

Industrial (I): The Industrial (I) Zone permits light industrial uses such as warehousing, assembly, processing and light manufacturing as permitted uses. Residential use of industrial property shall be subordinate and accessory to a primary industrial use (on site storage, etc.) and shall be permitted only by special use permit.

Community Commercial Mixed (CCM): The Community Commercial Mixed (CCM) zone is intended to accommodate both commercial and high-density residential development at densities permitted by the high-density multi-family residential (R3) zone in a mixed-use development pattern. High-density residential is capped to be no more than 50% of the gross acres within this zoning district. This zone should be applied in areas primarily located near arterials and collector streets to support commercial, residential, professional office, and civic uses that support an accessible work, live, and shop environment. Approval of the Community Commercial Mixed (CCM) zone requires a development agreement regulating the development site as provided in section 18.20.190 within PFMC.

Community Commercial Services (CCS): The CCS Zone supports uses that include retail sales or performance of consumer services and permits a variety of retail, professional, or service businesses, including some manufacturing, technical, or other professional uses. This zone is applied in areas primarily located near arterials and collector streets. Residential uses may be allowed within this zone at densities permitted by the High-Density Multi-Family Residential (R3) Zone by special use permit when they will not compromise present uses.

Public Reserve Zone: The Public Reserve (PR) Zone is established to accommodate existing and future public uses, such as, but not limited to, governmental, public utility, educational, recreational, cultural, water reuse, agricultural, environmental. It is anticipated that the uses allowed may be unique and may involve a combination of uses not permitted outright in any other zoning districts. The PR Zone does not allow privately-owned development.

Residential Mixed (RM): The Residential Mixed (RM) zone is intended to accommodate a mixed residential community with a variety of housing types at varying densities within the development area. High-density residential is capped to be no more than 20% of the gross acres within this zoning district. Small scale neighborhood commercial/office uses may be suitable within the RM zone, not to exceed 10% of the gross acres. This zone should be applied in areas designated for a residential land use pattern within the Comprehensive Plan's Future Land Use Map. Approval of the Residential Mixed (RM) zone requires a development agreement regulating the development site.

As part of the consideration for Annexation, the Planning and Zoning Commission will recommend a Zoning District to City Council for a subsequent public hearing regarding the annexation proposal. The Planning and Zoning Commission will review the requested zoning designations against the following review criteria found within PFMC 18.16.010 and 18.20.100.

Consistent with Future Land Use Map.

Consistent with the Goals and Policies Found in the Comprehensive Plan.

Zoning is assigned following consideration of such items as street classification, traffic patterns, existing development, future land uses, community plans, and geographic or natural features. Encourage a balance of land uses to help Post Falls remain a desirable, stable, and sustainable community.

Commercial and high-density residential zoning is typically assigned along streets with a higher road classification.

Limited or neighborhood commercial and lower density residential zoning is typically assigned for properties as they proceed farther away from the higher intensity urban activity. Ensure that adequate land is available for future housing needs.

Industrial zoning is typically assigned for properties with sufficient access to major transportation routes and may be situated away from residential zoning.

LEGAL DESCRIPTION:

PARCEL 1:

That portion Section 20, and the northwest quarter of Section 29, and the northeast quarter of Section 30, all in Township 51 North, Range 5 West, Boise Meridian, Kootenai County, Idaho described as follows:

Commencing at the northwest corner of said Section 29, thence South 00°28'07" West along the west line of said northwest quarter of Section 29 a distance of 214.79 feet to the northerly line of Burlington Northern Railroad right of way, said point being on the existing City of Post Falls limits boundary, said point also being the **TRUE POINT OF BEGINNING**:

Thence continuing along said west line and the existing City of Post Falls Limits boundary, South 00° 28' 07" West a distance of 155.20 feet; Thence continuing along City of Post Falls Limits boundary, North 89° 31' 53" West a distance of 40.00 feet to the intersection with the West right of way of Pleasant View Road and the southerly line of Burlington Northern Railroad right of way;

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North 58° 18' 23" East a distance of 162.89 feet;
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Thence North 54° 29' 42" West a distance of 122.13 feet to the **POINT OF BEGINNING**

Said parcel containing 342.18 Acres, more or less

AND ALSO INCLUDING,

PARCEL 2:

A Portion of the SW1/4 of Section 29, Township 51 North, Range 5 West, Boise Meridian, Kootenai County, Idaho More Particularly described as follows:
Tract 114 and Tract 115 of "Plat 7, GREENACRES IRRIGATION DISTRICT", as recorded in book "B" of Plats, Page(s) 63, records of Kootenai County, State of Idaho,
Said parcel containing 9.63 Acres, more or less

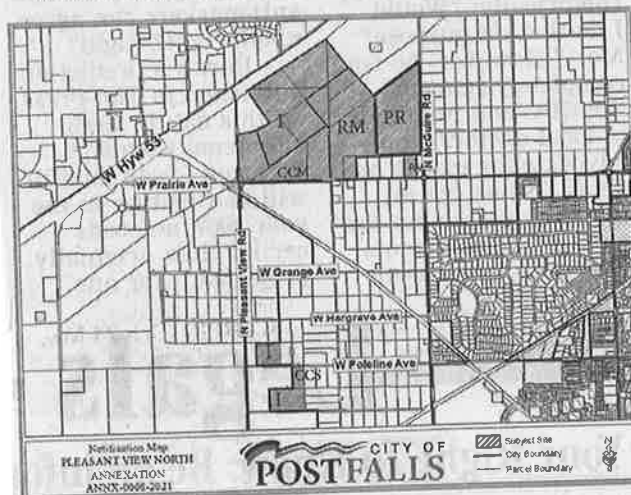
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PARCEL 3:

A Portion of the North 1/2 of the NW 1/4 of Section 32, Township 51 North, Range 5 West, Boise Meridian, Kootenai County, Idaho and the South 1/2 of the SW 1/4 of Section 29, Township 51 North, Range 5 West, Boise Meridian, Kootenai County, Idaho More Particularly described as follows:
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Said Parcel containing 19.73 Acres, more or less
The descriptions above were compiled from Kootenai County Assessor's Office GIS files and Record of Survey Recorded in Book 23 of Surveys, Pages 20, 20A, 20B and 20C and does not constitute a surveyed description of the actual parcels. No field surveys were performed.

All persons desiring to be heard are encouraged to submit written testimony by mailing to City of Post Falls Planning Division, 408 Spokane Street, Post Falls, ID 83854, e-mail comments to phnotice@postfallsidaho.org, or submit comment on our website, <https://www.postfallsidaho.org/your-government/public-hearings/>. Persons are encouraged to submit any and all written comments by **May 25, 2021** in order to be included in the addendum to the already completed Staff Report. If you plan to present documents, maps, or a presentation at the hearing.

A complete file on this matter may be requested by the public with the Post Falls Planning Division, Community Development at (208) 773-8708, or via email to Amber Blanchette, Planning Administrative Specialist at amberb@postfallsidaho.org.



CDA LEGAL 5477
AD#457164
MAY 14, 2021

ORDINANCE NO. 566

**TRANSFER OF POWERS WITHIN THE
PLEASANT VIEW URBAN RENEWAL DISTRICT**

AN ORDINANCE OF KOOTENAI COUNTY, IDAHO, A POLITICAL SUBDIVISION OF THE STATE OF IDAHO, RELATING TO URBAN RENEWAL; STATING THE PURPOSE FOR ADOPTING AN URBAN RENEWAL AREA WITHIN A PORTION OF THE POST FALLS AREA OF CITY IMPACT; ADOPTING FINDINGS ON THE NECESSITY OF THE URBAN RENEWAL PLAN; PROVIDING THE CITY OF POST FALLS WITH THE RIGHT, POWER, AUTHORITY, AND OBLIGATION TO ADMINISTER THE URBAN RENEWAL AREA PURSUANT TO CHAPTERS 20 AND 29, TITLE 50, IDAHO CODE, AS AMENDED; GRANTING THE REVENUE ALLOCATION PROCEEDS DERIVED FROM THE POST FALLS URBAN RENEWAL AREA LYING WITHIN UNINCORPORATED KOOTENAI COUNTY TO THE POST FALLS URBAN RENEWAL AGENCY; ADOPTING THE INTERGOVERNMENTAL AGREEMENT IMPLEMENTING THIS ORDINANCE; AND AUTHORIZING THE CHAIRMAN TO SIGN THE AGREEMENTS AND SUCH OTHER AND FURTHER DOCUMENTS AS MAY BE NECESSARY TO CARRY OUT THE INTENT OF THIS ORDINANCE; PROVIDING FOR SEVERABILITY, AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, this ordinance is adopted to approve and confirm the duties, roles, and responsibilities of the City of Post Falls ("City"), the Post Falls Urban Renewal Agency ("Agency"), and Kootenai County for that portion of the Pleasant View District lying outside the corporate boundaries of the City of Post Falls as illustrated in **Exhibit 1**, to transfer power as provided in Idaho Code § 50-2906(3)(b) and to serve as the necessary declaration required by Idaho Code § 50-2018(18).

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

WHEREAS, Kootenai County, by Resolution 2021-09, found a need to include properties within the Pleasant View District that, at the time of the Resolution, lied within unincorporated Kootenai County; and

WHEREAS, since Kootenai County adopted Resolution 2021-09, the City has begun the public hearing process required by law to annex the property into the City; and

WHEREAS, the Agency has adopted the Pleasant View District Urban Renewal Plan (the "Plan"), attached as **Exhibit 2**, which by this reference is incorporated herein, to guide and govern implantation of the Pleasant View District.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF KOOTENAI COUNTY, IDAHO, AS FOLLOWS:

SECTION 1. The Board of County Commissioners, after reviewing the Plan finds: (a) the Pleasant View District is eligible as an urban renewal district under the statutory criteria, (b) the base assessed values of the combined revenue allocation districts within Post Falls will not exceed the statutory limitation of ten percent of the city-wide assessed value, (c) the proposed urban renewal district is financially feasible given the assumptions used in the Plan, (d) the required consents from the owners of agricultural lands within the district have been given, and (e) the City of Post Falls has the authority to proceed with the creation of the Pleasant View District after the adoption of this Ordinance by the Board of Kootenai County Commissioners.

SECTION 2. The proceeds of revenue allocation from areas lying within the boundaries of the Pleasant View District shall be devoted to the statutory purposes as authorized in the Plan.

SECTION 3. The Intergovernmental Agreement for Roles and Responsibilities Under Idaho Code § 50-2906(3)(b) (the "Agreement") (which also supports the County's declaration as required by Idaho Code § 50-2018(18)) is hereby approved and the Chairman of the Board of Kootenai County Commissioners is hereby authorized to execute the same, and to execute any further documents necessary to carry out the intent of the Board of Kootenai County.

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this chapter is, for any reason, held to be invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, independent provision and such holding shall not affect the validity of the remaining portions thereof.

SECTION 5. This Ordinance shall take effect and be in full force upon its passage, approval, and publication in one (1) issue of the *Coeur d'Alene Press*.

ADOPTED this 11th day of May, 2021.

**KOOTENAI COUNTY
BOARD OF COMMISSIONERS**


Chris Fillios, Chairman


Leslie Duncan, Commissioner

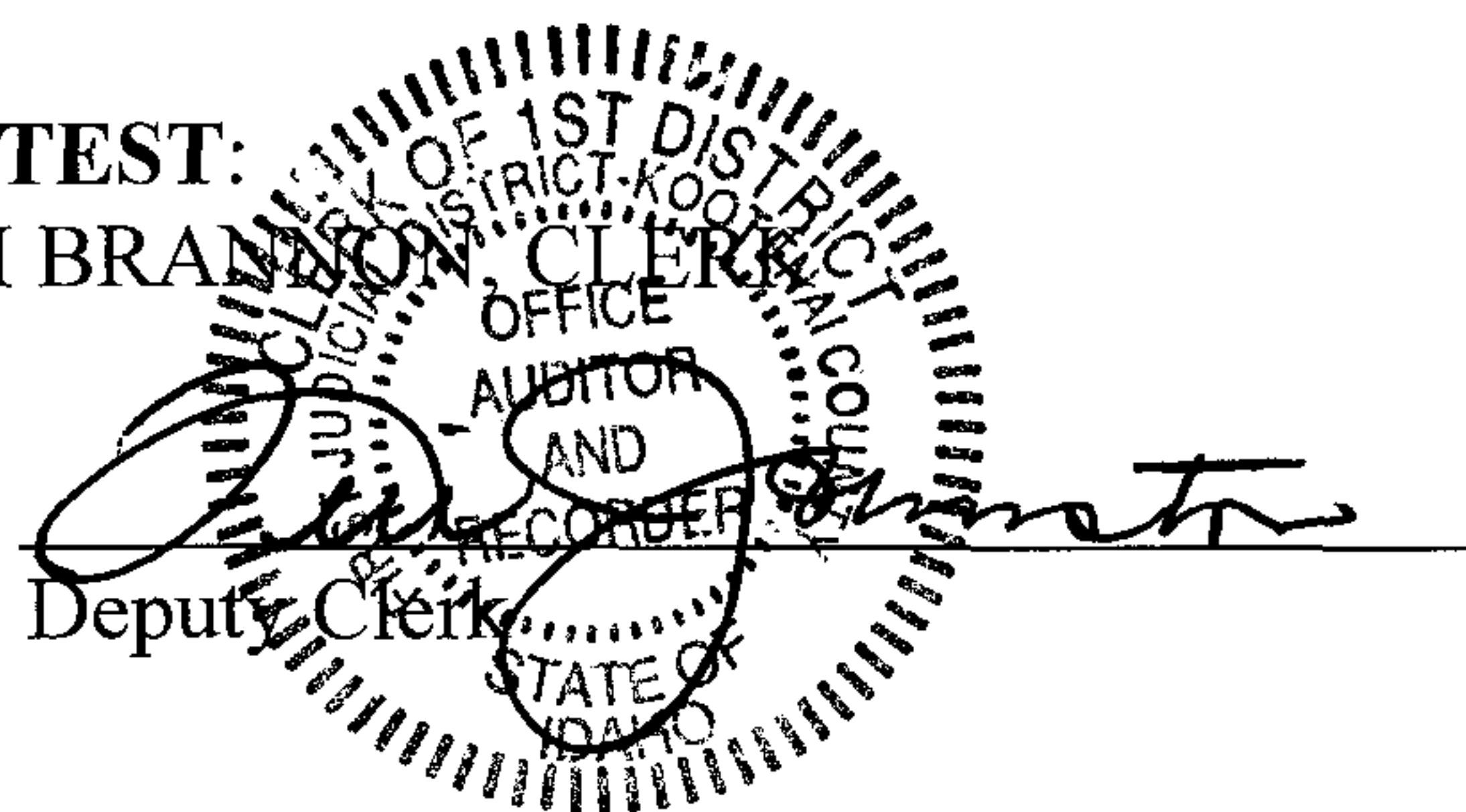

Bill Brooks, Commissioner

ATTEST:

