JIM BRANNON 95 P
KOOTENAI COUNTY RECORDER 2727527000
MRR Date 12/13/2019 11:15 AM
REQ OF COEUR D ALENE CITY
RECORDING FEE: $0.00 XX

Recording Requested By and
When Recorded Return to:
Renata McLeod, City Clerk
City Hall
710 E. Mullan Ave.
Coeur d'Alene, ID 83816-3964

SPACE ABOVE THIS LINE FOR RECORDER'S USE ONLY

The attached Ordinance No. 3645, recorded on December 12, 2019, as Instrument No. 2727389000, records of Kootenai County, Idaho, is being re-recorded to attach the Final Version of the Urban Renewal Plan for the Health Corridor District Urban Project. This Ordinance supersedes and replaces the version previously recorded.

CITY OF COEUR D'ALENE, IDAHO

ORDINANCE NO. 3645
COUNCIL BILL NO. 19-1018

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COEUR D'ALENE, IDAHO, APPROVING THE URBAN RENEWAL PLAN FOR THE HEALTH CORRIDOR URBAN RENEWAL PROJECT, WHICH PLAN INCLUDES REVENUE ALLOCATION FINANCING PROVISIONS; AUTHORIZING THE CITY CLERK TO TRANSMIT A COPY OF THIS ORDINANCE AND OTHER REQUIRED INFORMATION TO COUNTY AND STATE OFFICIALS AND OTHER TAXING ENTITIES; PROVIDING SEVERABILITY; PROVIDING FOR THE REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR PUBLICATION OF ORDINANCE OR SUMMARY THEREOF; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, by Resolution No. 97-151, dated August 5, 1997, the City Council ("City Council") and Mayor of the City of Coeur d'Alene, Idaho (the "City") created an urban renewal agency, the Coeur d'Alene Urban Renewal Agency, formerly dba Lake City Development Corporation, and now dba ignite cda (the "Agency") authorizing it to transact business and exercise the powers granted by the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended (hereinafter the "Law"), and the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended (hereinafter the "Act"), upon making the findings of necessity required for creating said Agency;

WHEREAS, following notice duly published and a public hearing, the City Council adopted its Ordinance No. 2842 on December 16, 1997, approving the Coeur d'Alene Urban Renewal Plan for Midtown, Northwest Boulevard, and Downtown Urban Renewal Project (the "Lake District Urban Renewal Plan"), and making certain findings;

WHEREAS, following notice duly published and a public hearing, the City Council adopted its Ordinance No. 3154 on November 18, 2003, approving the Lake District Amended and Restated Urban Renewal Plan, and making certain findings, which, in part, extended the termination date from 2012 to 2021;

WHEREAS, following notice duly published and a public hearing, the City Council adopted its Ordinance No. 3155 on November 18, 2003, approving the River District Redevelopment Plan, and making certain findings;

WHEREAS, following notice duly published and a public hearing, the City Council adopted its Ordinance No. 3337 on August 19, 2008, approving the Lake District Second Amended and Restated Urban Renewal Plan, and making certain findings;

WHEREAS, following notice duly published and a public hearing, the City Council adopted its Ordinance No. 3542 on July 13, 2016, approving the First Amendment to the Lake District Second Amended and Restated Urban Renewal Plan for the purpose of deannexing certain parcels from the existing revenue allocation area;

WHEREAS, following notice duly published and a public hearing, the City Council adopted its Ordinance No. 3543 on July 13, 2016, approving the First Amendment to the River District Redevelopment Plan for the purpose of deannexing certain parcels from the existing revenue allocation area;

WHEREAS, following notice duly published and a public hearing, the City Council adopted its Ordinance No. 3624 on December 4, 2018 approving the Second Amendment to the River District Redevelopment Plan for the purposes of 1) deannexing three (3) separate strips of land along the boundary of the existing revenue allocation area; and 2) to add two areas of land contiguous to the existing revenue allocation area (collectively, the "River District Redevelopment Plan, and the amendments thereto, are referred to as the "River District Plan");

WHEREAS, following notice duly published and a public hearing, the City Council adopted its Ordinance No. 3625 on December 4, 2018 approving the Second Amendment to the Lake District Second Amended and Restated Urban Renewal plan for the purpose of adding certain area to the existing revenue allocation area (collectively, the "Lake District Urban Renewal Plan, and the amendments thereto, are referred to as the "Lake District Plan");

WHEREAS, following notice duly published and a public hearing, the City Council adopted its Ordinance No. 3626 on December 4, 2018 approving the Atlas District Redevelopment Plan (the "Atlas District Plan");

WHEREAS, the above referenced Lake District Plan, River District Plan and the Atlas District Plan and their project areas are collectively referred to as the "Existing Project Areas";

WHEREAS, pursuant to Idaho Code § 50-2008, an urban renewal project may not be planned or initiated unless the local governing body has, by resolution, determined such area to be a deteriorated area or deteriorating area, or combination thereof, and designated such area as appropriate for an urban renewal project;

WHEREAS, an urban renewal plan shall (a) conform to the general plan for the municipality as a whole, except as provided in § 50-2008(g), Idaho Code; and (b) shall be 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;

WHEREAS, Idaho Code § 50-2906, also requires that in order to adopt an urban renewal plan containing a revenue allocation financing provision, the local governing body must make a finding or determination that the area included in such plan is a deteriorated area or deteriorating area;

WHEREAS, based on inquiries and information presented, the City, Agency and other stakeholders commenced certain discussions concerning examination of an area as appropriate for an urban renewal project;

"WHEREAS, in 2018, Panhandle Area Council, Inc. ("PAC") authored an eligibility report for the area referred to as the Health Corridor and surrounding properties;

WHEREAS, the Agency obtained the Health Corridor Urban Renewal Eligibility Report in 2018 (the "2018 Report") prepared by PAC which examined the Health Corridor for the purpose of determining whether such area was a deteriorating area and/or a deteriorated area as defined by Idaho Code Sections 50-2018(9) and 50-2903(8);

WHEREAS, pursuant to Idaho Code §§ 50-2018(9) and 50-2903(8), which define a deteriorating area and a deteriorated area, many of the conditions necessary to be present in such an area are found in the Health Corridor including, but not limited to:

a. Predominance of defective or inadequate street layout;
b. Predominance of obsolete buildings;
c. Diversity of ownership;
d. Proximity to the border of an adjacent state;
e. Deterioration of site and other improvements (sanitary sewer);
f. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
g. Unsanitary or unsafe conditions; and
h. Any combination of such factors.

WHEREAS, the effects of the listed conditions cited in the 2018 Report result in economic underdevelopment of the area, substantially impairs or arrests the sound growth of a municipality, constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare in its present condition or use;

WHEREAS, under the Law and Act, Idaho Code §§ 50-2018(9) and 50-2903(8)(f), the definition of a deteriorated area or a deteriorating area shall not apply to any agricultural operation as defined in Idaho Code § 22-4502(1) absent the consent of the owner of the agricultural operation except for an agricultural operation that has not been used for three (3) consecutive years;

WHEREAS, the Health Corridor did not include any parcels subject to such consent;

WHEREAS, the City Council, by Resolution No. 18-065 dated December 18, 2018, and the Agency, by Resolution No. 19-02 dated December 19, 2018, declared the Health Corridor described in the 2018 Report to be a deteriorated area or deteriorating area as defined by Chapters 20 and 29, Title 50, Idaho Code, as amended, that such area is appropriate for an urban renewal project and directed the Agency to commence preparation of an urban renewal plan or plan amendment for the area designated;

WHEREAS, in order to implement the provisions of the Act and the Law either the Agency may prepare a plan, or any person, public or private, may submit such plan to the Agency;

WHEREAS, the Agency has prepared the proposed Health Corridor Plan for the area previously designated as eligible for urban renewal planning;

WHEREAS, the Health Corridor Plan proposes to create an urban renewal area commonly known as the Health Corridor District Project Area, which area is shown on the Project Area and Revenue Allocation Boundary Map and generally described in the Description of the Project Area and Revenue Allocation Area, which are attached to the Health Corridor Plan as Attachments 1 and 2 respectively.

WHEREAS, the Act authorizes the Agency to adopt revenue allocation financing provisions as part of an urban renewal plan;

WHEREAS, the Health Corridor Plan contains revenue allocation financing provisions as allowed by the Act;

WHEREAS, in order to implement the provisions of the Act, the Agency prepared and adopted the Health Corridor Plan and submitted the Health Corridor Plan and recommendation for approval thereof to the City;

WHEREAS, as required by the Act, the Agency has reviewed the information within the Health Corridor Plan concerning the use of revenue allocation funds and approved such information and considered and approved the Health Corridor Plan at its meeting on October 9, 2019 by adoption of Resolution No. 20-01;

WHEREAS, the Agency submitted the Health Corridor Plan to the Mayor and City Council and to the Planning and Zoning Commission for consideration and review as required by the Law and the Act;

WHEREAS, the Mayor and City Clerk have taken the necessary action to process the Health Corridor Plan;

WHEREAS, pursuant to the Law, at a meeting held November 12, 2019, the Coeur d'Alene Planning and Zoning Commission considered the Health Corridor Plan and found that the Health Corridor Plan is in all respects in conformity with the Comprehensive Plan and forwarded its findings to the City Council. A copy of the Finding is attached hereto as Exhibit 1;

WHEREAS, notice of the public hearing of the Health Corridor Plan was caused to be published in the *Coeur d'Alene Press* on October 18 and November 1, 2019, a copy of said notice being attached hereto as Exhibit 2;

WHEREAS, as of October 17, 2019, the Health Corridor Plan was submitted to the affected taxing entities, available to the public, and under consideration by the City Council;

WHEREAS, the City Council during its regular meeting of November 19, 2019, held such public hearing;

WHEREAS, as required by Idaho Code §§ 50-2905 and 50-2906, the Health Corridor Plan contains the following information with specificity which was made available to the general public and all taxing districts prior to the public hearing on November 19, 2019, the regular meeting of the City Council, at least thirty (30) days 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 are repaid, upon all taxing districts levying taxes upon property in the revenue allocation area; and (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 Idaho Code § 50-2903(20); and (8) a description of the disposition or retention of any assets of the Agency upon the termination date;

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

WHEREAS, appropriate notice of the Health Corridor Plan and revenue allocation provision contained therein has been given to the taxing districts and to the public as required by Idaho Code Sections 50-2008 and 50-2906;

WHEREAS, it is necessary and in the best interests of the citizens of the City to approve the Health Corridor Plan and to adopt, as part of the Health Corridor Plan, revenue allocation financing provisions that will help finance urban renewal projects to be completed in accordance with the Health Corridor Plan in order to (1) encourage private development in the urban renewal area; (2) to prevent and arrest decay of the Health Corridor District Project Area due to the inability of existing financing methods to provide needed public improvements; (3) to encourage taxing districts to cooperate in the allocation of future tax revenues arising in the Health Corridor District Project Area in order to facilitate the long-term growth of their common tax base; (4) to encourage the long-term growth of their common tax base; (5) to encourage private investment within the City and (6) to further the public purposes of the Agency;

WHEREAS, the City Council finds that the equalized assessed valuation of the taxable property in the revenue allocation area described in Attachments 1 and 2 of the Health Corridor Plan is likely to increase as a result of initiation of urban renewal projects in accordance with the Health Corridor Plan;

WHEREAS, under the Law and Act, any such plan should provide for (1) a feasible method 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 should conform to the general plan of the municipality as a whole; (3) the urban renewal plan should give 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 the children residing in the general vicinity of the site covered by the plan; and (4) the urban renewal plan should 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;

WHEREAS, the base assessment roll of the Health Corridor District Project Area, together with the base assessment roll values of the Existing Project Areas, cannot exceed ten percent (10%) of the current assessed values of all the taxable property in the City;

WHEREAS, the City Council at its regular meeting held on November 19, 2019, considered the Health Corridor Plan as proposed and made certain comprehensive findings.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF COEUR D'ALENE:

SECTION 1: It is hereby found and determined that:

(a) The Health Corridor District Project Area, as defined in the Health Corridor Plan, is a deteriorated or a deteriorating area, as defined in the Law and the Act, and qualifies as an eligible urban renewal area under the Law and Act.

(b) The rehabilitation, conservation, development and redevelopment of the urban renewal area pursuant to the Health Corridor 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 Agency to function in the City.

(d) The Health Corridor Plan conforms to the Comprehensive Plan of the City of Coeur d'Alene, as amended.

(e) The Health Corridor Plan gives due consideration to the provision of adequate park and recreation areas and facilities that may be desirable for neighborhood improvement, 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 Health Corridor Plan.

(f) The Health Corridor Plan affords maximum opportunity consistent with the sound needs of the City as a whole for the rehabilitation, development and redevelopment of the Project Area by private enterprises.

(g) Pursuant to Idaho Code Sections 50-2007(h) and 50-2008(d)(1), the Health Corridor Plan provides a feasible method for relocation of any displaced families residing within the Health Corridor District Project Area.

(h) The Health Corridor Plan includes the requirements set out in Idaho Code § 50-2905 with specificity.

(i) The Health Corridor 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.

(j) The urban renewal area, which includes the deteriorating area, as defined in Idaho Code §§ 50-2018(9) and 50-2903(8)(f), 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.

(k) The portion of the Health Corridor District Project Area which is identified for non-residential uses is necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of the Comprehensive Plan 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.

(l) The portion of the Health Corridor District Project Area which is identified for residential uses is necessary and appropriate as there is a shortage of housing of sound standards and design which is decent, safe and sanitary in the City; 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 City.

(m) The base assessment roll of the Health Corridor District Project Area, together with the base assessment roll values of the Existing Project Areas, do not exceed ten percent (10%) of the current assessed values of all the taxable property in the City.

(n) The Health Corridor Plan includes a revenue allocation provision and the City has determined that the equalized assessed valuation of the revenue allocation area will likely increase as the result of the initiation of an urban renewal project.

SECTION 2: The City Council finds that one of the Health Corridor Plan objectives to increase the residential opportunity does meet the sound needs of the City and will provide

housing opportunity in an area that does not now contain such opportunity, and the portion of the Health Corridor District Project Area which is identified for nonresidential uses is necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of the Coeur d'Alene Comprehensive Plan 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 3: The Health Corridor Plan is attached hereto as Exhibit 3 and is made a part hereof, and the same is hereby approved. As directed by the City Council, the City Clerk and/or the Agency may make certain technical corrections or revisions in keeping with the information and testimony presented at the November 19, 2019, hearing and incorporate changes or modifications, if any.

SECTION 4: No direct or collateral action challenging the Health Corridor Plan shall be brought prior to the effective date of this Ordinance or after the elapse of thirty (30) days from and after the effective date of this Ordinance adopting the Health Corridor Plan.

SECTION 5: Upon the effective date of this Ordinance, the City Clerk is authorized and directed to transmit to the County Auditor and Tax Assessor of Kootenai County and to the appropriate officials of the City of Coeur d'Alene, Coeur d'Alene School District #271, Kootenai County, Kootenai County Ambulance, Post Falls Highway District, Lake Highway District, North Idaho Junior College, Kootenai County Hospital and the State Tax Commission a copy of this Ordinance, a copy of the legal description of the boundaries of the Revenue Allocation Area, and a map or plat indicating the boundaries of the Revenue Allocation Area.

SECTION 6: The City Council hereby finds and declares that the Revenue Allocation Area as defined in the Health Corridor Plan, the equalized assessed valuation of which the City Council hereby determines is in and is part of the Health Corridor Plan is likely to continue to increase as a result of the initiation and completion of urban renewal projects pursuant to the Health Corridor Plan.

SECTION 7: The City Council hereby approves and adopts the following statement policy relating to the appointment of City Council members as members of the Agency's Board of Commissioners: If any City Council members are appointed to the Board, they are not acting in an ex officio capacity but, rather, as private citizens who, although they are also members of the City Council, are exercising their independent judgment as private citizens when they sit on the Board. Except for the powers to appoint and terminate Board members and to adopt the Health Corridor Plan, the City Council recognizes that it has no power to control the powers or operations of the Agency.