JIM BRANDON

By:

Deputy Clerk



Publication Date: June 7, 2021

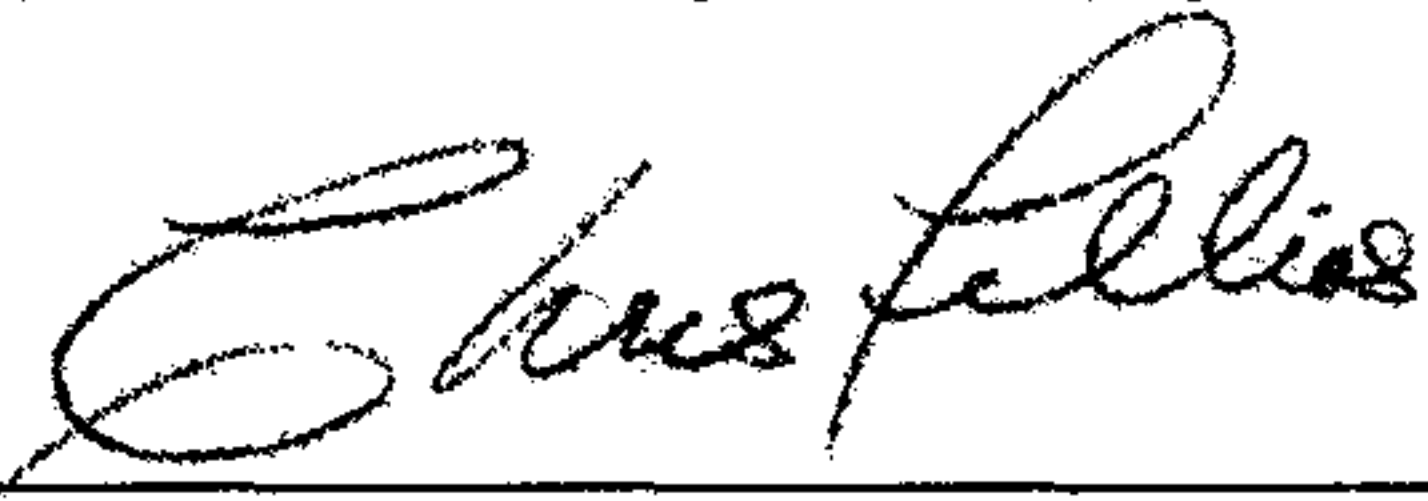
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Board of County Commissioners of Kootenai County, Idaho will conduct a public hearing at or after the hour of 2:00 p.m. on Tuesday, June 1, 2021, in the Kootenai County Administration Building, meeting room 1B, located at 451 N. Government Way, Coeur d'Alene, Idaho, on a proposed ordinance addressing the following subject:

AN ORDINANCE OF KOOTENAI COUNTY, IDAHO, A POLITICAL SUBDIVISION OF THE STATE OF IDAHO, RELATING TO URBAN RENEWAL; STATING THE PURPOSE FOR ADOPTING AN URBAN RENEWAL AREA WITHIN A PORTION OF THE POST FALLS AREA OF CITY IMPACT; ADOPTING FINDINGS ON THE NECESSITY OF THE URBAN RENEWAL PLAN; PROVIDING THE CITY OF POST FALLS WITH THE RIGHT, POWER, AUTHORITY, AND OBLIGATION TO ADMINISTER THE URBAN RENEWAL AREA PURSUANT TO CHAPTERS 20 AND 29, TITLE 50, IDAHO CODE, AS AMENDED; GRANTING THE REVENUE ALLOCATION PROCEEDS DERIVED FROM THE POST FALLS URBAN RENEWAL AREA LYING WITHIN UNINCORPORATED KOOTENAI COUNTY TO THE POST FALLS URBAN RENEWAL AGENCY; ADOPTING THE INTERGOVERNMENTAL AGREEMENT IMPLEMENTING THIS ORDINANCE; AND AUTHORIZING THE CHAIRMAN TO SIGN THE AGREEMENTS AND SUCH OTHER AND FURTHER DOCUMENTS AS MAY BE NECESSARY TO CARRY OUT THE INTENT OF THIS ORDINANCE; PROVIDING FOR SEVERABILITY, AND PROVIDING FOR AN EFFECTIVE DATE.

The full text of the proposed ordinance is available at the Kootenai County Administration Building, 451 N. Government Way, Third Floor, Coeur d'Alene, Idaho 83814, weekdays from 8 a.m. to 5 p.m. Written comments will be accepted both prior to the hearing and at the hearing. If you require special accommodations, please contact the Office of the Kootenai County Board of Commissioners at least seven days prior to that hearing. Further information may be obtained from the Office of the Kootenai County Board of Commissioners, located at 451 N. Government Way, Coeur d'Alene, ID 83814 (mailing address: P.O. Box 9000, Coeur d'Alene, ID 83816-9000), phone: (208) 446-1600, email: kcinfo@kcgov.us, or website: <https://www.kcgov.us/487/Board-of-County-Commissioners>.

KOOTENAI COUNTY
BOARD OF COMMISSIONERS


Chris Fillios, Chairman

ATTEST:

JIM BRANNON, CLERK

By:


Terr Johnston, Deputy Clerk

Publication Dates: May 24, 2021

NOTICE OF ORDINANCE ADOPTION

The Board of Commissioners of Kootenai County, Idaho, hereby gives notice of the adoption of Kootenai County Ordinance No. 566. The full text of the ordinance addresses the following subject:

AN ORDINANCE OF KOOTENAI COUNTY, IDAHO, A POLITICAL SUBDIVISION OF THE STATE OF IDAHO, RELATING TO URBAN RENEWAL; STATING THE PURPOSE FOR ADOPTING AN URBAN RENEWAL AREA WITHIN A PORTION OF THE POST FALLS AREA OF CITY IMPACT; ADOPTING FINDINGS ON THE NECESSITY OF THE URBAN RENEWAL PLAN; PROVIDING THE CITY OF POST FALLS WITH THE RIGHT, POWER, AUTHORITY, AND OBLIGATION TO ADMINISTER THE URBAN RENEWAL AREA PURSUANT TO CHAPTERS 20 AND 29, TITLE 50, IDAHO CODE, AS AMENDED; GRANTING THE REVENUE ALLOCATION PROCEEDS DERIVED FROM THE POST FALLS URBAN RENEWAL AREA LYING WITHIN UNINCORPORATED KOOTENAI COUNTY TO THE POST FALLS URBAN RENEWAL AGENCY; ADOPTING THE INTERGOVERNMENTAL AGREEMENT IMPLEMENTING THIS ORDINANCE; AND AUTHORIZING THE CHAIRMAN TO SIGN THE AGREEMENTS AND SUCH OTHER AND FURTHER DOCUMENTS AS MAY BE NECESSARY TO CARRY OUT THE INTENT OF THIS ORDINANCE; PROVIDING FOR SEVERABILITY, AND PROVIDING FOR AN EFFECTIVE DATE.

The full text of Ordinance 566 is available at the Kootenai County Administration Building, 451 Government Way, Coeur d'Alene, Idaho 83814, weekdays, from 8 a.m. to 5 p.m.

KOOTENAI COUNTY
BOARD OF COMMISSIONERS


Chris Fillios, Chairman

ATTEST
JIM BRANNON, CLERK

By: 
Terr Johnston, Deputy Clerk

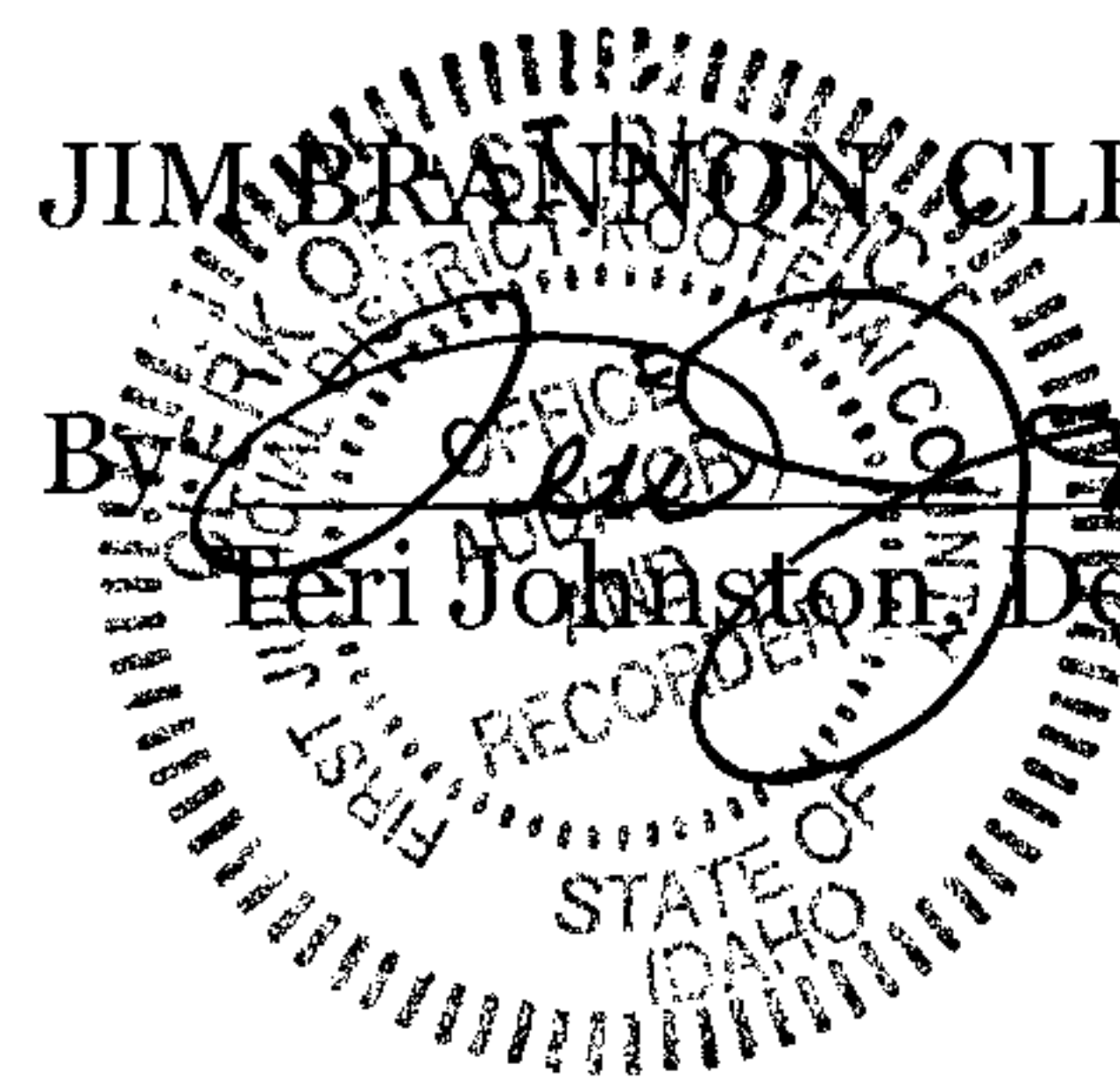
Publication Dates: June 7, 2021

CERTIFICATION

I hereby certify that the attached Notice of Ordinance Adoption contains a true and complete summary of Ordinance No. 566 of Kootenai County, Idaho, and that the attached summary provides adequate notice to the public of the contents of said Ordinance.

JIM BRANNON, CLERK

By 
Teri Johnston, Deputy Clerk



**PLEASANT VIEW DISTRICT INTERGOVERNMENTAL AGREEMENT
BETWEEN KOOTENAI COUNTY, THE CITY OF POST FALLS AND THE POST
FALLS URBAN RENEWAL AGENCY**

THIS AGREEMENT is entered into by and between Kootenai County, hereinafter "COUNTY", the City of Post Falls, hereinafter "CITY", and the Post Falls Urban Renewal Agency, hereinafter "AGENCY", and shall be effective on May 19, 2021 after all parties have affixed their signatures to this Agreement.

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 other city or county declaring the need for an urban renewal plan for the proposed area; and

WHEREAS, Kootenai County, by Resolution 2021-09, found a need to include properties within the Pleasant View District that, at the time of the Resolution, were outside the municipal limits of Post Falls; and

WHEREAS, since the COUNTY adopted Resolution 2021-09, the City has begun the public hearing process required by law to annex the property into the City; and

WHEREAS, the Agency has adopted the Pleasant View Urban Renewal Plan (the "PLAN"), attached as **Exhibit 1**, which by this reference is incorporated herein, to guide and govern implementation of the Pleasant View District, and

WHEREAS, the Parties find it necessary to adopt this Agreement to confirm the duties, roles, and responsibilities of the County, City and Agency for that portion of the Pleasant View District lying outside the municipal boundaries of the City of Post Falls (hereinafter the "PROPERTY") until such time that the PROPERTY is annexed into the City of Post Falls. The PROPERTY is depicted on the attached **Exhibit 2**, which by this reference is incorporated herein.

NOW THEREFORE, it is agreed as follows:

1. Except as otherwise provided herein, the COUNTY will retain full legal authority and control over the PROPERTY until such time as it is annexed into the City of Post Falls. This includes authority for land use regulation, taxation, law enforcement and all other governmental functions normally exercised by the County for property in the unincorporated portions of Kootenai County. The property taxes resulting from any increases in equalized assessed valuation in excess of the equalized assessed valuation as shown on the base assessment roll will be allocated to the AGENCY for urban renewal projects consistent with the PLAN.

2. The CITY agrees to consider annexation of the PROPERTY at its earliest opportunity in full compliance with statutory requirements for land use decisions. Additionally, the CITY agrees to fully perform its oversight role for the AGENCY as outlined in Title 50, Chapters 20 and 29, Idaho Code.

3. The AGENCY agrees to manage the application of the Pleasant View District to the PROPERTY consistent with the requirements of Title 50, Chapters 20 and 29 Idaho Code and

agrees to only expend tax revenues allocated to the AGENCY from the PROPERTY in conformity with the PLAN.

IN WITNESS WHEREOF, the parties hereto have affixed the signature of their duly authorized official.