SECTION 8: So long as any Agency bonds, notes or other obligations are outstanding, the City Council will not exercise its power under Idaho Code § 50-2006 to designate itself as the Agency Board.

SECTION 9: So long as any Agency bonds, notes or other obligations are outstanding, the City Council will not modify the Health Corridor Plan in a manner that would result in a reset

of the base assessment value to current value in the year modification occurs as further set forth in the Act.

SECTION 10: This Ordinance shall be in full force and effect immediately upon its passage, approval, and publication, or publication of a summary thereof, and shall be retroactive to January 1, 2019, to the extent permitted by the Act.

SECTION 11: The provisions of this Ordinance are severable, and if any provision of this Ordinance or the application of such provision to any person or circumstance is declared invalid for any reason, such declaration shall not affect the validity of remaining portions of this Ordinance.

SECTION 12: All ordinances, resolutions, orders or parts thereof in conflict herewith are hereby repealed, rescinded and annulled.

SECTION 13: SAVINGS CLAUSE. This ordinance does not affect an action or proceeding commenced or right accrued before this ordinance takes effect.

APPROVED, ADOPTED and SIGNED this 3rd day of December, 2019.

Steve Widmyer, Mayor

ATTEST:

Renata McLeod, City Clerk

Exhibit 1: Recommendation Finding the Health Corridor Plan in Conformity with the Comprehensive Plan
Exhibit 2: Notice Published in the Coeur d'Alene Press
Exhibit 3: Health Corridor Plan

COEUR D'ALENE PLANNING COMMISSION

FINDINGS AND ORDER

URBAN RENEWAL PLAN FOR THE HEALTH CORRIDOR URBAN RENEWAL PROJECT

A. INTRODUCTION

This matter came before the Planning Commission on November 18, 2019 on a request for review of the Urban Renewal Plan for the Health Corridor Urban Renewal Project of the Coeur d'Alene Urban Renewal Agency, doing business as ignite cda, and the City of Coeur d'Alene. The Planning Commission has reviewed the request for conformity with the City of Coeur d'Alene's Comprehensive Plan and now forwards to the City Council its recommendations.

APPLICANTS: CITY AND IGNITE CDA

B. FINDINGS: JUSTIFICATION FOR THE DECISION/CRITERIA, STANDARDS AND FACTS RELIED UPON

The Planning Commission met to consider whether the Plan conforms with the Comprehensive Plan for the City as required by Idaho Code Section 50-2008(b); and

The Planning Commission has reviewed said Plan in light of the Comprehensive Plan; and

The Planning Commission has determined that the Plan is in all respects in conformity with the Comprehensive Plan.

In considering this request, the following Comprehensive Plan goals and objectives should be considered:

Goal #1: Natural Environment

Our Comprehensive Plan supports policies that preserve the beauty of our natural environment and enhance the beauty of Coeur d'Alene.

Objective 1.01 Environmental Quality:
Minimize potential pollution problems such as air, land, water, or hazardous materials.

Objective 1.09 Parks:
Provide an ample supply of urbanized open space in the form of squares, beaches, greens, and parks whose frequent use is encouraged by placement, design, and access.

Objective 1.11 Community Design:
Employ current design standards for development that pay close attention to context, sustainability, urban design, and pedestrian access and usability throughout the city.

Objective 1.12 Community Design:
Support the enhancement of existing urbanized areas and discourage sprawl

Objective 1.13 Open Space:
Encourage all participants to make open space a priority with every development and annexation.

Objective 1.14 Efficiency:
Promote the efficient use of existing infrastructure, thereby reducing impacts to undeveloped areas.

Objective 1.16 Connectivity:
Promote bicycle and pedestrian connectivity and access between neighborhoods, open spaces, parks, and trails systems.

Goal #2: Economic Environment
Our Comprehensive Plan preserves the city's quality workplaces and policies, and promotes opportunities for economic growth.

Objective 2.01 Business Image & Diversity:
Welcome and support a diverse mix of quality professional, trade, business, and service industries, while protecting existing uses of these types from encroachment by incompatible land uses.

Objective 2.02 Economic & Workforce Development:
Plan suitable zones and mixed use areas, and support local workforce development and housing to meet the needs of business and industry.

Objective 2.03 Business Enhancement & Urban Renewal:
Support the efforts of local and regional economic development agencies such as Jobs Plus, Inc. and Ignite cda.

Objective 2.05 Pedestrian & Bicycle Environment:
Plan for multiple choices to live, work, and recreate within comfortable walking/biking distances.

Objective 2.06 Cooperative Partnerships:
Encourage public/private partnerships to procure open space for the community while enhancing business opportunities.

Goal #3: Home Environment
Our Comprehensive Plan preserves the qualities that make Coeur d'Alene a great place to live.

Objective 3.01 Managed Growth:
Provide for a diversity of suitable housing forms within existing neighborhoods to match the needs of a changing population.

Objective 3.02 Managed Growth:
Coordinate planning efforts with our neighboring cities and Kootenai County, emphasizing connectivity and open spaces.

Objective 3.05 Neighborhoods:
Protect and preserve existing neighborhoods from incompatible land uses and developments.

Objective 3.06 Neighborhoods:
Protect the residential character of neighborhoods by allowing residential/commercial /industrial transition boundaries at alleyways or along back lot lines if possible.

Objective 3.08 Housing:
Design new housing areas to meet the city's need for all income and family status categories.

Objective 3.13 Parks:

Support the development acquisition and maintenance of property and facilities for current and future use, as described in the Parks Master Plan.

Objective 3.14 Recreation:
Encourage city-sponsored and/or private recreation facilities for citizens of all ages. This includes sports fields and facilities, hiking and biking pathways, open space, passive parks, and water access for people and boats.

Objective 3.16 Capital Improvements:
Ensure infrastructure and essential services are available for properties in development.

Objective 3.18 Transportation:
Provide accessible, safe and efficient traffic circulation for motorized, bicycle and pedestrian modes of transportation, requesting input form authoritative districts and neighboring communities when applicable.

Goal #4: Administrative Environment
Our Comprehensive Plan advocates efficiency and quality management.

Objective 4.01 City Services:
Make decisions based on the needs and desires of the citizenry.

Objective 4.03 Project Financing:
Manage in-house finances (and appropriate outside funding, when necessary).

C. ORDER: CONCLUSION AND DECISION

The Planning Commission, pursuant to the foregoing Findings concludes that the Urban Renewal Plan for the Health Corridor Urban Renewal Project is in conformity with the Comprehensive Plan and therefore forwards this recommendation to the City Council with the adoption of all objectives listed in the worksheet with a special emphasis on Community Design, Economic Environment and Transportation Enhancements.

Motion by Ingalls, seconded by Ward, to adopt the foregoing Findings and Order.

ROLL CALL:

Commissioner Fleming (Phone)	Voted Yes
Commissioner Ingalls	Voted Yes
Commissioner Luttropp	Voted Yes
Commissioner Mandel	Voted Yes
Commissioner Rumpler	Voted Yes
Commissioner Ward	Voted Yes

Motion to approve carried by a 6 to 0 vote.