KOOTENAI COUNTY
BOARD OF COMMISSIONERS


Chris Fillios, Chairman

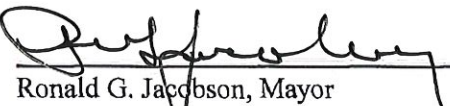
5/18, 2021
Date

ATTEST:

Jim Brannon, County Clerk



Deputy Clerk

CITY OF POST FALLS


Ronald G. Jacobson, Mayor

6/11, 2021
Date

ATTEST:

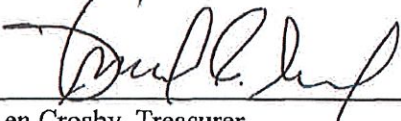

Shannon Howard, City Clerk

POST FALLS URBAN RENEWAL AGENCY


Jerry Baltzell, Chairman

5-20-21, 2021
Date

ATTEST:


Len Crosby, Treasurer

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

- 1. City Resolution 20-10 – 8/18/20**
- 2. Agency Resolution 2020-04 – 8/20/20**
- 3. City Resolution 20-16 – 10/06/20**

RESOLUTION NO. 20-10

**A RESOLUTION OF THE CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO,
DECLARING THE AREA DESCRIBED HEREIN AS A DETERIORATING AREA**

WHEREAS, the City of Post Falls has contracted with the Hudson Company to perform a study to determine whether the area depicted on the attached Exhibit "A", which by this reference is incorporated herein, is eligible for inclusion in a new urban renewal area under the Idaho Urban Renewal Law and Local Economic Development Act; and

WHEREAS, Hudson Company has submitted an eligibility report dated August 2, 2020, which is attached hereto as Exhibit "B" and by this reference is incorporated herein, that finds that the area depicted in Exhibit "A" meets the criteria for a deteriorating area as defined in the Idaho Urban Renewal Law; 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, Post Falls School District #273 owns property within the proposed district that may meet the definition of an agricultural operation and it has consented to the inclusion of its property within the area. A copy of the executed consent form from the School District is attached as Exhibit "C", which by this reference is incorporated herein; and

WHEREAS, Crystal Creek, LLC also owns property within the proposed district that may meet the definition of an agricultural operation and it has consented to the inclusion of its property within the area. A copy of the executed consent forms from Crystal Creek are attached as Exhibit "D", which by this reference is incorporated herein; and

WHEREAS, based on GIS information for the past 4 years and the eligibility report, the remainder of the property within the potential district does not contain any agricultural operations as defined in I.C. 22-4502(1) that has been used for agricultural purposes in the past 3 consecutive years; 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 City is in the process of annexing the area depicted in Exhibit "A" so that it will be wholly within the city limits of the City of Post Falls; and

WHEREAS, the urban renewal agency will not exercise jurisdiction over any area outside the city limits unless the Board of County Commissioners has declared a need to include such areas in the district and adopted the necessary ordinance and agreement to transfer authority for the area; and

WHEREAS, the city council has evaluated both the eligibility study (Exhibit "B") with regards to the inadequacy of the street layout, the lack of adequate infrastructure (in particular wastewater service), faulty lot layout in relation to size adequacy, accessibility or usefulness, diversity of property ownership and lot sizes and determined that the presence of these deteriorating conditions substantially impairs the growth of the City of Post Falls by limiting the growth of the industrial growth in this portion of the City; and

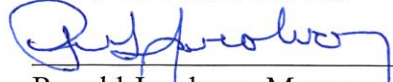
WHEREAS, the eligibility report also evaluated whether the study area is a competitively disadvantaged border area and concluded that the area is very competitive on taxes but may qualify based on a unique geographic feature regarding distance to critical shipping areas in western Washington. The City Council has evaluated this conclusion and determined that the case for a competitively disadvantaged border area is not compelling and does not rely on this basis.

NOW THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the City of Post Falls that the property depicted in Exhibit "A" is a deteriorating 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 Kootenai County and within an area that the City of Post Falls is considering annexing.
2. That the lands described in Exhibit "A" that contain agricultural operations as defined in I.C. 22-4502(1) have consented to the inclusion of their property within the deteriorating area.
3. That the area depicted in Exhibit "A" has a predominance of defective or inadequate street layout including inadequate street infrastructure and limited north/south connectivity as discussed in Exhibit "B".
4. That the area depicted in Exhibit "A" is limited by faulty lot layout in relation to size, adequacy, accessibility or usefulness as discussed in Exhibit "B".
5. That the area depicted in Exhibit "A" has insanitary or unsafe conditions as discussed in Exhibit "B".
6. That the area depicted in Exhibit "A" has a diversity of ownership as discussed in Exhibit "B".
7. That the presence of these deteriorating area conditions in the area depicted in Exhibit "A" substantially impairs or arrests the sound growth of the City of Post Falls, retards the provision of housing accommodations in the area and constitutes an economic and social liability in its present condition.

APPROVED by the City Council on this 18th day of August 2020.

CITY OF POST FALLS



Ronald Jacobson, Mayor

ATTEST:



Shannon Howard, City Clerk



RESOLUTION NO. 2020-04

**A RESOLUTION OF THE POST FALLS URBAN RENEWAL AGENCY
RECOMMENDING THAT THE PLEASANT VIEW AREA BE DECLARED A
DETERIORATED AREA AND RECOMMENDING BOUNDARIES FOR THE
DETERIORATED PLEASANT VIEW AREA**

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 designation of an area as a deteriorated area; and

WHEREAS, City of Post Falls has contracted with The Hudson Company and Welch Comer to perform a study to determine whether Pleasant View area as depicted on the attached Exhibit "A", which by this reference is incorporated herein, is eligible for inclusion in a new urban renewal area under the Idaho Urban Renewal Law and Local Economic Development Act; and

WHEREAS, The Hudson Company and Welch Comer have submitted an Eligibility Report dated August 2, 2020 concluding that the area depicted in Exhibit "A" meets the criteria for a deteriorated area as defined in the Idaho Urban Renewal Law and Local Economic Development Act.

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

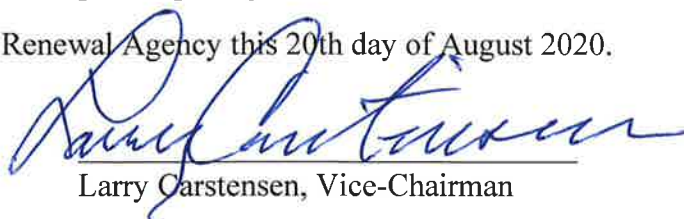
Section 1. The Agency hereby makes the following findings:

- a. That the property depicted in Exhibit "A" is a deteriorated area and is appropriate for an urban renewal project in the event that the Post Falls City Council elects to consider establishing this area for a project.
- b. That the rehabilitation, conservation, redevelopment, or a combination thereof, of such area is necessary in the interest of the public health, safety, morals and welfare of the residents of the City for the reasons set forth in the Eligibility Report.

Section 2. The Post Falls Urban Renewal Agency does hereby recommend that the City Council declares the land described in Exhibit "A" a deteriorated area pursuant to the Idaho Urban Renewal Law and the Local Economic Development Act in order to facilitate the creation of a urban renewal district for the revitalization and/or development of a light industrial area that is attractive to such businesses and will promote job creation.

Section 3. This resolution will be effective upon its passage.

Passed by the Post Falls Urban Renewal Agency this 20th day of August 2020.



Larry Carstensen, Vice-Chairman

Figure 3: Proposed Pleasant View Urban Renewal District Boundaries
(Dark Shaded Lots with Lot Lines in Black)



RESOLUTION NO. 20-16

**A RESOLUTION OF THE CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO,
DECLARING THE AREA DESCRIBED HEREIN AS A DETERIORATING AREA**

SUPERSEDES RESOLUTION 20-10

WHEREAS, the City of Post Falls has contracted with the Hudson Company to perform a study to determine whether the area depicted on the attached Exhibit "A", which by this reference is incorporated herein, is eligible for inclusion in a new urban renewal area under the Idaho Urban Renewal Law and Local Economic Development Act; and

WHEREAS, Hudson Company has submitted an eligibility report dated September, 21, 2020, which is attached hereto as Exhibit "B" and by this reference is incorporated herein, that finds that the area depicted in Exhibit "A" meets the criteria for a deteriorating area as defined in the Idaho Urban Renewal Law; 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, Post Falls School District #273 owns property within the proposed district that may meet the definition of an agricultural operation and it has consented to the inclusion of its property within the area. A copy of the executed consent form from the School District is attached as Exhibit "C", which by this reference is incorporated herein; and

WHEREAS, Crystal Creek, LLC also owns property within the proposed district that may meet the definition of an agricultural operation and it has consented to the inclusion of its property within the area. A copy of the executed consent forms from Crystal Creek are attached as Exhibit "D", which by this reference is incorporated herein; and

WHEREAS, based on GIS information for the past 4 years and the eligibility report, the remainder of the property within the potential district does not contain any agricultural operations as defined in I.C. 22-4502(1) that has been used for agricultural purposes in the past 3 consecutive years; 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 City is in the process of annexing the area depicted in Exhibit "A" so that it will be wholly within the city limits of the City of Post Falls; and

WHEREAS, the urban renewal agency will not exercise jurisdiction over any area outside the city limits unless the Board of County Commissioners has declared a need to include such areas in the district and adopted the necessary ordinance and agreement to transfer authority for the area; and

WHEREAS, the city council has evaluated both the eligibility study (Exhibit “B”) with regards to the inadequacy of the street layout, the lack of adequate infrastructure (in particular wastewater service), faulty lot layout in relation to size adequacy, accessibility or usefulness, diversity of property ownership and lot sizes and determined that the presence of these deteriorating conditions substantially impairs the growth of the City of Post Falls by limiting the growth of the industrial growth in this portion of the City; and

WHEREAS, the eligibility report also evaluated whether the study area is a competitively disadvantaged border area and concluded that the area is very competitive on taxes but may qualify based on a unique geographic feature regarding distance to critical shipping areas in western Washington. The City Council has evaluated this conclusion and determined that the case for a competitively disadvantaged border area is not compelling and does not rely on this basis; and

WHEREAS, the City Council adopted Resolution 20-10 on August 18, 2020, which adopted a previous version of the eligibility study; and

WHEREAS, it was determined that the intersection of Pleasant View Road and Seltice Way should also be evaluated for inclusion in the potential district; and

WHEREAS, the Hudson Company analyzed the area and revised the eligibility study to include the Pleasant View/Seltice intersection.

NOW THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the City of Post Falls that the property depicted in Exhibit “A” is a deteriorating 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:

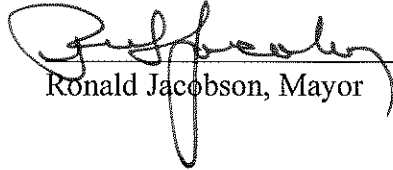
1. The land described in Exhibit “A” is located within Kootenai County and within an area that the City of Post Falls is considering annexing.
2. That the lands described in Exhibit “A” that contain agricultural operations as defined in I.C. 22-4502(1) have consented to the inclusion of their property within the deteriorating area.
3. That the area depicted in Exhibit “A” has a predominance of defective or inadequate street layout including inadequate street infrastructure and limited north/south connectivity as discussed in Exhibit “B”.
4. That the area depicted in Exhibit “A” is limited by faulty lot layout in relation to size, adequacy, accessibility or usefulness as discussed in Exhibit “B”.
5. That the area depicted in Exhibit “A” has insanitary or unsafe conditions as discussed in Exhibit “B”.

6. That the area depicted in Exhibit "A" has a diversity of ownership as discussed in Exhibit "B".
7. That the presence of these deteriorating area conditions in the area depicted in Exhibit "A" substantially impairs or arrests the sound growth of the City of Post Falls, retards the provision of housing accommodations in the area and constitutes an economic and social liability in its present condition.
8. That this Resolution supersedes and replaces Resolution 20-10.

APPROVED by the City Council on this ~~18th day of August 2020.~~


6th day of October 2020.

CITY OF POST FALLS



Ronald Jacobson, Mayor

ATTEST:



Shannon Howard, City Clerk



Appendix E – Resolution Establishing Plan and Revenue Allocation Area

- 1. Agency Resolution 2021-01 – 4/27/21**
- 2. P&Z Resolution 21-03 Determining conformity of the Plan with the City of Post Falls
Comprehensive Plan – 5/14/21**

Resolution No. 2021-01

A RESOLUTION OF THE POST FALLS URBAN RENEWAL AGENCY, APPROVING THE PLEASANT VIEW DISTRICT URBAN RENEWAL PLAN AND REVENUE ALLOCATION AREA; RECOMMENDING APPROVAL THEREOF BY THE CITY COUNCIL OF THE CITY OF POST FALLS; MAKING CERTAIN 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. 20-10 and 20-16, determined that the Pleasant View 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 Pleasant View 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 Pleasant View 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 Pleasant View 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 27th day of April, 2021.



Jerry Baltzell, Chairman

RESOLUTION NO. P&Z 21-03

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

WHEREAS, The Post Falls Urban Renewal Agency (hereinafter “Agency”) has submitted a proposed Pleasant View 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 2020 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 2020 City of Post Falls Comprehensive Plan; and

WHEREAS, the Post Falls Planning and Zoning Commission met in a duly noticed public meeting on May 11, 2021 to consider the Plan; and

WHEREAS, the Post Falls Planning and Zoning Commission has reviewed the Plan for conformity with the 2020 City of Post Falls Comprehensive Plan.

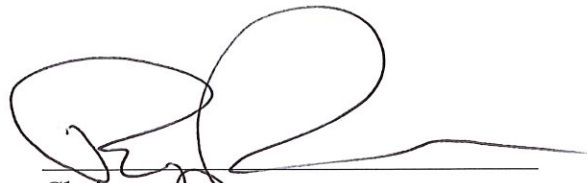
NOW THEREFORE, BE IT RESOLVED BY THE POST FALLS PLANNING AND ZONING COMMISSION:

Section 1. That the Plan is in all respects in conformity with the 2020 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 2020 City of Post Falls Comprehensive Plan.

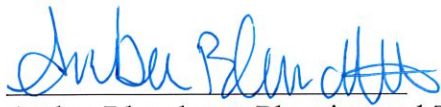
Section 3. That this Resolution shall be in full force and effect immediately upon its adoption and approval.

APPROVED by the Post Falls Planning and Zoning Commission on this 14th day of May 2021.



Chairperson

ATTEST:



Amber Blanchette, Planning and Zoning Commission Clerk

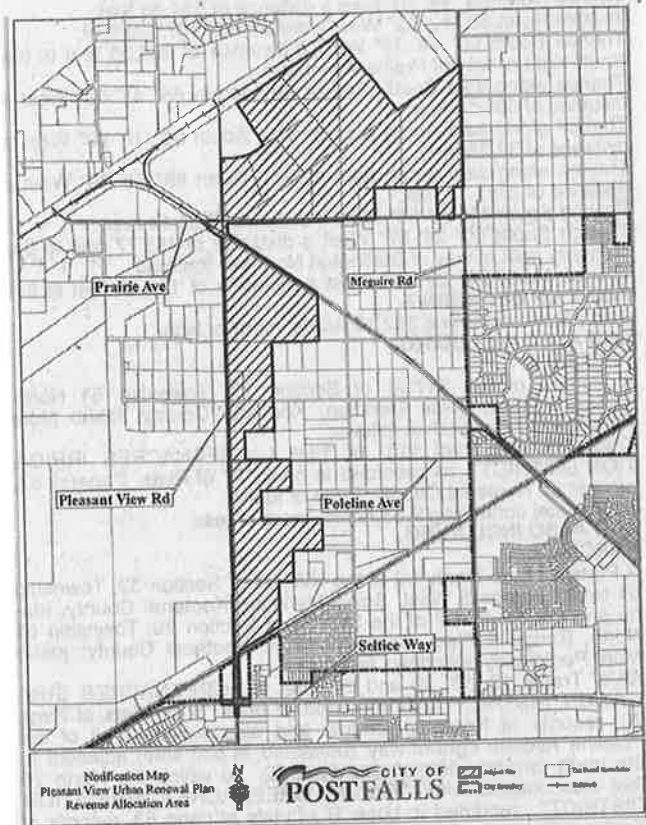
Appendix F – Notice of Public Hearing on Adoption of the District

1. City Council – 6/01/21

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on June 1, 2021, the Post Falls City Council will hold a public hearing, pursuant to I.C. 50-2008(c) and I.C. 50-2906, to consider adoption of the proposed Pleasant View Urban Renewal Plan ("Plan") and Revenue Allocation Area depicted below. The public hearing will begin at 6:00 p.m. in the Post Falls City Council Chambers, 408 N. Spokane Street, Post Falls, Idaho.

MAP:



The general scope of the Plan is to stimulate the development of an industrial corridor in the northwest portion of the City of Post Falls by creating and expanding public infrastructure and public facilities within the entire Plan area, enhancing and improving transportation routes and collector streets within the Plan area, and enhancing related commercial and industrial development. A copy of the Pleasant View Urban Renewal Plan and Revenue Allocation Area may be obtained at City Hall by contacting Shannon Howard, City Clerk at (208) 457-3328.

The Pleasant View Urban Renewal Plan 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 purposes. An agreement on administration of a revenue allocation financing provision extending beyond the municipal boundary of Post Falls has been negotiated with Kootenai County and that agreement will be formalized by a transfer of power ordinance adopted by Kootenai County.

The City Council will also be considering the first through third readings of an Ordinance adopting the Pleasant View Urban Renewal Plan. At the hearing date, time, and place noted above, all persons interested in the above matters may appear and be heard. Oral testimony may be offered at the meeting and may be restricted to no more than four minutes per person. Written Comments will also be accepted. Written comments must be received prior to the hearing date. Any questions and comments should be directed to the Post Falls City Clerk.

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 person with hearing or visual impairments. Individuals with other disabilities may receive assistance by contacting the City Clerk at least 24 hours prior to the hearing.

CDA LEGAL 5402
AD#454247
APRIL 30, 2021

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

1. Ordinance No. 1414 – 6/01/21

ORDINANCE NO. 1414

AN ORDINANCE OF THE CITY OF POST FALLS, KOOTENAI COUNTY, IDAHO, APPROVING THE PLEASANT VIEW URBAN RENEWAL PLAN, WHICH INCLUDES REVENUE ALLOCATION FINANCING PROVISIONS; AUTHORIZING THE CITY CLERK TO TRANSMIT A COPY OF THIS ORDINANCE AND OTHER REQUIRED INFORMATION TO KOOTENAI COUNTY AND STATE OFFICIALS; REPEALING CONFLICTING ORDINANCES; PROVIDING SEVERABILITY; PROVIDING FOR THE PUBLICATION OF THIS ORDINANCE BY SUMMARY AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Post Falls, Kootenai County, Idaho (the "City"), is a duly incorporated and existing City organized and operating under the laws of the State of Idaho, and as such is authorized by the Idaho Code, Title 50, Chapters 20 and 29, to adopt urban renewal plans, to adopt deteriorated area declarations, to adopt revenue allocation areas, and to provide improvements and betterment within an urban renewal area, as designated by the Pleasant View Urban Renewal Plan (the "Plan"); and

WHEREAS, based on the request of the Post Falls Urban Renewal Agency and an eligibility report submitted by the Hudson Company, the City Council found, in Resolution 20-16, that a deteriorating area exists along the Pleasant View corridor in west Post Falls as depicted in the report attached to Resolution 20-16; 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 the need for an urban renewal plan for the proposed area; and

WHEREAS, The Kootenai County Board of Commissioners adopted Resolution 2021-09 finding a need for inclusion of certain properties located outside city limits within the Plan area; and

WHEREAS, on April 27, 2021, the Post Falls Urban Renewal Agency made certain findings and adopted the Pleasant View Urban Renewal Plan (the "Plan") by Resolution 2021-01, and recommended adoption of the Plan by the Post Falls City Council; and

WHEREAS, the area of the Plan lies within the areas declared by the City to be deteriorated and/or a competitively disadvantaged border community area; and

WHEREAS, the Planning and Zoning Commission of the City of Post Falls reviewed the Plan at their duly noticed public meetings on May 11, 2021 and May 14, 2021 and adopted its Resolution 21-03 finding the Plan, in all respects, conforms with the 2020 City of Post Falls Comprehensive Plan, which is the general plan for the development of the City and forwarded its findings to the City Council; and

WHEREAS, as of April 28, 2021 the Plan was submitted to the affected taxing entities, available to the public, and under consideration by the Post Falls City Council; and

WHEREAS, an agreement on administration of a revenue allocation financing provision extending beyond the municipal boundary of the City has been negotiated with the Kootenai County Board of County Commissioners and the Post Falls Urban Renewal Agency, specifically the Intergovernmental Agreement for Roles and Responsibilities Under Idaho Code Section 50-2906, and that the Agreement has been formalized by a transfer of power ordinance adopted by the Kootenai County Board of County Commissioners. A copy of the transfer of power ordinance, Kootenai County Ordinance No. 566, is attached hereto as Exhibit 1; and

WHEREAS, Kootenai County and the Post Falls Urban Renewal Agency approved the Intergovernmental Agreement for Roles and Responsibilities Under Idaho Code Section 50-2906, which is attached hereto as Exhibit 2; and

WHEREAS, as required by Idaho Code sections 50-2905 and 50-2906, the Pleasant View Urban Renewal Plan contains the following information which was made available to the general public and all taxing districts thirty (30) days prior to the public hearing on June 1, 2021, the regular meeting of the City Council, but no more than sixty (60) days prior to the date set for final reading of the ordinance: (1) a statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable

property within the municipality; (2) a statement listing the kind, number, and location of all proposed public works or improvements within the revenue allocation area; (3) an economic feasibility study; (4) a detailed list of estimated project costs; (5) a fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds, notes and/or other obligations are repaid, upon all taxing districts levying taxes upon property in the revenue allocation area; (6) a description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred; (7) a termination date for the plan and the revenue allocation area as provided for in section 50-2903(20), Idaho Code. In determining the termination date, the plan shall recognize that the agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the urban renewal plan; and (8) a description of the disposition or retention of any assets of the agency upon 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 revenue allocation funds to operate and manage such assets; and

WHEREAS, the Plan authorizes certain projects to be financed by revenue allocation bonds, or loans, and proceeds from revenue allocation; and

WHEREAS, it is necessary and in the best interest of the citizens of the City to adopt the Plan, including revenue allocation financing provisions, since revenue allocation will help finance urban renewal projects to be completed in accordance with the Plan (as now or hereafter amended), in order to: encourage private development in the urban renewal area; prevent and arrest decay of the City due to the inability of existing financing methods to provide needed public improvements; encourage taxing districts to cooperate in the allocation of future tax revenues arising in the urban renewal area in order to facilitate the long-term growth of their common tax base; encourage private investment within the City; and to further the public purposes of the Agency; and

WHEREAS, the Post Falls City Council finds that the equalized assessed valuation of the taxable property in the Pleasant View Urban Renewal District Revenue Allocation Area is likely to increase, and continue to increase, as a result of initiation and continuation of urban renewal projects in accordance with the Plan; and

WHEREAS, the collective base assessment roll for the revenue allocation areas under the existing Project Areas, and the new Pleasant View Urban Renewal Plan cannot exceed ten percent (10%) of the assessed value of the City;

WHEREAS, appropriate notice of the Plan and revenue allocation provision contained therein has been given to the taxing districts and to the public as required by Idaho Code section 50-2906; and

WHEREAS, notice of the public hearing on the Plan was caused to be published by the City Clerk in the *Coeur d'Alene/Post Falls Press* on April 30, 2021 a copy of said notice is attached hereto as Exhibit 3; and

WHEREAS, the Post Falls City Council during its regular meeting of June 1, 2021 held a public hearing and made certain findings.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the City of Post Falls as follows:

SECTION 1. It is hereby found and determined that:

- (a) The Pleasant View Urban Renewal Project Area as defined in the Plan is a deteriorated or a deteriorating area as defined in the Law and the Act and qualifies as an eligible urban renewal area.
- (b) The rehabilitation, conservation, and redevelopment of the urban renewal area pursuant to the Plan are necessary in the interests of public health, safety, and welfare of the residents of the City.
- (c) There continues to be a need for the Post Falls Urban Renewal Agency to function in the City.

- (d) The Plan conforms to the 2020 City of Post Falls Comprehensive Plan.
- (e) The Plan gives due consideration to the provision of adequate park and recreation areas and facilities that may be desirable for neighborhood improvement (recognizing the mixed-use components of the Plan and the need for overall public improvements), and shows consideration for the health, safety, and welfare of any residents or businesses in the general vicinity of the urban renewal area covered by the Plan.
- (f) The Plan affords maximum opportunity consistent with the sound needs of the City as a whole for the rehabilitation and redevelopment of the urban renewal area by private enterprises.
- (g) The Plan provides a feasible method for relocation of any displaced families residing within the Plan Project Area.
- (h) The collective base assessment roll for the existing revenue allocation areas and the new Plan do not exceed ten percent (10%) of the assessed value of the City.
- (i) The Plan includes the requirements set out in Idaho Code § 50-2905.
- (j) The Plan is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area, zoning and planning changes, if any, land uses, maximum densities, building requirements, and any method or methods of financing such plan, which methods may include revenue allocation financing provisions.
- (k) The urban renewal area, which includes the deteriorating area, as defined in Idaho Code section 50-2018(9), does not include any agricultural operation for which the Agency has not received a written consent, or has not been used for agricultural purposes for three (3) consecutive years.

SECTION 2. The Post Falls City Council finds that the Pleasant View Urban Renewal District Project Area consists of predominantly open land, that the Agency does not intend to acquire any open land on any widespread basis, and that the Plan Project Area is planned to be redeveloped in a manner that will include nonresidential uses. Provided, however, the Post Falls City Council finds that if portions of the Plan Project Area are deemed “open land,” the criteria set forth in the Idaho Code Title 50, Chapters 20 and 29 has been met.

SECTION 3. The Post Falls City Council finds that the Plan meets the sound needs of the City and will provide opportunities in an area that does not now contain such opportunities, and nonresidential uses are necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of the 2020 City of Post Falls Comprehensive Plan, as may be amended to overcome economic disuse, the need for improved traffic patterns, and the need for the correlation of this area with other areas of the City.

SECTION 4. The Plan, a copy of which is attached hereto and marked as Exhibit 4 and made a part hereof by attachment, be, and the same hereby is, approved. As directed by the Post Falls City Council, the City Clerk and/or the Post Falls Urban Renewal Agency may make certain technical corrections or revisions in keeping with the information and testimony presented at the June 1, 2021 hearing, and incorporate changes or modifications, if any.

SECTION 5. Upon the effective date of this Ordinance, the City Clerk is authorized and directed to transmit to the Kootenai County Auditor, Kootenai County Tax Assessor and Kootenai County Board of Commissioners and to the appropriate officials of the Post Falls School District No. 273, Kootenai County Fire and Rescue, Kootenai County EMS, Kootenai Hospital District, North Idaho College, Post Falls Highway District, Community Library Network and the Idaho State Tax Commission a copy of this Ordinance, a copy of the legal description of the boundaries of the Pleasant View Urban Renewal District Revenue Allocation Area, and a map or plat indicating the boundaries of the Pleasant View Urban Renewal District Revenue Allocation Area.

SECTION 6. The Post Falls City Council hereby finds and declares that the Pleasant View Urban Renewal District Revenue Allocation Area as defined in the Plan, the equalized assessed

valuation, which is in and is part of the Plan, is likely to increase as a result of the initiation and completion of urban renewal projects pursuant to the Plan.

SECTION 7. All provisions of the current Post Falls Municipal Code or ordinances of the City of Post Falls and parts of ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

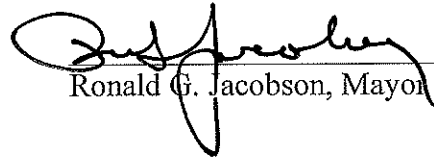
SECTION 8. Neither the adoption of this ordinance nor the repeal of any ordinance shall, in any manner, affect the prosecution for violation of such ordinance committed prior to the effective date of this ordinance or be construed as a waiver of any license or penalty due under any such ordinance or in any manner affect the validity of any action heretofore taken by the City of Post Falls City Council or the validity of any such action to be taken upon matters pending before the City Council on the effective date of this ordinance.

SECTION 9. The provisions of this ordinance are severable and if any provision, clause, sentence, subsection, word, or part thereof is held illegal, invalid, or unconstitutional or inapplicable to any person or circumstance, such illegality, invalidity or unconstitutionality or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, subsections, words or parts of this ordinance or their application to other persons or circumstances. It is hereby declared to be the legislative intent that this ordinance would have been adopted if such illegal, invalid, or unconstitutional provision, clause sentence, subsection, word, or part had not been included therein, and if such person or circumstance to which the ordinance or part thereof is held inapplicable had been specifically exempt therefrom.


SECTION 10. After its passage and adoption, a summary of this Ordinance, under the provisions of the Idaho Code, shall be published once in the official newspaper of the City of Post Falls, and upon such publication shall be in full force and effect.

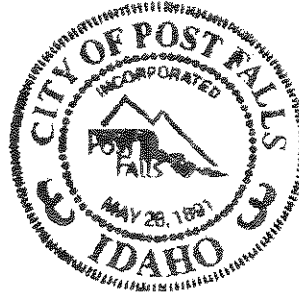
Passed under suspension of rules upon which a roll call vote was duly taken and duly enacted an Ordinance of the City of Post Falls at a regular session of the City Council on June ____ 2021.

APPROVED, ADOPTED and SIGNED this 1st day of June, 2021.