T. Messina

CHAIRMAN TOM MESSINA

NOTICE OF REGULAR MEETING AND PUBLIC HEARING BY THE CITY COUNCIL OF THE CITY OF COEUR D'ALENE, IDAHO TO CONSIDER THE URBAN RENEWAL PLAN FOR THE HEALTH CORRIDOR DISTRICT URBAN RENEWAL PROJECT OF THE COEUR D'ALENE URBAN RENEWAL AGENCY, DOING BUSINESS AS IGNITE CDA

NOTICE IS HEREBY GIVEN that the City Council ("City Council") of the City of Coeur d'Alene, Idaho ("City") will hold, during its regular meeting, a public hearing in the Library Community Room, 702 E. Front Avenue, Coeur d'Alene, Idaho, 83814 on Tuesday, November 19, 2019, at 6:00 p.m., to consider for adoption the Urban Renewal Plan for the Health Corridor District Urban Renewal Project (the "Plan"), of the Coeur d'Alene Urban Renewal Agency, doing business as ignite cda ("Agency"). The Plan proposes that the Agency undertake urban renewal projects, including identifying public facilities for funding, pursuant to the Idaho Urban Renewal Law of 1965, chapter 20, title 50, Idaho Code, as amended. The Plan being considered for adoption contains a revenue allocation financing provision pursuant to the Local Economic Development Act, chapter 29, title 50, Idaho Code, as amended, that will cause property taxes resulting from any increase in equalized assessed valuation in excess of the equalized assessed valuation as shown on the base assessment roll as of January 1, 2019, to be allocated to the Agency for urban renewal purposes. The boundary includes both urban renewal and revenue allocation areas. The Agency has adopted and recommended approval of the Plan. The City Council will also be considering the first reading of an Ordinance to adopt the Plan at the meeting scheduled for Tuesday, November 19, 2019, at 6:00 p.m., and will also be considering the consolidated second reading and third reading of an Ordinance to adopt the Plan at the meeting scheduled for Tuesday, December 3, 2019, at 6:00 p.m.

The general scope and objectives proposed by the Plan are improvements for the development of commercial and retail areas, anchored by Kootenai Health, mixed-use, residential, cultural and recreational centers, medical facilities, educational facilities, other public facilities and improvements, including but not limited to streets, streetscapes, bridge, stormwater improvements, water and sewer improvements, environmental remediation/site preparation, public parking, parks and open space, pedestrian/bike paths and trails.

Any such land uses as described in the Plan will be in conformance with zoning for the City and the Coeur d'Alene Comprehensive Plan (2007-2027), as adopted by the City Council. Land made available will be developed by private enterprises or public agencies as authorized by law. The Plan identifies various public and private improvements which may be made within the Urban Renewal Project Area (the "Project Area").

The Project Area and Revenue Allocation Area herein referred to is generally described as follows:

> An area consisting of almost 264 acres lying centrally within the Coeur d'Alene metro area. The Northwest Boulevard and US-95 interchanges serve as major entry/exit points for the area. To the west across Northwest Boulevard lies the Riverstone development, a mixed-use district with a number of land uses and site

elements envisioned for the Project Area. An existing residential neighborhood borders the Project Area to the south and commercial development comprises the majority of the area's eastern half. The Project Area is anchored by Kootenai Health, an Idaho public hospital district, and its associated campus and includes other medical service buildings creating a "health corridor" from US 95 to Northwest Boulevard, along Ironwood Drive.

The Project Area is depicted in the map below as shown in gray.

Copies of the proposed Plan are on file for public inspection and copying for the cost of duplication at the office of the City Clerk, City Hall, 710 E. Mullan Avenue, Coeur d'Alene, Idaho, 83814, between the hours of 8:00 o'clock a.m. and 5:00 o'clock p.m., Monday through Friday, exclusive of holidays.

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

At the hearing date, time and place noted above (November 19, 2019, 6:00 p.m.), all persons interested in the above matters may appear and be heard. Written comments will also be accepted. Comments should be directed to the Coeur d'Alene City Clerk. Written comments should be submitted prior to the hearing date.

DATED this 15th day of October, 2019.

Renata McLeod, City Clerk

Publication dates: 10/18/2019 and 11/1/2019.

URBAN RENEWAL PLAN FOR THE HEALTH CORRIDOR DISTRICT URBAN RENEWAL PROJECT

COEUR D'ALENE URBAN RENEWAL AGENCY

(formerly known as Lake City Development Corporation and now known as ignite cda)

CITY OF COEUR D'ALENE, IDAHO

Ordinance No. 3645
Adopted December 3, 2019
Effective December 10, 2019

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Attachments

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100 INTRODUCTION

This is the Urban Renewal Plan (the "Plan") for the Health Corridor District Urban Renewal Project (the "Project") in the city of Coeur d'Alene (the "City"), state of Idaho. Attachments 1 through 5 attached hereto (collectively, the "Plan Attachments") are incorporated herein and shall be considered a part of this Plan.

The term "Project" is used herein to describe the overall activities defined in this Plan and conforms to the statutory definition of an urban renewal project. Reference is specifically made to Idaho Code §§ 50-2018(10) and 50-2903(13) for the various activities contemplated by the term "Project." Such activities include both private and public development of property within the urban renewal area. The term "Project" is not meant to refer to a specific activity or development scheme. The Health Corridor Project Area is also referred to as the "Project Area."

This Plan was prepared by the Board of Commissioners, consultants, and staff of the Coeur d'Alene Urban Renewal Agency, also known as ignite cda (the "Agency") and reviewed and recommended by the Agency pursuant to the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended (the "Law"), the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended (the "Act"), and all applicable local laws and ordinances.

Idaho Code § 50-2905 identifies what information the Plan must include with specificity as follows:

(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 are repaid, upon all taxing districts levying taxes upon property on 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.

This Plan includes the above information with specificity.

The proposed redevelopment of the Project Area as described in this Plan conforms to the Coeur d'Alene Comprehensive Plan (2007-2027) (the "Comprehensive Plan"), as may be amended from time to time, and adopted by the Coeur d'Alene City Council (the "City Council"). The proposed land uses in the Project Area are consistent with the characteristics of the central metro area of the City, the zoning designation applicable to the Project Area are C-17, C-17L, R-17, and R-12, which currently allows a full range of commercial and residential uses at varying degrees of density. The Agency intends to rely heavily on any applicable City design standards.

This 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 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 lending institutions and developers who have entered into reimbursement agreements with the Agency.

A modification shall not be deemed to occur when "[t]here is a plan amendment to support growth of an existing commercial or industrial project in an existing revenue allocation area..." Idaho Code § 50-2903A(1)(a)(iv). The proposed development of the Project Area is primarily a commercial project. Any adjustment to the list of improvements and/or revenue stream to support growth of the proposed commercial project is not a modification under Idaho Code § 50-2903A.

Further, a modification shall not be deemed to occur when "[t]here 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 prioritization of projects. Any adjustments for these stated purposes are technical and ministerial and are not modifications under Idaho Code § 50-2903A.

This Plan provides the Agency with powers, duties, and obligations to implement and further the program generally formulated in this Plan for the redevelopment, rehabilitation, and revitalization of the area within the boundaries of the Project Area. The Agency retains all powers allowed by the Law and Act. This Plan presents a process and a basic framework within which plan implementation, including contracts, agreements and ancillary documents will be presented and by which tools are provided to the Agency to fashion, develop, and proceed with plan implementation. The Plan has balanced the need for flexibility over the twenty (20)-year timeframe of the Plan to implement the improvements identified in Attachment 4, with the need for specificity as required by Idaho Code § 50-2905. The Plan narrative addresses the required elements of a plan set forth in Idaho Code § 50-2905(1), (7) and (8). Attachment 4, together with the Plan narrative, meets the specificity requirement for the required plan elements set forth in Idaho Code § 50-2905[(2)-(6)], recognizing that actual Agency expenditures are prioritized each fiscal year during the required annual budgeting process.

101 General Procedures of the Agency

The Agency is a public body, corporate and politic, as defined and described under the Law and the Act. The Agency is also governed by its bylaws as authorized by the Law and

adopted by the Agency. Under the Law, the Agency is governed by the Idaho open meeting law, the Public Records Act and the Ethics in Government Act of 2015, Chapters 1, 2 and 4 of Title 74, Idaho Code; reporting requirements pursuant to Idaho Code §§ 67-450B, 67-450E, 50-2903A and 50-2913; and the competitive bidding requirements under Chapter 28, Title 67, Idaho Code, as well as other procurement or other public improvement delivery methods.

Subject to limited exceptions, the Agency shall conduct all meetings in open session and allow meaningful public input as mandated by the issue considered or by any statutory or regulatory provision.

The Agency may adopt separate policy statements. Any modification to any policy statement is a technical or ministerial adjustment and is not a modification to this Plan under Idaho Code § 50-2903A.