Ronald G. Jacobson, Mayor

ATTEST:


Shannon Howard, City Clerk



**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, 201 E. 4th Avenue, Post Falls, ID, 83854, 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,
201 E 4th Avenue, Post Falls, ID, 83854, 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: _____

Appendix J -Public Meetings Discussion & Related Press Articles

Below are meeting dates where the Pleasant View Urban Renewal District was discussed and related articles that were printed in the Coeur d'Alene Press:

11/19/19	City Council Meeting – Keller Wastewater Study Presented and Approved
05/14/20	City Council Meeting – Approval of Build Grant for Pleasant View Project
06/02/20	City Council Workshop on Pleasant View District (Bob Seale)
06/02/20	City Council Meeting – Approval of the Eligibility Contract
07/07/20	City Council Workshop on Pleasant View Annexation/URD (Shelly Enderud)
08/04/20	KC BOCC Meeting to discuss Joint Power's Agreement
08/11/20	KC BOCC Meeting – approved Joint Power's Agreement
08/18/20	City Council Meeting – Approval of the Eligibility Study; Pass Resolution on Deterioration
08/18/20	City Council Meeting – Approval of Feasibility Study Contract
08/20/20	Urban Renewal Meeting – Approval of Eligibility Study; Pass Resolution on Deterioration
10/06/20	City Council Adoption of a Superseding Resolution Declaring the Pleasant View Urban Renewal District Area to be a Deteriorating Area
12/08/20	Presentation to Kootenai County Board of Commissioners on proposed District
12/15/20	City Council Workshop: Pleasant View Feasibility Study and East Post Falls Projects
12/17/20	Urban Renewal Meeting – City Staff update on the proposed Pleasant View URD
01/12/21	Kootenai County Board of Commissioners public hearing on transferring property to the City.
01/19/21	Kootenai County Board of Commissioners adopts resolution 2021-09 finding a need to include areas outside city limits in the district.
02/09/21	Kootenai County Business Meeting approval of Quit Claim Deed to City
02/16/21	Pleasant View Annexation Public Hearing
01/27/21	Annexation Phase 1 Hearing at P & Z Meeting
02/16/21	Annexation Phase 1 Hearing at City Council
04/07/21	URA Workshop - Pleasant View URD discussion
04/20/21	Joint Workshop – Draft Feasibility Study

04/27/21	URA Workshop to approve Resolution 2021-01 approving the Pleasant View District Urban Renewal Plan and Revenue Allocation Area and recommending approval thereof by the Post Falls City Council
04/27/21	Pleasant View North Annexation Hearing @ P&Z Meeting
05/11/21	URD Pleasant View District (New Business Item for Planning and Zoning
05/18/21	Pleasant View North Annexation Hearing @ City Council
06/01/21	URD Pleasant View District Hearing for City Council

CDA Press Articles:

07/09/20	Article reviewing the City Council meeting discussion from 07/07/20
08/06/20	Article on Joint Power's Discussion at BOCC Meeting
10/12/20	Pleasant View Project as part of Vehicle Fee: There is no plan B

Appendix K – BUILD Grant



Pleasant View Road Arterial Improvements Project

2020 BUILD Transportation Discretionary Grant Application

Submitted By: City of Post Falls, Idaho
Project Type: Public Transportation
Location: City of Post Falls, Kootenai County
Area: Rural
Total Project Cost: \$23,984,410
BUILD Grant Request: \$21,643,418

Contact:
Ronald Jacobson, Mayor
408 Spokane Street
Post Falls, ID 838554
(208) 773-3511
rjacobson@postfallsidaho.org



Prepared for the U.S. Department of Transportation
Office of the Secretary of Transportation
May 18, 2020

APPLICATION AT A GLANCE

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PROJECT NARRATIVE

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Project Improvement Area
Project Overview

CONSTRUCTION COST ESTIMATE

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MATCH COMMITMENTS

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LETTERS OF SUPPORT

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United States Senator Mike Crapo
United States Senator James E. Risch
United State Representative Russ Fulcher
Idaho Governor Brad Little
Idaho Department of Commerce
Idaho Transportation Department
Local Highway Technical Assistance Council
Kootenai Metropolitan Planning Organization
BNSF
Kootenai County Board of Commissioners
Post Falls Highway District
Post Falls School District
Project Drive
City of Coeur d'Alene
City of Hauser
City of Hayden
City of Rathdrum
Post Falls Urban Renewal Agency
Coeur d'Alene Area EDC
Panhandle Area Council

RESOURCE LINKS <https://www.postfallsidaho.org/pleasant-view-arterial-project/>

Benefit-Cost Analysis
Benefit-Cost Analysis Spreadsheet
BNSF Hauser Rail Junction Detail Map
City of Post Falls Transportation Master Plan 2017
Concept Construction Plans
KMPO Critical Arterial Corridors
KMPO Metropolitan Transportation Plan 2010-2035
Transload Facility Preliminary Site Plan

APPLICATION AT A GLANCE

Proposed Title:	Pleasant View Road Arterial Improvements Project
Geospatial Information:	N 47 degrees 43'50", W 117 degrees 00'06"
Kootenai County Demographics:	Population (2019): 165,697 ¹ Median Household Income (2018): \$56,188 ² Personal Per Capita Income (2018): \$44,987 ³ Persons Below Poverty Level: 10.3% ⁴ Unemployment Rate: 3.9: ⁵
Post Falls City Demographics:	Population: 34,691 ⁶ Persons Below Poverty Level: 13.3% ⁷
Congressional District:	Idaho 01
Economically Distressed:	2018 Median Household Income \$56,188: 90.7% of U.S.
Special Considerations:	None
Project Classification:	Road – New Capacity
Funding Request:	\$21,643,418
Matching Support:	\$2,340,992
Benefit to Cost:	3.11:1
Supporting Documentation:	https://www.postfallsidaho.org/pleasant-view-arterial-project/

¹ Stats America, 2018 – 2020 Data, USA Counties in Profile, Overview for Kootenai County, ID,
<http://www.statsamerica.org/USCP/>

² *Ibid.*

³ *Ibid.*

⁴ U.S. Census Bureau,
<https://www.census.gov/quickfacts/fact/table/kootenaicountyidaho,postfallscityidaho/PST045219>

⁵ Idaho Department of Labor, *Monthly Labor Force Data*, March 2020 Preliminary April 17, 2020,
https://lmi.idaho.gov/publications/2020/LAUS/2020_LaborForce.pdf

⁶ U.S. Census Bureau,
<https://www.census.gov/quickfacts/fact/table/kootenaicountyidaho,postfallscityidaho/PST045219>

⁷ *Ibid.*

PROJECT NARRATIVE

I. PROJECT DESCRIPTION

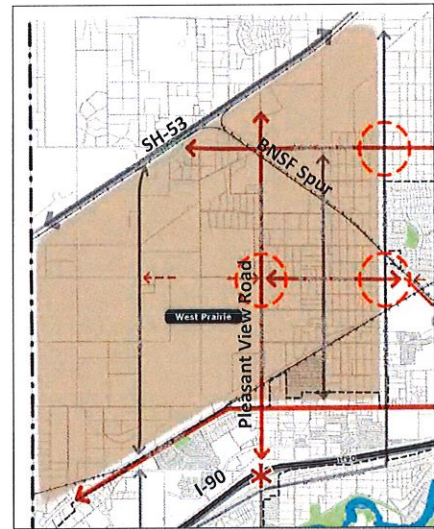
Introduction

One of the fastest growing areas in the area, the increasing growth of Post Falls is a result of a strong partnership between the private and public sectors, all working together to promote improved job opportunities in Kootenai County. The Pleasant View Road Arterial Improvements Project is a collaborative effort of state and local agencies, as well as private sector landowners and developers.

This application for BUILD grant funding is a collective effort to provide commerce connectivity between regional businesses and the multiple transportation corridors that converge in Post Falls. It will add roadway capacity and install public utility infrastructure along Pleasant View Road from Seltice Way north to SH-53 (SH-53). The project area is served by the Kootenai Metropolitan Planning Organization (KMPO). Pleasant View Road and the need for arterial improvements is identified in the KMPO 2010-2035 Metropolitan Transportation Plan.

Project Background

An area sandwiched between McGuire Road on the east, Seltice Way to the south, SH-53 to the north and bordering the Idaho-Washington border to the west is identified in the City's Comprehensive Plan as the West Prairie Focus Area. Rich in available land for development, the City's Comprehensive Plan identifies this focus area as transitional, with portions expected to develop as future residential, commercial, and industrial uses. The emphasis of this project, Pleasant View Road, is included in this focus area. City Planners identified this area prime for development and completed a Water and Sewer Masterplan for the Pleasant View Road corridor. Transportation components are on the radar of the Kootenai Metropolitan Planning Organization, Idaho Transportation Department, City of Post Falls, and the Post Falls Highway District for infrastructure improvements as a regional transportation hub.



*Post Falls Comprehensive Plan Appendix A-
West Prairie Focus Area*

A local economic development corporation, the Coeur d'Alene Area EDC, focuses their efforts on business recruitment, retention, and expansion. Over the last 5 years, the North Idaho region has been a hot spot for business expansions that want to take advantage of the population and job growth in the northwestern United States and southwestern Canada. Transportation and distribution companies interested in this market area has made the region home or have expanded in the region, namely, 4-Wheel Parts, Sysco, Odom, and Orgill. Over the last two years, a transportation company has shown a strong interest in expanding operations in the industrial/commercial area along

Pleasant View Road. They need not only city infrastructure (water and sewer) to meet their workforce needs, but their business operations need expanded transportation infrastructure along Pleasant View Road to handle both their transport traffic and their employee shift traffic. Likewise, the Coeur d'Alene Area EDC has also been in discussion with two of their partners who are interested in expanding in the North Idaho, in the same region as the company to build a transportation & distribution cluster in the Pleasant View Road corridor.

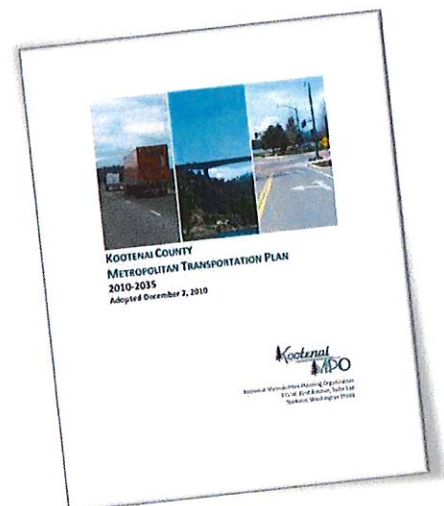
Businesses are interested in the area because of its proximity to the Idaho-Washington border, allowing them to access not only the transportation corridors in the area, but also the workforce from both the Idaho and Washington communities. Situating a business close to the border minimizes employee commute from both states.

Transportation Challenge

The City of Post Falls is located within Kootenai County, Idaho, and is one of the fastest growing counties in the fastest growing state in the country. Idaho's 2018-2019 population growth rate was 2.1%⁸ and Kootenai County's 2018-2019 population growth rate was 2.8 %.⁹ As a result, it has become an attraction for large new employers and economic generators within the region. This growth has also led to traffic congestion on both State Highway 41 (SH-41) and US Highway 95 (US-95) which bisect these rapidly growing urban areas.

Pleasant View Road provides an essential connection between I-90 and SH-53, with linkages to SH-41 and access to US-95. Long term growth will not accommodate safe and efficient movement of freight and other users of this critical transportation corridor. Several opportunities of businesses interested in expanding in North Idaho have materialized over the last 5 years, but the lack of adequate infrastructure on Pleasant View Road has prevented the projects from becoming a reality.

The transportation system continues to experience the effects of growth and development. Arterials built to serve developments are absorbing the traffic coming in from outlying suburban areas as well. Current traffic operations within the regional transportation system have a high overall operating performance. However, this performance is expected to decline as growth and development continue to have an impact in the outlying areas. In the 2007 model base Pleasant View Road was nearing capacity, primarily at intersections. The No-Build model for the year 2030 identifies that Pleasant View Road will be operating over capacity. To be proactive and prevent this decline, it is important to construct this project that meets transportation needs identified in [the] Metropolitan Transportation Plan.¹⁰



⁸ U.S. Census, <https://www.census.gov/data/tables/time-series/demo/popest/2010s-state-total.html>

⁹ U.S. Census, <https://www.census.gov/data/tables/time-series/demo/popest/2010s-counties-total.html>

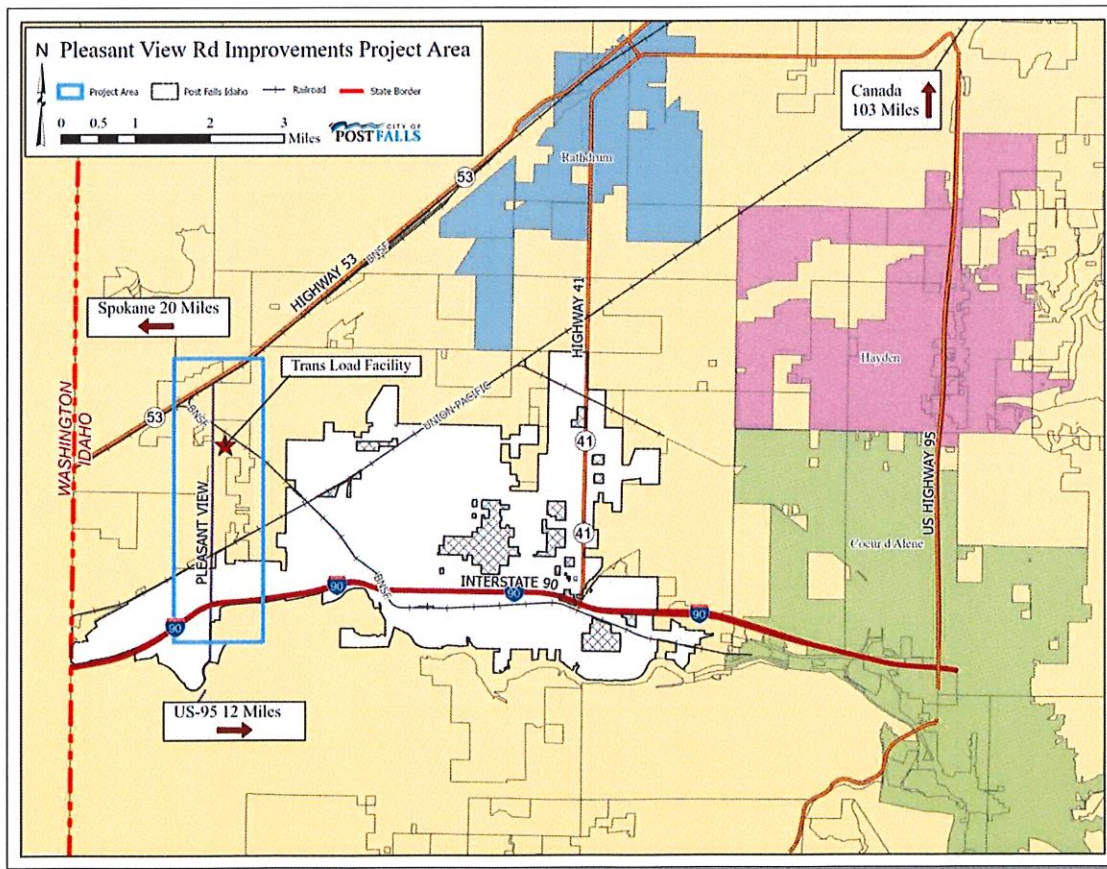
¹⁰ 2010-2035 Metropolitan Transportation Plan – KMPO, <https://www.kmpo.net/metropolitan-transportation-plan/>

The City of Post Falls, in cooperation with the Post Falls Highway District, are planning for the development of the Pleasant View Road Corridor for commercial and industrial development. This development is intended to provide an alternative north-south route connecting Interstate-90 (I-90) with SH-53, thus allowing freight and commuter traffic to avoid increasingly congested areas. In response, a large trucking company has purchased property within that corridor with the intention of developing it as their corporate headquarters complete with a full-scale trucking terminal and rail-truck transload facility.