102 Procedures Necessary to Meet State and Local Requirements:

Conformance with the Idaho Urban Renewal Law of 1965, as Amended

Idaho law requires that an urban renewal plan be prepared for an area deemed eligible as an urban renewal area by the City Council. The Project Area was reviewed and determined to be eligible by Agency Resolution No. 19-02 on December 19, 2018. The Project Area was deemed eligible by the City Council by adoption of Resolution No. 18-065 on December 18, 2018.

With the adoption of Resolution No. 18-065, the City Council found the Project Area to be a deteriorated area and/or a deteriorating area existing in the City as defined by the Law and Act and authorized the preparation of an urban renewal plan.

The Plan was prepared and submitted to the Agency for its review and approval. The Agency approved the Plan by the adoption of Agency Resolution No. 20-01 on October 9, 2019, and submitted the Plan to the City Council with its recommendation for adoption.

In accordance with the Law, this Plan was submitted to the Planning Commission of the City. After consideration of the Plan, the Commission reported to the City Council that this Plan is in conformity with the City's Comprehensive Plan.

Pursuant to the Law and Act, the City Council having published due notice thereof, a public hearing was held on this Plan. Notice of the hearing was published in the *Coeur d'Alene Press*, a newspaper having general circulation in the City. The City Council adopted this Plan on December 3, 2019, by Ordinance No. 3645.

103 History and Current Conditions of the Area

This Project Area lies centrally within the Coeur d'Alene metro area. The Northwest Boulevard and US-95 interchanges serve as major entry/exit points for the area. To the west across Northwest Boulevard lies the Riverstone development, a mixed-use district with a number

of land uses and site elements envisioned for the Project Area. An existing residential neighborhood borders the Project Area to the south and commercial development comprises the majority of the Project Area's eastern half. The Project Area is anchored by Kootenai Health, an Idaho public hospital district, and its associated campus and includes other medical service buildings creating a "health corridor" from US 95 to Northwest Boulevard, along Ironwood Drive.

The existing Project Area is comprised of a mix of businesses looking to expand, including Kootenai Health, and under-performing properties inhibiting the area's desired growth. These properties have confusing street access and parking lot layouts and lack pedestrian and bicycle amenities. There are a large number of smaller, either vacant or dilapidated properties, around the perimeter of the Kootenai Health campus. The majority of the Project Area was developed by many owners in a haphazard way, with a mixed use of commercial, office, and residential buildings.

Much of the area's traffic is from staff, patients, and visitors to the Kootenai Health campus and several other medical service buildings within the area. Due to limited access points and high traffic volumes, the Project Area is easily overwhelmed and regularly experiences significant congestion. An internal street network and realignment of Ironwood Drive would assist in improving mobility within the Project Area.

The existing sewer and main water systems servicing the corridor are well distributed throughout the Project Area. However, new streets or the realignment of the existing network will necessitate construction of new sewer and water lines. The existing gas and electrical line service of the Project Area is adequate, but will be realigned along the proposed street network, while the Kootenai Health fiber-optic network will be expanded along with its campus development.

The Project Area includes vacant and underutilized land, obsolete buildings and infrastructure, zoning that does not reflect modern land uses, inadequate transportation network, fractured property ownership that inhibits new investment, along with a lack of public space and amenities. The foregoing conditions have arrested or impaired growth in the Project Area.

The Plan proposes improvements for the development of commercial and retail areas, anchored by Kootenai Health, mixed-use, residential, cultural and recreational centers, medical facilities, educational facilities, other public facilities and improvements, including but not limited to streets, streetscapes, bridge, stormwater improvements, water and sewer improvements, environmental remediation/site preparation, public parking, parks and open space, pedestrian/bike paths and trails.

The preparation and approval of an urban renewal plan, including a revenue allocation financing provision, gives the City additional resources to solve the public infrastructure problems in this area. Revenue allocation financing should help to improve the situation. In effect, property taxes generated by new developments within the area may be used by the Agency to finance a variety of needed public improvements and facilities. Finally, some of the

new developments may also generate new jobs in the community that would, in turn, benefit area residents.

104 Purpose of Activities

The description of activities, public improvements, and the estimated costs of those items are intended to create an outside limit of the Agency's activity. The Agency reserves the right to change amounts from one category to another, as long as the overall total amount estimated is not substantially exceeded. The items and amounts are not intended to relate to any one particular development, developer, or owner. Rather, the Agency intends to discuss and negotiate with any owner or developer who seeks Agency assistance. During such negotiation, the Agency will determine, on an individual basis, the eligibility of the activities sought for Agency funding, the amount the Agency may fund by way of percentage or other criteria including the need for such assistance. The Agency will also take into account the amount of revenue allocation proceeds estimated to be generated from the developer's activities. The Agency also reserves the right to establish by way of policy, its funding percentage or participation, which would apply to all developers and owners.

Throughout this Plan, there are references to Agency activities, Agency funding, and the acquisition, development, and contribution of public improvements. Such references do not necessarily constitute a full, final, and formal commitment by the Agency but, rather, grant to the Agency the discretion to participate as stated subject to achieving the objectives of this Plan and provided such activity is deemed eligible under the Law and the Act. The activities listed in Attachment 4 will be determined or prioritized as the overall Project Area develops and through the annual budget setting process.

The Agency reserves the right to prioritize the projects described in this Plan and to retain its flexibility in funding the various activities. The Agency also reserves its discretion and flexibility in deciding which improvements should be funded and at what level, whether using its own funds or funds generated by other sources.

The activities listed in Attachment 4 are also prioritized by way of importance to the Agency by the amounts funded, and by year of funding, with earlier years reflecting the more important activities, achievement of higher objectives, long term goals, and commitments.

200 DESCRIPTION OF PROJECT AREA

The boundaries of the Project Area and the Revenue Allocation Area are shown on the Project Area and Revenue Allocation Boundary Map, attached hereto as Attachment 1 and incorporated herein by reference, and are described in the Legal Description of the Project Area and Revenue Allocation Area, attached hereto as Attachment 2 and incorporated herein by reference. For purposes of boundary descriptions and the use of proceeds for payment of improvements, the boundary shall be deemed to extend to the outer boundary of rights-of-way or other natural boundary unless otherwise stated.

300 PROPOSED REDEVELOPMENT ACTIONS

301 General

The Agency proposes to eliminate and prevent the spread of deteriorating conditions and deterioration in the Project Area by:

a. The acquisition of real property for reconfiguration of property, street and bridge improvements and realignment, right-of-way improvements infrastructure and utility improvements, public parks, pedestrian facilities and trails, and to encourage development opportunities consistent with the Plan, including but not limited to future disposition to qualified developers;

b. The demolition or removal of certain buildings and improvements for public rights-of-way for streets and bridges, utilities, walkways, and other improvements, for public facility building sites, to eliminate unhealthful, unsanitary, or unsafe conditions, enhance density, eliminate obsolete or other uses detrimental to the public welfare or otherwise to remove or to prevent the spread of deteriorating or deteriorated conditions;

c. The participation by property owners in projects within the Project Area to achieve the objectives of this Plan;

d. The management of any property acquired by and under the ownership and control of the Agency;

e. The relocation assistance to displaced Project Area occupants as a result of any Agency activity, as required by law;

f. The elimination of environmental deficiencies in the Project Area by site remediation;

g. The engineering, design, installation, construction, or reconstruction and realignment of streets, bridges and utilities, including, traffic flow enhancers, removal, burying, or relocation of overhead utilities; extension of electrical distribution lines and transformers; improvement of irrigation and drainage ditches and laterals; addition of fiber optic lines or other communication systems; and improvement of storm drainage facilities, flood control facilities, public parking facilities, and other public improvements, including but not limited to, stormwater improvements, water, and sewer improvements, fire protection systems, roadways, curbs, gutters, and streetscapes, which for purposes of this Plan, the term streetscapes includes sidewalks, lighting, landscaping, benches, bike racks, public art and similar amenities between the curb and right-of-way line; and other public improvements, including parks, pedestrian/bike paths and trails, plazas, open space and other recreational facilities; other public

improvements related to the development of mixed-use residential, commercial, cultural and recreational facilities, medical facilities, educational facilities, and other public facilities that may be deemed appropriate by the Board;

h. The disposition of real property through a competitive process in accordance with this Plan, Idaho law, including Idaho Code § 50-2011, and any disposition policies adopted by the Agency;

i. The redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan;

j. The rehabilitation of structures and improvements by present owners and their successors;

k. The preparation and assembly of adequate sites for the development and construction of facilities for mixed-use, residential, commercial, and retail areas, cultural and recreation centers, medical facilities, educational facilities and other public facilities and improvements;

l. To the extent allowed by law, lend or invest federal funds to facilitate redevelopment; and

m. In conjunction with the City, the establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project Area, including commitment of funds for planning studies, achieving high standards of development, and leveraging such development to achieve public objectives and efficient use of scarce resources.

In the accomplishment of these purposes and activities and in the implementation and furtherance of this Plan, the Agency is authorized to use all the powers provided in this Plan and as permitted by the Law and the Act.

302 Urban Renewal Plan Objectives

Urban renewal activity is necessary in the Project Area to combat problems of physical deterioration or deteriorating conditions. As set forth in greater detail in Section 103, the Project Area has vacant and underutilized land, obsolete buildings and infrastructure, zoning that does not reflect modern land uses, inadequate transportation network, fractured property ownership that inhibits new investment, along with a lack of public space and amenities.

The provisions of this Plan are applicable to all public and private property in the Project Area. The provisions of the Plan shall be interpreted and applied as objectives and goals, recognizing the need for flexibility in interpretation and implementation, while at the same time not in any way abdicating the rights and privileges of the property owners which are vested in

the present and future zoning classifications of the properties. All development under an owner participation agreement shall conform to those standards specified in Section 303 of this Plan.

This Plan must be practical in order to succeed. Particular attention has been paid to how it can be implemented, given the changing nature of market conditions. Transforming the Project Area into a vital, thriving part of the community requires an assertive strategy. The following represents the key elements of that effort:

a. Initiate simultaneous projects designed to revitalize the Project Area. From street, bridge and utility improvements to significant new public or private development, the Agency plays a key role in creating the necessary momentum to get and keep things going.

b. Develop new mixed-use residential, commercial, and retail areas including opportunities for medical, community, cultural, recreational and educational facilities and improvements, as well as encourage other economic development opportunities.

c. Secure and improve certain public open space in critical areas.

Without direct public intervention, the Project Area has and could conceivably remain unchanged for the next twenty (20) years or develop slowly and inefficiently. The Plan creates the necessary flexible framework for the Project Area to support the City's economic development while complying with the "specificity" requirement set forth in Idaho Code § 50-2905.

Land use in the Project Area will be modified to further development through property reconfiguration for utilization as commercial, mixed-use, retail, residential, medical facilities, educational facilities, cultural and recreational facilities, and other public facilities and improvements, including but not limited to street and bridge construction, reconstruction and realignment, streetscapes, traffic flow enhancers, water and sewer improvements, stormwater improvements, environmental remediation/site preparation, public parking, community facilities, parks, pedestrian/bike paths and trails. A Master Plan has been developed for the Project Area. In implementing the activities described in this Plan, the Agency shall give 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 residents in the general vicinity of the site covered by the Plan.

303 Participation Opportunities and Participation Agreements

The Agency shall enter into an owner participation agreement with any existing or future owner of property, in the event the property owner receives assistance from the Agency in the redevelopment of the property. The term "owner participation agreement" is intended to include all participation agreements with a property owner, including reimbursement agreements. By

entering into an owner participation agreement, the Agency may allow for an existing or future owner of property to remove his property and/or structure from future Agency acquisition.

Each structure and building in the Project Area to be rehabilitated or to be constructed as a condition of the owner participation agreement between the Agency and the owner pursuant to this Plan will be considered to be satisfactorily rehabilitated and constructed, and the Agency will so certify, if the rehabilitated or new structure meets the standards set forth in an executed owner participation agreement and meets the conditions described below:

- Any such property within the Project Area shall be required to conform to all applicable provisions, requirements, and regulations of this Plan. The owner participation agreement may require as a condition of financial participation by the Agency a commitment by the property owner to meet the greater objectives of the land use elements identified in the Comprehensive Plan and applicable zoning ordinances. Upon completion of any rehabilitation each structure must be safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition that will continue throughout an estimated useful life for a minimum of twenty (20) years.

- All such buildings or portions of buildings which are to remain within the Project Area shall be rehabilitated or constructed in conformity with all applicable codes and ordinances of the City.

- Any new construction shall also conform to all applicable provisions, requirements, and regulations of this Plan, as well as, to all applicable codes and ordinances of the City.

All owner participation agreements will address phasing issues, justification and eligibility of project costs, and achievement of the objectives of the Plan. The Agency shall retain its discretion in the funding level of its participation. Obligations under owner participation agreements shall terminate no later than the termination date of this Plan—December 31, 2039. The Agency shall retain its discretion to negotiate an earlier date to accomplish all obligations under any owner participation agreement.

In all participation agreements, participants who retain real property shall be required to join in the recordation of such documents as may be necessary to make the provisions of this Plan applicable to their properties. Whether or not a participant enters into a participation agreement with the Agency, the provisions of this Plan are applicable to all public and private property in the Project Area.

In the event a participant fails or refuses to rehabilitate, develop, use, and maintain its real property pursuant to this Plan and a participation agreement, the real property or any interest therein may be acquired by the Agency in accordance with Section 305.1 of this Plan and sold or leased for rehabilitation or development in accordance with this Plan.

Owner participation agreements may be used to implement the following objectives:

- Encouraging property owners to revitalize and/or remediate deteriorated or deteriorating areas of their parcels to accelerate development in the Project Area.

- Subject to the limitations of the Law and the Act, providing incentives to property owners to encourage utilization and expansion of existing permitted uses to develop vacant and deteriorated parcels, particularly those parcels requiring environmental remediation.

- To accommodate improvements and expansions allowed by City regulations and generally consistent with the Master Plan for the Project Area.

- Subject to the limitations of the Law and Act, providing incentives to improve nonconforming properties so they implement the design guidelines contained in this Plan to the extent possible and to encourage an orderly transition from nonconforming to conforming uses over the next twenty (20) years.

- Provide for advance funding by the developer/owner participant of those certain public improvements related to or needed for the private development. In that event, the Agency will agree as set out in the owner participation agreement to reimburse a portion of, or all of, the costs of public improvements identified in the owner participation agreement, including any agreed upon interest rate, if any, from the revenue allocation generated by the private development. Though no specific advance funding by a developer/owner participant is shown in the cash analysis attachments, this Plan specifically allows for such an advance.

304 Cooperation with Public Bodies

Certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in the planning, undertaking, construction, or operation of this Project. The Agency shall seek the aid and cooperation of such public bodies and shall attempt to coordinate this Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The Agency, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. The Agency will seek the cooperation of all public bodies which own or intend to acquire property in the Project Area. All plans for development of property in the Project Area by a public body shall be subject to Agency approval, in the event the Agency is providing any financial assistance.

Subject to applicable authority, the Agency may impose on all public bodies the planning and design controls contained in this Plan to ensure that present uses and any future development by public bodies will conform to the requirements of this Plan. The Agency is authorized to

financially (and otherwise) assist any public entity in the cost of public land, buildings, facilities, structures, or other improvements of the Project Area as allowed by the Law and Act.

The Agency intends to cooperate to the extent allowable with the City for the construction of community, recreational and educational facilities, other public facilities and improvements, including, but not limited to streets and bridges, traffic flow enhancers, streetscapes, water and sewer improvements, environmental remediation/site preparation, public parking, community facilities, parks, and pedestrian/bike paths and trails. The Agency shall also cooperate with the City on various relocation, screening, or underground projects and the providing of fiber optic capability. To the extent any public entity, including the City, has funded certain improvements such as water and sewer facilities or storm drainage improvements, the Agency may reimburse those entities for those expenses. The Agency also intends to cooperate and seek available assistance from state, federal and other sources for economic development.

In the event the Agency is participating in the public development by way of financial incentive or otherwise, the public body shall enter into an agreement with the Agency and then shall be bound by the Plan and other land use elements and shall take into consideration those standards specified in Section 303 of this Plan.