Solution to Transportation Challenge

A central and critical element of this development is the need to serve this new facility efficiently and effectively through the shipment of freight. The truck terminal and transload facility will be the only facility of its kind in Northern Idaho. It will establish an inland port and provide improved connectivity between the region and the national and international trade corridors that converge in Northern Idaho. Combined with the transportation and supporting utility improvements, this will result in both qualitative and quantifiable benefits to the region.

Pleasant View Road is a major arterial connecting with both I-90 and SH-53, which is a direct connection to the City of Spokane, Washington and the Cities of Hauser and Rathdrum, Idaho. SH-53 connects with SH-41, which can also connect with US-95 that travels north to Canada and south



to Mexico. I-90 and US-95 connects the project to the Cities of Coeur d'Alene and Hayden. Completion of this project will improve safety and capacity as planned with the Idaho Transportation Department's programming.

COVID-19 Statement

The preliminary unemployment data from the Idaho Department of Labor is 3.9% in Kootenai County, 3.4% in the City of Post Falls. Although updated rates in the State of Idaho will not appear until the third or fourth week of May, the US unemployment rate jumped from 4.4% to 14.7% unemployment the first week of May—a **234% increase**. Using this as a benchmark, it is likely that the local unemployment rate has increased at a similar level. This project will spur additional business growth, creating jobs for those unemployed because of the COVID-19 pandemic.

Freight transportation is the backbone of our nation's supply chain. The importance of this supply chain has never been highlighted more than in recent months due to the pandemic. Runs on just the basic necessities have shown that there are vulnerabilities in the supply chain, and construction of facilities such as those proposed with this project will strengthen the efficiency of that supply chain in the Inland Northwest. With an existing fleet of over 1,000 trucks, the transportation company showing a strong interest in placing their corporate headquarters on Pleasant View Road plans to grow by 20 trucks a year, assuming the freight demand is available.

Statement of Work

The roadway infrastructure to be constructed by the BUILD Grant consists of widening 2.5 miles of Pleasant View Road from a two-lane to a five-lane urban arterial. The improvements will consist of new asphalt, paving, curbing, street lighting, storm drainage collection and treatment and paved multi-use pathway. Two rail crossings will be widened, a single lane roundabout will be converted to a double lane roundabout and a traffic signal will be installed to accommodate safe movements from the proposed trucking and transload facility. Rights-of-Way acquisition is required.

The utility portion of the grant funding consists of domestic water and wastewater collection. The water portion is the installation of an 18" water main north from Pleasant View Road to provide safe drinking water and adequate fire flows for the development. The wastewater portion consists of the installation of a collection line, a new lift station and force main for transporting collected wastewater to the City's wastewater treatment facility. The utilities will be owned and maintained by the City.

Upon completion of the improvements, Pleasant View Road will be one of the primary arterials providing direct access from SH-53 to I-90 and promoting safe and efficient movement of freight and people throughout the inland northwest region, connecting with US-95, as a designated NAFTA route.

Specifically, the project will provide for:

1. Final engineering design;

2. The appropriate review of the project in compliance with the National Environmental Policy Act (NEPA) guidance; and
3. Expansion of Pleasant View Road, construction of water and sewer and a transload facility as follows:

Transportation

a) Arterial to a 5-lane Principle Arterial.

Major categories of work include:

- Widen 11,500 feet of Pleasant View Road (2.2 miles)
 - 4" asphalt on 6" base, 76-foot width (face of curb to face of curb)
 - Chip seal extents (existing and new pavement)
 - Roadway delineation (signs and markings)
- Curb & Gutter (both sides, full length)
- Railroad crossing modifications 2x (Hauser BNSF Spur & UPRR Mainline)
- Roadway Illumination (full length)
- Roundabout modification (Prairie Avenue / Pleasant View Road)
- Traffic Signals
 - New Construction – Grange Avenue / Pleasant View Road
 - Modifications to existing – Seltice Way / Pleasant View Road
- Multi-modal accommodations
 - 10-foot asphalt path, east side
 - 8-foot buffered bike lanes
- Right-of-Way and Easement Acquisition (18 parcels)

b) Construct Grange Avenue as a 3-lane Minor Collector roadway.

Major categories of work include:

- Roadway Construction 2,000 feet of centerline (0.4 miles)
 - 3" asphalt on 6" base (54-foot width face of curb to face of curb)
 - Roadway delineation (signs and markings)
- Curb & Gutter (both sides, full length)

- Roadway Illumination (full length)
- Multi-modal accommodations
 - 10-foot asphalt path, north side
 - 7-foot bike lanes Right-of-Way and Easement
- Acquisition (4 parcels)

Water:

- a) Pleasant View Road from Seltice Way to Prairie Avenue Extend 18-inch Water Main from the existing City of Post Falls system, in Seltice Way, to Prairie Avenue (2.0 Miles)

Major categories of work include:

- 24-inch casings under existing railroad grades (2x)
 - UPRR
 - BNSF
- Install 18-inch main along east side of Pleasant View Road
- Install required fire hydrants
- Provide service stubs to adjoining properties
- Water service sufficient to meet insurance and fire requirements
 - Water modeling indicates flows exceeding 3,400 gallons per minute (3,000 gallons per minute required for industrial areas)

- b) Grange Avenue from Pleasant View Road to Corbin Road. Extend an 8-inch watermain along the north side of Grange Avenue (0.50 miles)

Major categories of work include:

- 0.50 miles of 8-inch water main
- Install required fire hydrants
- Provide service stubs to adjoining properties
- Provide emergency inter-tie with East Green Acres Irrigation District

Sanitary Sewer:

- a) Provide sanitary sewer service to the area in the vicinity of Pleasant View Road, conforming with the City of Post Falls Water Reclamation Master Plan and accompanying Pleasant View Corridor Sewer Study (March 2020) – Alternative 2

Major categories of work include:

- Construct a Regional Lift Station Along Pleasant View Road (Pleasant View Lift Station)
 - Approximately ½ mile north of Seltice Way
- Construct a 16-inch force main from the Pleasant View Lift Station to the existing City infrastructure at the City's Corbin Lift Station
- Install gravity sewer from the Pleasant View Lift Station, along the east side of Pleasant View Road approximately 1.5 miles to the Hauser BNSF Spur line
 - Size varies, per master plan documents, from 27-inch diameter to 21-inch diameter
 - Provide service stubs to adjoining properties
- Install a 12-inch force main connection from the northern end of the Pleasant View Road gravity sewer to Prairie Avenue to accommodate future expansion without needing to remove new pavement improvements with the grant.
 - Force main size 12-inch diameter

- b) Grange Avenue from Pleasant View Road to Corbin Road. Extend an 8-inch gravity sewer along the centerline of Grange Avenue (0.50 miles)

Major categories of work include:

- 0.50 miles of 8-inch gravity sewer main
- Provide service stubs to adjoining properties

Transload Facility:

The transload facility will include railroad switch equipment at the Hauser BNSF Rail Junction at the spur line, switch equipment on the private rail line on site, approximately 2600 feet of new railroad track, and approximately 4 acres of pavement for loading/unloading and staging of materials.

II. PROJECT LOCATION

Geospatial Information: N 47 degrees 43'50", W 117 degrees 00'06"

The project area is located near the western boundary of the City of Post Falls in a rural area as identified by the 2010 Census Urban Area Map, approximately 2.2 miles north of I-90 and 2 miles east of the Idaho-Washington Border. Pleasant View Road has direct connections with SH-53 and I-90, which connects with a major north route of SH-41 approximately 5 miles to the east and north-south route of US-95 less than 10 miles east of the project area.

Vicinity and Project Overview Maps are part of *Attachment A*.

III. GRANT FUNDS, SOURCES AND USES OF ALL PROJECT FUNDING

A. Project Costs

The total project cost is \$23,984,410 as outlined in items B., Source and Amount for All Funds and E., Budget, below. The opinion of costs was developed utilizing quantity take offs from preliminary plans and local unit costs from recent construction projects.

B. Source and Amount for All Funds

Source	Amount	Committed/ Uncommitted
BUILD Planning Grant	\$21,643,418	Uncommitted
Other Sources*	\$2,340,992	Committed (See Attachment C)
Total	\$23,984,410	

*Details in C., Non-Federal Funding Commitments.

C. Non-Federal Funding Commitments

Project Drive is contributing \$1,558,992 for construction of the transload facility and the City of Post Falls \$782,000 toward the water main extension. Letters of commitment are in Attachment C.

This BUILD project will allow for an additional \$15 million in investment with a new corporate headquarters and a truck terminal of a freight trucking company. In addition to the infrastructure to be completed through the BUILD project, build grant funding, private funding is to be provided to facilitate a BNSF Rail Spur Transload facility and associated freight trucking facility.

D. Non-Federal Funding Source

The source of funds from the City of Post Falls is in the form of cash out of the City Water Fund. Trans-System, Inc. is providing cash for the transload facility part of the project.

E. Budget by Activity and Source

Activity	BUILD Portion	City Cash	Private Investment	Total
<u>Transportation</u>				
Construction	\$ 7,292,130			\$ 7,292,130
Contingency	\$ 826,460			\$ 826,460
Engineering Design	\$ 1,485,919			\$ 1,485,919
CE&I	\$ 1,101,946			\$ 1,101,946
LHTAC Administration	\$ 167,000			\$ 167,000
Environmental Assessment	\$ 10,000			\$ 10,000
Right-of-Way/Easement Acquisition	\$ 1,351,841			\$ 1,351,841
<i>Transportation Subtotal</i>	<u>\$ 12,235,296</u>			<u>\$ 12,235,296</u>
<u>Water</u>				
Construction	\$ 886,750	\$ 625,600		\$ 1,512,350
Contingency	\$ 151,235			\$ 151,235
Engineering Design	\$ 115,823	\$ 156,400		\$ 272,223
CE&I	\$ 226,853			\$ 226,853
LHTAC Administration	\$ 35,691			\$ 35,691
<i>Water Subtotal</i>	<u>\$ 1,416,352</u>	<u>\$ 782,000</u>		<u>\$ 2,198,352</u>
<u>Sanitary Sewer</u>				
Construction	\$ 4,925,900			\$ 4,925,900
Contingency	\$ 1,151,750			\$ 1,151,750
Engineering Design	\$ 794,500			\$ 794,500
CE&I	\$ 794,500			\$ 794,500
Easement	\$ 40,000			\$ 40,000
LHTAC Administration	\$ 238,350			\$ 238,350
<i>Sewer Subtotal</i>	<u>\$ 7,945,000</u>			<u>\$ 7,945,000</u>
<u>Transload</u>				
Construction: Rail			\$ 840,000	\$ 840,000
Construction: Site			\$ 522,720	\$ 522,720
Contingency: Rail & Site			\$ 136,272	\$ 136,272
LHTAC Administration	\$ 46,770			\$ 46,770
Design: Rail & Site			\$ 60,000	\$ 60,000
<i>Transload Subtotal</i>	<u>\$ 46,770</u>		<u>\$ 1,558,992</u>	<u>\$ 1,605,762</u>
Total Project	\$ 21,643,418	\$ 782,000	\$ 1,558,992	\$ 23,984,410

The construction cost estimate is in *Attachment C*.

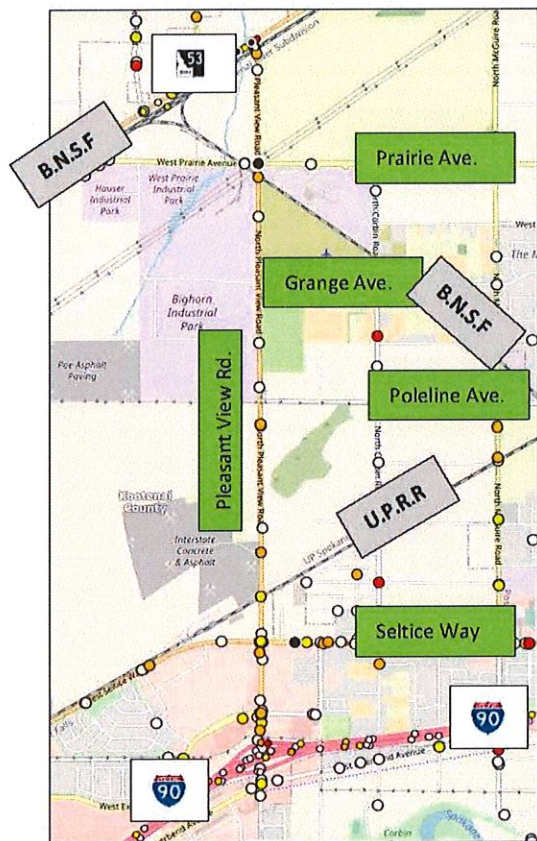
IV. SELECTION CRITERIA

(1) Primary Selection Criteria

(a) Safety

Freight movement by rail experiences considerably less accidents than by truck. This is due to the increased potential for accidents on the roadway, making transportation by rail a smarter and safer way to transport freight to and from Kootenai County, both for citizens living in and around the development area and the businesses investing in the freight delivery.

Collision history obtained from the State of Idaho, which includes data from the Idaho State Police (ISP), Kootenai County Sheriff, and the Post Falls Police was reviewed. The most current available data for the project area is from January 1, 2014 through December 31, 2018. Intersection incidents at the Seltice Way / Pleasant View Road intersection and the Prairie Avenue / Pleasant View Road intersection were not included in the totals.



2014-2018 Crash Data

Collision Type

- Fatal
- Type "A" Injury
- Type "B" Injury
- Type "C" Injury
- Property Damage Only (PDO)

Total Collisions: (2014 – 2018)

- Property Damage Only – 4
- Injury – 4
- Fatality – 0

Collisions for this section of roadway were most often categorized as “loss of control” (too fast for conditions or overcorrection) and “ran off the road” (inattention, blowing dust, following too close). Each of these event categories accounted for 37.5% of the total events or combined 75% of all collisions. Weather (rain, snow or blowing dust) was a potential contributor in 37.5% of all events. None of the reported events included impairment.

The Pleasant View Road / Prairie Avenue intersection, in the 2014-2018-time frame, has 35 reported Collisions, including 3 Fatal. This intersection was not included in the analysis as the Post Falls Highway District is constructing a single-lane roundabout as part of a safety grant to mitigate safety concerns in July 2020.

The project provides an opportunity for freight delivery traffic reduction from the currently used Rail-Truck Transload Facility located in Spokane, Washington along I-90 to the Pleasant View Road



Hauser BNSF Rail Spur at Pleasant View Road

interchange in Post Falls, Idaho. The project improvements will also provide for an additional north/south truck route between I-90 and SH-53, which will reduce heavy truck traffic on urban portions of US-95 and SH-41. These sections of highway experience congestion during business hours, which increases potential for accidents. Reducing the daily freight traffic in the area will help reduce the increasing congestion resulting from the economic growth in Kootenai County and surrounding areas.