This Plan does not financially bind or obligate the Agency to any project or property acquisition; rather, for purposes of determining the economic feasibility of the Plan certain projects and expenditures have been estimated and included in the analysis. Agency revenue and the ability to fund reimbursement of eligible Project Costs is more specifically detailed in any participation agreement and in the annual budget adopted by the Agency Board.

Likewise, this Plan does not financially bind or obligate the City to fund or financially participate in any projects. For purposes of determining economic feasibility of the Plan, a City contribution was studied and included in the analysis. The City and/or any other public entity determines its funding priorities during its annual budgeting process. This Plan, the Study and/or any other related documents do not create a current or future debt, liability or obligation of the City, or any other public entity, but simply confirms the Agency's authority to coordinate with the City and/or other public entities during Project Area term.

305 Property Acquisition

305.1 Real Property

Only as specifically authorized herein, the Agency may acquire, through the voluntary measures described below, but is not required to acquire, any real property located in the Project Area where it is determined that the property is needed for construction of public improvements, required to eliminate or mitigate the deteriorated or deteriorating conditions, to facilitate economic development, including acquisition of real property intended for disposition to qualified developers through a competitive process, and as otherwise allowed by law. The acquisition shall be by any means authorized by law, including, but not limited to, the Law, the

Act, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The Agency is authorized to acquire either the entire fee or any other interest in real property less than a fee, including structures and fixtures upon the real property, without acquiring the land upon which those structures and fixtures are located.

The Agency intends to acquire any real property through voluntary or consensual gift, devise, exchange, or purchase. Such acquisition of property may be for the development of the public improvements identified in this Plan, and to encourage development opportunities consistent with the Plan. Such properties may include properties owned by private parties or public entities. This Plan anticipates the Agency's use of its resources for property acquisition.

In the event the Agency identifies certain property which should be acquired to develop certain public improvements intended to be constructed under the provisions of this Plan, the Agency shall coordinate such property acquisition with any other public entity (e.g., without limitation, the City, the state of Idaho, or any of its authorized agencies), including the assistance of the Agency of funds to acquire said property.

The Agency is authorized by this Plan and Idaho Code §§ 50-2010 and 50-2018(12) to acquire the properties identified in Attachment 3 hereto for the purposes set forth in this Plan. The public improvements are intended to be dedicated to the City upon completion. The Agency reserves the right to determine which properties identified, if any, should be acquired.

305.2 Personal Property

Generally, personal property shall not be acquired. However, where necessary in the execution of this Plan, the Agency is authorized to acquire personal property in the Project Area by any lawful means for the purpose of developing the public improvements described in section 305.1.

306 Property Management

During the time real property, if any, in the Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for redevelopment, and such rental or lease shall be pursuant to such policies as the Agency may adopt.

307 Relocation of Persons (Including Individuals and Families), Business Concerns, and Others Displaced by the Project

If the Agency receives federal funds for real estate acquisition and relocation, the Agency shall comply with 24 C.F.R. Part 42, implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

In the event the Agency's activities result in displacement, the Agency shall comply with, at a minimum, the standards set forth in the Law. The Agency shall also comply with all applicable state laws concerning relocation benefits and shall also coordinate with the various local, state, or federal agencies concerning relocation assistance.

308 Demolition and Clearance

The Agency is authorized (but not required) to demolish and clear buildings, structures, and other improvements from any real property in the Project Area as necessary to carry out the purposes of this Plan.

309 Property Disposition and Development

309.1. Disposition by the Agency

For the purposes of this Plan, the Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property under the reuse provisions set forth in Idaho law, including Idaho Code § 50-2011 and pursuant to any disposition policies adopted by the Agency. To the extent permitted by law, the Agency is authorized to dispose of real property by negotiated lease, sale, or transfer without public bidding.

Real property acquired by the Agency may be conveyed by the Agency and, where beneficial to the Project Area, without charge to any public body as allowed by law. All real property acquired by the Agency in the Project Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan.

Air rights and subterranean rights may be disposed of for any permitted use within the Project Area boundaries.

309.2 Disposition and Development Agreements

To provide adequate safeguards to ensure that the provisions of this Plan will be carried out and to prevent the recurrence of deteriorating conditions, all real property sold, leased, or conveyed by the Agency is subject to the provisions of this Plan.

The Agency shall reserve such powers and controls in the disposition and development documents as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development is carried out pursuant to this Plan.

Leases, deeds, contracts, agreements, and declarations of restrictions of the Agency may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan. Where appropriate, as determined by the Agency, such documents, or portions thereof, shall be recorded in the office of the Recorder of Kootenai County, Idaho.

All property in the Project Area is hereby subject to the restriction that there shall be no discrimination or segregation based upon race, color, creed, religion, sex, age, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, disability/handicap, tenure, or enjoyment of property in the Project Area. All property sold, leased, conveyed, or subject to a participation agreement shall be expressly subject by appropriate documents to the restriction that all deeds, leases, or contracts for the sale, lease, sublease, or other transfer of land in the Project Area shall contain such nondiscrimination and nonsegregation clauses as required by law.

As required by law or as determined in the Agency's discretion to be in the best interest of the Agency and the public, the following requirements and obligations shall be included in the disposition and development agreement.

That the developers, their successors, and assigns agree:

a. That a plan and time schedule for the proposed development shall be submitted to the Agency. Schedule revisions will be made only at the option of the Agency.

b. That the purchase or lease of the land and/or subterranean rights and/or air rights is for the purpose of redevelopment and not for speculation.

c. That the building of improvements will be commenced and completed as jointly scheduled and determined by the Agency and the developer(s).

d. That the site and construction plans will be submitted to the Agency for review as to conformity with the provisions and purposes of this Plan.

e. All new construction shall have a minimum estimated life of no less than twenty (20) years.

f. That rehabilitation of any existing structure must assure that the structure is safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition which will continue throughout an estimated useful life for a minimum of twenty (20) years.

g. That the Agency receives adequate assurance acceptable to the Agency to ensure performance under the contract for sale.

h. All such buildings or portions of the buildings which are to remain within the Project Area shall be reconstructed in conformity with all applicable codes and ordinances of the City.

i. All disposition and development documents shall be governed by the provisions of Section 408 of this Plan.

The Agency also reserves the right to determine the extent of its participation based upon the achievements of the objectives of this Plan. Obligations under any disposition and development agreement and deed covenants, except for covenants which run with the land, beyond the termination date of this Plan, shall terminate no later than December 31, 2039. The Agency shall retain its discretion to negotiate an earlier date to accomplish all obligations under any disposition and development agreement.

The Agency also reserves the right to determine the extent of its participation based upon the achievements of the objectives of this Plan. Obligations under any disposition and development agreement and deed covenants, except for covenants which run with the land, beyond the termination date of this Plan, shall terminate no later than December 31, 2039. The Agency shall retain its discretion to negotiate an earlier date to accomplish all obligations under any disposition and development agreement.

309.3. Development by the Agency

To the extent now or hereafter permitted by law, the Agency is authorized to pay for, develop, or construct public improvements within the Project Area for itself or for any public body or entity, which public improvements are or would be of benefit to the Project Area. Specifically, the Agency may pay for, install, or construct the public improvements authorized under Idaho Code Section 50-2007, 50-2018(10) and (13), and 50-2903(9), (13), and (14), and as otherwise identified in Attachment 4 and may acquire or pay for the land required therefore.

Any public facility ultimately owned by the Agency shall be operated and managed in such a manner to preserve the public purpose nature of the facility. Any lease agreement with a private entity or management contract agreement shall include all necessary provisions sufficient to protect the public interest and public purpose.

The Agency may enter into contracts, leases, and agreements with the City or other public body or private entity pursuant to this section, and the obligation of the Agency under such contract, lease, or agreement shall constitute an indebtedness of the Agency as described in Idaho Code § 50-2909 which may be made payable out of the taxes levied in the Project Area and allocated to the Agency under Idaho Code § 50-2908(2)(b) and Section 500 to this Plan or out of any other available funds.

310 Development Plans

All development plans (whether public or private) prepared, pursuant to disposition and development agreement or an owner participation agreement, shall be submitted to the Agency for approval and architectural review. All development in the Project Area must conform to those standards specified in Section 408 and all applicable City ordinances.