The Kootenai Metropolitan Planning Organizations regional transportation model identifies that the current 2018 average daily trips is 9,100. Heavy trucks and commercial vehicles comprise over 5% of the current total roadway volume. Projected average daily trips without the project is 13,600, and with the project 16,200.

US-95 and SH-41 are the primary north/south truck routes through Kootenai County. They both bisect the population cores of the most urban cities in the county and have many signalized intersections. Those signalized intersections suffer in efficiency due to heavy truck traffic because of the slow acceleration rates once the signal turns green. The addition of an alternate north/south truck route will decrease congestion on both US-95 and SH-41, thus reducing the potential for accidents on those highways.

A reduction in collision injuries and fatalities is one of the benefits of the Pleasant View Road Arterial Improvement Project. The transload facility will provide a reduction in freight traffic along I-90 to and from downtown Spokane resulting in the safe movement of goods and a reduction in vehicle crashes. Freight will be delivered to the transload facility via the rail line, providing a local terminal for freight transport to and from the businesses in North Idaho. The potential oversized loads will stay off the I-90 corridor and exits, providing a less congested and safer transportation system. The road widening improvements will create an attractive alternative north/south trucking route that will reduce the freight traffic on SH-41 and US-95 through the urban cores of Post Falls and Coeur d'Alene / Hayden, respectively. This will further result in safer movement of goods and a reduction in vehicle crashes. The proposed infrastructure is estimated to reduce accidents by 1.3% on I-90. This reduction in accidents may reduce costs associated with health and property damage.¹¹



Pleasant View Road

¹¹ Benefit-Cost Analysis, Ray Kimball, PE, Whipple Consulting Engineers, May 2020, <https://www.postfallsidaho.org/pleasant-view-arterial-project/>

(b) State of Good Repair

Pleasant View Road is listed as a Critical Arterial within the Kootenai Metropolitan Planning Organizations Master Transportation Plan (included as supporting documentation at the web link provided in this application). It is one of the three primary transportation routes between I-90 and SH-53 within the 11.5 mile stretch east of the Idaho / Washington State Line. As the Kootenai County and surrounding region continues to grow, the demand on freight and general transportation routes ever increases. If left unimproved as a two-lane facility, the Pleasantview Road corridor will continue to decrease in level of service and overall safety of operations. The benefit cost analysis provides specifics relative to the decrease in travel time and associated vehicle emission and improvements to safety relative to the project.

The estimated reduced highway maintenance costs presented as annual deferred damage to the roadway due to a decrease of freight truck traffic on I-90 is \$894,400 per year starting in 2024 upon opening of the transload facility. This totals \$3,884,978 over the 20-year life of the project (\$1,821,300 at a 7% discount rate). This estimate was derived from the 1997 Federal Highway Cost Allocation Study Final Report, May 2000, which estimates high damage from freight trucks at \$0.167 per mile. This calculation also includes an assumption of a 34-mile in daily travel distance per truck because of utilizing the new transload facility.¹²

Maintenance of the public improvements associated with the grant funded improvements would be performed by the City of Post Falls. The City funds and maintains roadways within their jurisdiction with the City's Street and Utility Divisions through tax revenues.

(c) Economic Competitiveness

The Pleasant View Road Arterial Improvements Project is a part of a larger economic development plan to attract both industrial and commercial businesses to Kootenai County and the City of Post Falls. North Idaho is considered a cross-roads economic market—fewer products are manufactured or produced compared to the amount of freight that comes into or moves through the area. The project will support local, regional, national, and international movement of goods to employment centers and will stimulate economic development in both the project corridor and the region. Reduced rail costs for area businesses will allow them to improve practices and expand markets, improving the competitive position of these businesses and enhancing the area's desirability for further growth and expansion. These efforts have been articulated in the City of Post Falls Comprehensive plan and through the development of western Post Falls.

The traffic congestion reduction because of localizing the distribution of goods provides reduced congestion related emissions and noise. By utilizing an already built spur line and providing sewer and water service to large tracts of undeveloped land, the Pleasant View Road Arterial Improvement Project is providing a large economic benefit to area businesses with small impact to the surrounding environment.

¹² *Ibid.*

Providing “shovel ready” sites will transform Post Falls that currently has a significant disadvantage for development to the ability of not only supporting existing commerce, but also spur additional economic growth with supply chain businesses along this corridor and within the region. The “shovel ready” sites which will make the Pleasant View Road corridor much more attractive for businesses considering relocation or expansion to Post Falls and Kootenai County, thus increasing opportunities for living wage jobs and future economic expansion. Construction of this project will provide utility and transportation infrastructure to large tract industrial lands, which are in short supply in Kootenai County.

The City of Post Falls will continue to see economic success in the future with continued investment in projects that optimize the transportation system, providing for the safe and efficient movement of people and goods to support communities and the regional economy.

(d) Environmental Sustainability

Pleasant View Road is an existing paved roadway that extends approximately 2.5 miles through the grant application area. The project area overlays several hundred feet of mostly permeable soils, which eventually reach the Rathdrum Prairie Aquifer. The Aquifer is being protected regionally through storm water collection and treatment, following the Idaho Department of Environmental Quality’s best management practices of grassy swales and through the conversion of onsite septic systems to treatment at the Post Falls wastewater treatment plant.

The traffic congestion reduction because of localizing the distribution of goods provides reduced congestion related emissions and noise. By utilizing an already built spur line and providing sewer and water service to large tracts of undeveloped land, the Pleasant View Road Arterial Improvement Project is providing a large economic benefit to area businesses with small impact to the surrounding environment. Additionally, movement of material by rail is more fuel efficient than by truck and produces a 70-92% reduction in emissions per ton-mile carried.

This project will provide formal roadside grassy swales for stormwater treatment, designed to meet the best management practices, and will also provide wastewater treatment through the construction of a collection system conveying to the treatment facility.

The project will follow the formal NEPA process, as required by the U.S. Department of Transportation under the BUILD grant funding program.

Quality of Life

The improved quality of life is a cumulative response to the long-term project benefits. Lower emissions, safer roadways, better jobs, reduced maintenance on roadways, reduced congestion, and a highly desirable area for businesses collectively improve the quality of life in any area. The Pleasant View Road Arterial Improvement Project will provide an attractive resource for businesses considering relocation to Post Falls and Kootenai County, thus increasing opportunities for living wage jobs and future economic expansion.

With Pleasant View Road being one of the critical connectors between SH-53 and I-90, it provides for increased emergency services response time and improves the connection between the more rural portions of the County to major medical centers and services in the surrounding urban areas.

Additionally, the project enhances quality of life through the inclusion of bike lanes and the installation of a multi-use pathway – both which add to alternative modes of transportation and recreational opportunities. The southern limit of the project is located 0.5 miles north of the North Idaho Centennial Trail, which is part of a 61-mile non-motorized multi-modal trail that provides interstate recreation and communicating opportunities between Spokane Washington and Coeur d’Alene, Idaho. The Centers for Disease Control reports that parks and trails are an important part of a community, allowing people a chance to enjoy the outdoors, and in turn, receive physical and mental health benefits. Access to these facilities encourages residents and non-residents alike to participate in physical activity. Further, using a trail facility has “both environmental and personal health benefits, decrease[ing] air pollution and chronic disease rates and traffic-related injuries.” In turn, this “can reduce chronic disease rates and traffic-related injuries. Physical activity can also help control weight, reduce risks of cardiovascular disease, type 2 diabetes, and some cancers, strengthen bones and muscles, improve mental health, and increase chances of living longer.”¹³



Centennial Trail, Post Falls, Idaho

The construction of the transload facility is integral to the efficient transfer of goods from rail to truck for both local and regional delivery. Both I-90 and SH-53 are considered critical rural freight corridors, and the proposed Pleasant View Arterial Improvement Project will connect those two corridors with each other and the transload facility. The reduced travel times and associated reduced vehicle emissions as indicated in the Benefit-Cost Analysis provide to the local quality of life standards. The addition of a multi-use pathway will enhance the quality of life of people living in Post Falls and the surrounding communities.

(2) Secondary Selection Criteria

(a) Innovation

Innovative Technologies

This project will analyze intersections needing traffic control to install the most efficient systems that offer the highest levels of safety to the users. Typically, this will be achieved using roundabouts or traffic signals. When signals are used, they will be connected to the City's central traffic operations for monitoring and adjustments due to changing traffic patterns and weather. The City has currently upgraded a key corridor to include edaptive technology, currently regarded as the most current and advanced signal programming available. This technology would be included

¹³ Centers for Disease Control and Prevention, 2014, *Parks, Trails and Health*, <https://www.cdc.gov/healthyplaces/healthtopics/parks.htm>.

in any signals on this project as it allows for cycle to cycle adaption of signal timing to achieve the highest levels of service possible to match existing traffic volumes at that moment. The Post Falls Highway District is currently constructing a roundabout at Prairie Avenue / Pleasant View Road, this roundabout will be upgraded to a multi lane roundabout with this project to match the proposed road lane configuration and allow for the continuation of efficiencies of operations and safety offered by the modern roundabout. Roadway illumination will utilize LED systems that allow for better roadway illumination in all weather conditions and at lower costs than older high-pressure sodium lights.

Innovative Financing

The Post Falls Urban Renewal Agency and the City have been discussing creating an Urban Renewal District (URD) in the West Prairie Focus Area upon annexation of the property into the city limits. Implementation of the URD will allow for tax increment financing to be used.

(b) Partnership

While not a part of this grant application, this project builds upon safety and capacity improvements that the Post Falls Highway District and Idaho Transportation Department have secured funding for at the intersections of Pleasant View Road and Prairie Avenue (single lane roundabout) and SH-53 (urban interchange). In addition, the City has reached out to a major telecom fiber provider with respect to the installation of their network and will be obtaining a utility easement and conduit to provide for fiber installation.

The following is a list of active partners in the development of this project. Those marked with an asterisk (*) have provided a letter of support:

PARTNERS	RELATIONSHIP
Local Highway Technical Assistance Council (LHTAC)*	Providing technical and logistical oversight and will act as project administrator for planning and construction.
Burlington-Northern Santa Fe Railroad (BNSF)*	Cooperating with planning efforts and expressing support for construction of a transload facility at their Hauser Rail Junction at the spur.
	Providing financial support for the Transload Facility and investing an additional \$15 million for their corporate headquarters and a truck terminal as a result of the BUILD infrastructure improvements.
Kootenai Metropolitan Planning Organization (KMPO)*	Regional Metropolitan Planning Organization that develops the multi-year metropolitan transportation plan to support economic development in Kootenai County through county-wide coordinated planning of transportation infrastructure.
Post Falls Highway District*	Jurisdiction currently having Ownership and Maintenance responsibilities of the rights-of-way along Pleasant View Road from Seltice Way to ID-53. Currently constructing a roundabout at Prairie Avenue / Pleasant View Road.
Whipple Consulting Engineers	Prepared the benefit-cost analysis for the project.

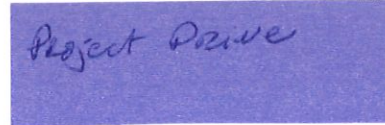
Additional contributing partners include:

Local/State/U.S. Government

United States Senator Mike Crapo
United States Senator James E. Risch
United States Representative Russ Fulcher
Idaho Governor Brad Little
Idaho Department of Commerce
Idaho Transportation Department
Kootenai County
City of Coeur d'Alene
City of Hauser
City of Hayden
City of Rathdrum

Other

Coeur d'Alene Area EDC
Panhandle Area Council
Post Falls School District
Post Falls Urban Renewal Agency



Letters of support are included at *Attachment D*.

V. ENVIRONMENTAL RISK

The required environmental approvals for the project will be completion of the formal NEPA process on the overall project and sanitary sewer and water infrastructure construction plans and specifications by the Idaho Department of Environmental Quality.

a. Project Schedule

The proposed schedule currently starts in September 2020 when notice is received, with all activities substantially complete by January 2026 as follows:

Milestone	Timeframe
State and Local Planning Approvals	Upon funding notification
Environmental Specialist Procurement	6-8 months prior to agreement
Design Professional Procurement	6-8 months prior to agreement
30% Design	March 2023
60% Design Review	June 2023
Issue Draft Environmental Assessment	March 2023
Hearing on Environmental Assessment	March 2023
Issue Finding of No Significant Impacts	April 2023
Railroad Agreement in Place	March 2023
PS+E/Bid Package Final	September 2023
Advertise for Bids	September 2023
Award Construction Contract	January 2024
Construction Substantially Complete	January 2026

b. Required Approvals

(1) Environmental Permits and Review

NEPA review has not started and is included in the statement of work for this project, including scoping and the appropriate level of review. The proposed timeline from solicitation of comments on environmental impacts to public comment and preparation of an Environment Assessment is provided in the Project Schedule section of this application. If no regulatory agency raises voices concern about the affected environment, then an environmental assessment (EA) is likely to be the correct type of review. A minimum of one public hearing will be held.

(2) State and Local Approvals

This project in the City's 2018 Transportation Master Plan and is also in the conforming metropolitan transportation plan of the Kootenai Metropolitan Planning Organization. It will be included in the STIP upon notification of award of the BUILD grant.

(3) Federal Transportation

Pleasant View Road and the need for arterial improvements is identified in the KMPO 2010-2035 Metropolitan Transportation Plan. This plan is provided at the supporting documentation link.

c. Assessment of Project Risks and Mitigation Strategies

With LHTAC administering this project, from funding award through completion, the City is confident that the bidding and permitting aspects of this project will go smoothly. LHTAC's involvement will ensure coordination between all the city and state and federal transportation agencies, as well as provide expert oversight for the engineering and design activities that this grant would fund.

The following risks and mitigation strategies have been identified:

Risk	Mitigation Strategy
Long lead time with rail company (UPRR & BNSF) agreements for work within their rights of way and expansion of their facilities.	Begin communication and negotiations with rail companies upon notice of award.
Long lead time to complete NEPA and project design.	Select consultants upon notice of award, negotiate agreements so that work can begin immediately upon execution of grant agreement.

Risk	Mitigation Strategy
Material and source availability.	Monitor local markets for availability and lead times. Purchase high risk items early and owner provide.
Cost Escalation	Continue to monitor costs. Seek and utilize other funding sources – Urban Renewal Tax Increment Financing, other grants, internal funding, and private contributions.

VII. BENEFIT COST ANALYSIS

Whipple Consulting Engineers completed the Benefit-Cost Analysis for this project in May 2020. The analysis resulted in a benefit-cost ratio of 3.11:1 for the project. The estimated benefits exceeded costs by \$91.5 million dollars. That includes increased property values estimated at \$36.4 million, truck and passenger car travel time savings of a combined \$75.2 million dollars. Total benefits exceeded \$116.8 million. Among the largest non-monetized benefits identified in the analysis were safety benefits associated with the reduction of both passenger car and truck trips from highly urbanized sections of SH-41 and US-95. Non-monetized improved quality of life benefits includes providing shovel ready industrial properties that function to attract new businesses to the corridor, thus providing for increasing opportunities for living wage jobs and future economic expansion. The Benefit-Cost Analysis is provided at the resource link for this application.

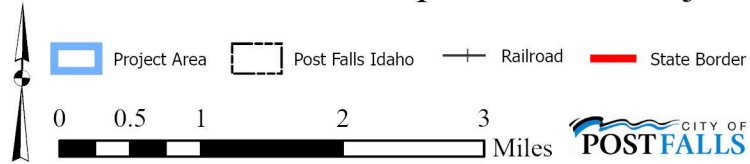


**Pleasant View Road
Arterial Improvements Project**

**Attachment "A"
Maps**



N Pleasant View Rd Improvements Project Area



Canada
103 Miles ↑

Spokane 20 Miles
←

Trans Load Facility

Rathdrum

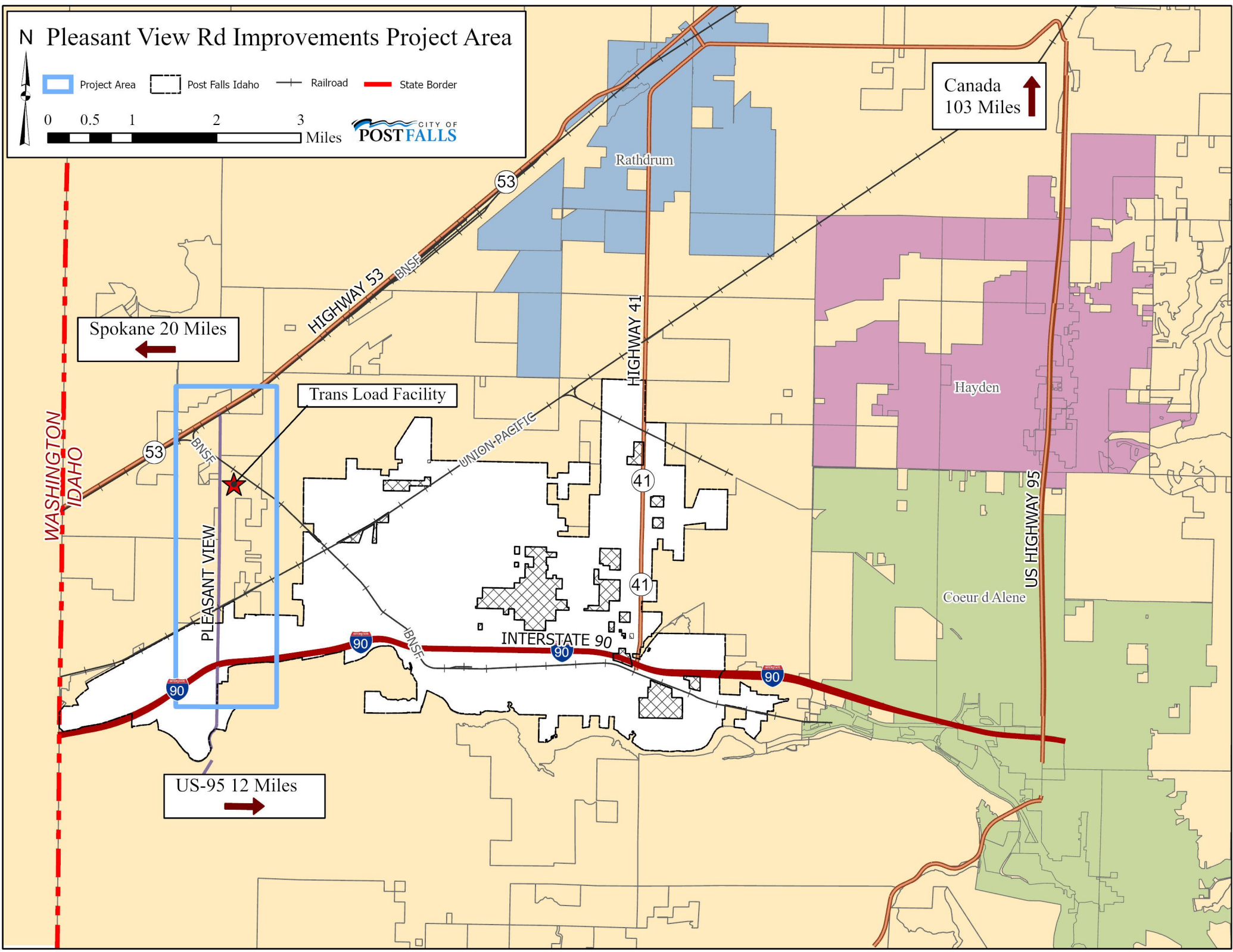
Hayden

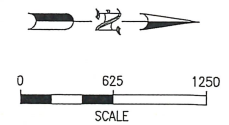
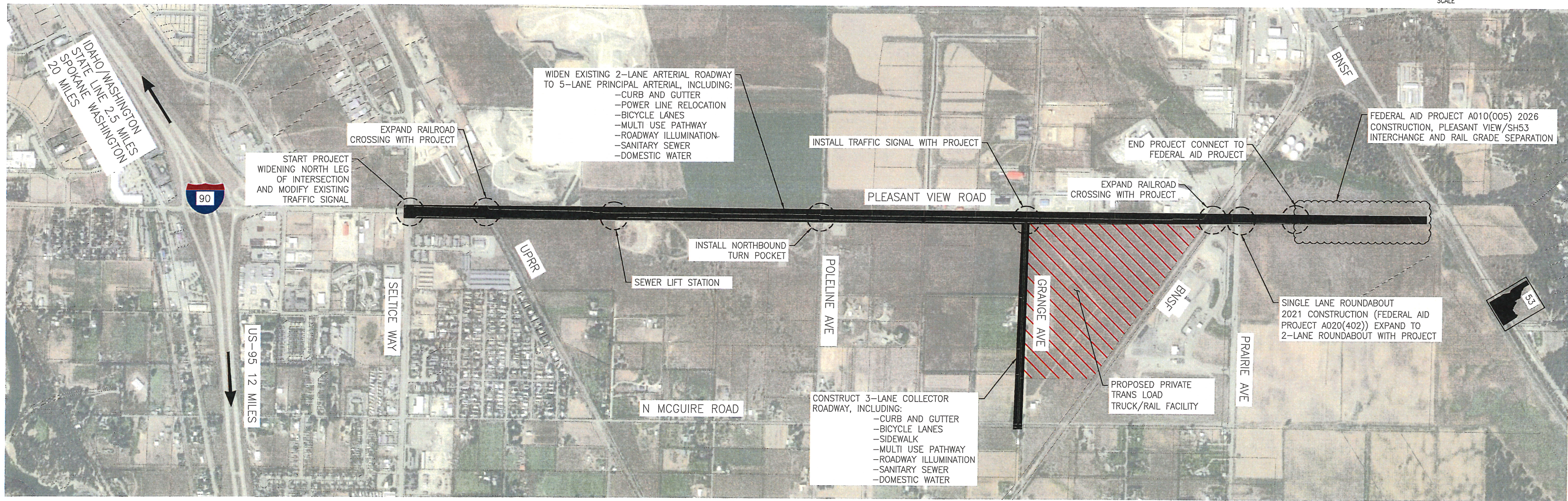
Coeur d Alene

WASHINGTON
IDAHO

PLEASANT VIEW

US-95 12 Miles
↑







Pleasant View Road Arterial Improvements Project

Attachment "B" Cost Estimates

Summary:

Public Roadways / Transportation -	\$ 12,235,296	(City of Post Falls)
Public Water Systems -	\$ 2,198,352	(City of Post Falls)
Public Sanitary Sewer Systems -	\$ 7,945,000	(City of Post Falls)
Private Transload Facility	\$ 1,605,762	(WCE)

Total: \$ 23,984,410

Pleasant View Road Arterial Improvements				
OPINION OF PROBABLE CONSTRUCTION COST				
Description	Pay Unit	Cost per Unit	Quantity	Subtotal
Mobilization	LS		1	\$ 275,000.00
Traffic Control	LS		1	\$ 140,000.00
Terminus Barricade Class II	EA	\$ 650.00	11	\$ 7,150.00
Terminus Barricade Class III	EA	\$ 750.00	11	\$ 8,250.00
Remove Existing Curb and Gutter	LF	\$ 5.00	3900	\$ 19,500.00
Sawcutting	LF	\$ 2.00	19500	\$ 39,000.00
Remove and Relocate Existing Sign	EA	\$ 500.00	34	\$ 17,000.00
Remove Existing Sign	EA	\$ 250.00	13	\$ 3,250.00
Install New Signs	EA	\$ 500.00	135	\$ 67,500.00
Remove and Relocate Existing Light Pole	EA	\$ 500.00	14	\$ 7,000.00
Abandon Drywell	EA	\$ 500.00	35	\$ 17,500.00
2" Schedule 40 PVC Conduit	LF	\$ 5.00	20000	\$ 100,000.00
Street Light Foundation	EA	\$ 1,000.00	80	\$ 80,000.00
Site Clearing and Grubbing	LS		1	\$ 90,000.00
Topsoil Excavation and Placement	CY	\$ 8.00	8500	\$ 68,000.00
Excavation & Embankment	CY	\$ 25.00	50000	\$ 1,250,000.00
Type S2 - Excavated Granular Soil (Import)	CY	\$ 13.00	11000	\$ 143,000.00
Type A3 - 3/4" Minus Crushed Aggregate	TON	\$ 18.00	20000	\$ 360,000.00
Superpave Hot Mix Asphalt, SP3, 1/2" Aggregate	TON	\$ 70.00	11500	\$ 805,000.00
Chip Seal (1/2") w/ fog seal	SY	\$ 1.75	61000	\$ 106,750.00
Drive Approach	EA	\$ 2,000.00	9	\$ 18,000.00
Curb and Gutter	LF	\$ 16.00	31000	\$ 496,000.00
Concrete Sidewalk	SY	\$ 35.00	1200	\$ 42,000.00
Pedestrian Ramp	EA	\$ 1,750.00	66	\$ 115,500.00
4" PVC Sleeves	LF	\$ 6.00	480	\$ 2,880.00
Pavement Markings Waterborn	SF	\$ 0.75	55000	\$ 41,250.00
Thermoplastic Pavement Markings	SF	\$ 12.00	3000	\$ 36,000.00
Hydroseeding	SY	\$ 0.60	51000	\$ 30,600.00
Drywell - Double Depth	EA	\$ 2,500.00	52	\$ 130,000.00
Utility Relocation	LS		1	\$ 650,000.00
Erosion Control	LS		1	\$ 150,000.00
Traffic Signal	LS		1	\$ 750,000.00
Extend RXR crossing planking	LF	\$ 1,200.00	112	\$ 134,400.00
RXR Cross Arms	LS		1	\$ 900,000.00
RXR Permitting (BNSF)	LS		1	\$ 25,000.00
RXR Permitting (UPRR)	LS		1	\$ 25,000.00
relocate existing guardrail	LF	\$ 150.00	320	\$ 48,000.00
right-of-way acquisition	Sq. Ft.	\$ 1.40	536773	\$ 751,482.20
Easement acquisition	Sq. Ft.	\$ 1.32	207090	\$ 273,358.80
Costs to cure	LS		1	\$ 212,000.00
right-of-way acquisition services	parcel	\$ 5,000.00	23	\$ 115,000.00
Street Light Luminaires	EA	\$ 1,200.00	78	\$ 93,600.00
			Subtotal	\$ 8,643,971.00
			Design	\$ 1,485,919.00
			CE&I	\$ 1,101,946.00
			Contingency	\$ 826,460.00
			LHTAC	\$ 167,000.00
			Environmental	\$ 10,000.00
			Total	\$ 12,235,296.00
		City of Post Falls		

[illegible]

Pleasant View Sanitary Sewer					
Seltice Way to Prairie Avenue					
OPINION OF PROBABLE CONSTRUCTION COST					
		Date:	5/12/2020		
Description	Pay Unit	Estimated Quantity	Unit Price	Total	
Mobilization	LS	1	\$ 527,450	\$ 527,450	
Traffic Control	LS	1	\$ 86,450	\$ 86,450	
Pleasant View Lift Station	LS	1	\$ 1,300,000	\$ 1,300,000	
27-Inch Pipe - Excavation, backfill	LF	3,000	\$ 180	\$ 540,000	
24-Inch Pipe - Excavation, backfill	LF	160	\$ 1,200	\$ 192,000	
21-Inch Pipe - Excavation, backfill	LF	130	\$ 1,800	\$ 234,000	
8-Inch Pipe - Excavation, backfill	LF	2,000	\$ 40	\$ 80,000	
14-Inch Pressure Pipe - Excavation, backfill	LF	6,100	\$ 90	\$ 549,000	
10-Inch Pressure Pipe - Excavation, backfill	LF	7,700	\$ 55	\$ 423,500	
8-Inch Pressure Pipe - Excavation, backfill	LF	1,600	\$ 40	\$ 64,000	
Manhole	EA	27	\$ 8,500	\$ 229,500	
Overdepth	LF	6,200	\$ 30	\$ 186,000	
Air/Vac relief	EA	8	\$ 2,000	\$ 16,000	
Plug Valves	EA	14	\$ 10,000	\$ 140,000	
cleanouts	EA	7	\$ 19,000	\$ 133,000	
Connection to Existing System	LS	1	\$ 20,000	\$ 20,000	
RailRoad Bore - 24"Casing	LF	400	\$ 450	\$ 180,000	
Existing Utility Protection	LS	1	\$ 25,000	\$ 25,000	
ESTIMATED TOTAL CONSTRUCTION COST			Subtotal =	\$ 4,925,900	
			Contingency =	\$ 1,191,750	
			Total =	\$ 6,117,650	
ENGINEERING DESIGN				\$794,500	
ENGINEERING CONSTRUCTION				\$794,500	
LHTAC				\$238,350	
			Total Project Cost	\$ 7,945,000	

Pleasant View Transload Facility

OPINION OF PROBABLE CONSTRUCTION COST

Date: 5/7/2020

Description	Pay Unit	Estimated Quantity	Unit Price	Total
B.N.S.F Track Switch Equipment	LS	1	\$ 260,000	\$ 260,000
On-site Tack Switch Equipment	EA	2	\$ 160,000	\$ 320,000
Railroad Track Construction	LF	2,600	\$ 100	\$ 260,000
Pavement	SY	19,360	\$ 27	\$ 522,720
ESTIMATED TOTAL CONSTRUCTION COST				Subtotal = \$ 1,362,720
				Contingency = \$ 136,272
				Total = \$ 1,498,992
ENGINEERING DESIGN				\$60,000
LHTAC				\$46,770
Total Project Cost				\$ 1,605,762
Whipple Consulting Engineers (WCE)				