311 Personal Property Disposition

For the purposes of this Plan, the Agency is authorized to lease, sell, exchange, transfer, assign, pledge, encumber, or otherwise dispose of personal property which is acquired by the Agency.

312 Participation with Others

Under the Law, the Agency has the authority to lend or invest funds obtained from the federal government for the purposes of the Law if allowable under federal laws or regulations. The federal funds that may be available to the Agency are governed by regulations promulgated by the Department of Housing and Urban Development for the Community Development Block Grant Program ("CDBG"), the Economic Development Administration, the Small Business Administration, or other federal agencies. In order to enhance such grants, the Agency's use of revenue allocation funds is critical.

Under those regulations the Agency may participate with the private sector in the development and financing of those private projects that will attain certain federal objectives.

The Agency may, therefore, use the federal funds for the provision of assistance to private for-profit business, including, but not limited to, grants, loans, loan guarantees, interest supplements, technical assistance, and other forms to support, for any other activity necessary or appropriate to carry out an economic development project.

As allowed by law, the Agency may also use funds from any other sources or participate with the private or public sector with regard to any programs administered by the Idaho Department of Commerce for any purpose set forth under the Law or Act.

The Agency may enter into contracts, leases, and agreements with the City, or other public body or private entity, pursuant to this section, and the obligation of the Agency under such contract, lease, or agreement shall constitute an indebtedness of the Agency as described in Idaho Code § 50-2909 which may be made payable out of the taxes levied in the Project Area and allocated to the Agency under Idaho Code § 50-2908(2)(b) and Section 500 to this Plan or out of any other available funds.

313 [Intentionally Omitted]

314 Arts Funding

The Agency encourages public art and performing arts through joint ventures with private developers and in cooperation with the City. Whenever possible, any Agency arts funding will be used to leverage additional contributions from developers, other private sources, and public or quasi-public entitles for purposes of including public art within the streetscape projects identified in this Plan.

400 USES PERMITTED IN THE PROJECT AREA

401 Designated Land Uses

The Agency intends to rely upon the overall land use designations and zoning classifications of the City, as may be amended, and as depicted on Attachment 5 and as set forth in the City's Comprehensive Plan and the Coeur d'Alene City Code, including the future land use map and zoning classifications, as may be amended. The zoning classification for the Project Area are C-17, C-17L, R-17, and R-12, which currently allows a full range of commercial and residential uses at varying degrees of density. Provided, however, nothing herein within this Plan shall be deemed to be granting any particular right to zoning classification or use.

402 Public Rights-of-Way

The Project contemplates the installation, construction, or reconstruction and realignment of streets, bridges and utilities, including traffic flow enhancers within the Project Area as needed for efficient development, in conjunction with any applicable policies and standards of the City.

Any development, maintenance and future changes to the interior or exterior street layout shall be in accordance with the objectives of this Plan and the City's design standards; shall be effectuated in the manner prescribed by State and local law; and shall be guided by the following criteria:

a. A balancing of the needs of proposed and potential new developments for adequate vehicular access, vehicular parking, and delivery loading docks with the similar needs of any existing developments permitted to remain. Such balancing shall take into consideration the rights of existing owners and tenants under the rules for owner and tenant participation adopted by the Agency for the Project and any participation agreements executed thereunder;

b. The requirements imposed by such factors as topography, traffic safety, and aesthetics; and

c. The potential need to serve not only the Project Area and new or existing developments, but to also serve areas outside the Project Area by providing convenient and efficient vehicular access and movement.

The public rights-of-way may be used for vehicular, bicycle and/or pedestrian traffic, as well as for public improvements, public and private utilities, and activities typically found in public rights-of-way.

403 Other Public, Semi-Public, Institutional, and Nonprofit Uses

The Agency is also authorized to permit the maintenance, establishment, or enlargement of public, semi-public, institutional, or nonprofit uses, including park and recreational facilities; educational, cultural, fraternal, employee; philanthropic and charitable institutions; utilities; governmental facilities; railroad rights-of-way and equipment; and facilities of other similar associations or organizations. All such uses shall, to the extent possible, conform to the provisions of this Plan applicable to the uses in the specific area involved. The Agency may impose such other reasonable requirements and/or restrictions as may be necessary to protect the development and use of the Project Area.

404 Interim Uses

Pending the ultimate development of land by developers and participants, the Agency is authorized to use or permit the use of any land in the Project Area for interim uses that are not in conformity with the uses permitted in this Plan. However, any interim use must comply with applicable City Code.

405 Development in the Project Area Subject to the Plan

All real property in the Project Area, under the provisions of either a disposition and development agreement or an owner participation agreement, is made subject to the controls and requirements of this Plan. No such real property shall be developed, rehabilitated, or otherwise changed after the date of the adoption of this Plan, except in conformance with the provisions of this Plan.

406 Construction Shall Comply with Applicable Federal, State, and Local Laws and Ordinances and Agency Development Standards

All construction in the Project Area shall comply with all applicable state laws, the Coeur d'Alene Municipal Code, as may be amended from time to time, and any applicable City Council ordinances pending codification, including but not limited to, regulations concerning the type, size, density and height of buildings; open space, landscaping, light, air, and privacy; the undergrounding of utilities; limitation or prohibition of development that is incompatible with the surrounding area by reason of appearance, traffic, smoke, glare, noise, odor, or similar factors; parcel subdivision; off-street loading and off-street parking requirements.

In addition to the Coeur d'Alene Municipal Code, ordinances, or other requirements governing development in the Project Area, additional specific performance and development standards may be adopted by the Agency to control and direct redevelopment activities in the Project Area in the event of a disposition and development agreement or owner participation agreement.

407 Minor Variations

Under exceptional circumstances, the Agency is authorized to permit a variation from the limits, restrictions, and controls established by this Plan. In order to permit such variation, the Agency must determine that:

a. The application of certain provisions of this Plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of this Plan;

b. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not apply generally to other properties having the same standards, restrictions, and controls;

c. Permitting a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area; and

d. Permitting a variation will not be contrary to the objectives of this Plan.

No variation shall be granted which changes a basic land use or which permits other than a minor departure from the provisions of this Plan. In permitting any such variation, the Agency shall impose such conditions as are necessary to protect the public peace, health, safety, or welfare and to assure compliance with the purposes of the Plan. Any variation permitted by the Agency hereunder shall not supersede any other approval required under City codes and ordinances.

408 Design for Development

Within the limits, restrictions, and controls established in this Plan, the Agency is authorized to establish heights of buildings, density, land coverage, setback requirements, design criteria, traffic circulation, traffic access, and other development and design controls necessary for proper development of both private and public areas within the Project Area. Any development must also comply with the City's zoning ordinance regarding heights, setbacks, density and other like standards, unless modified through any approved planned unit developments (PUD) or limited design planned unit developments (LDPUD).

In the case of property which is the subject of a disposition and development agreement or an owner participation agreement with the Agency, no new improvement shall be constructed, and no existing improvement shall be substantially modified, altered, repaired, or rehabilitated, except in accordance with this Plan. Under those agreements the architectural, landscape, and site plans shall be submitted to the Agency and approved in writing by the Agency. One of the objectives of this Plan is to create an attractive and pleasant environment in the Project Area. Therefore, such plans shall give consideration to good design, open space, and other amenities to enhance the aesthetic quality of the Project Area. The Agency shall not approve any plans that do not comply with this Plan. The Agency reserves the right to impose such design standards on an ad hoc, case by case basis through the approval process of the owner participation agreement or disposition and development agreement. Any change to such approved design must be

consented to by the Agency and such consent may be conditioned upon reduction of Agency's financial participation towards the Project.

In the event the Agency adopts design standards or controls, those provisions will thereafter apply to each site or portion thereof in the Project Area. Those controls and standards will be implemented through the provisions of any disposition and development agreement or owner participation agreement. These controls are in addition to any standards and provisions of any applicable City building or zoning ordinances; provided, however, each and every development shall comply with all applicable City zoning and building ordinance.

409 Nonconforming Uses

The Agency may permit an existing use to remain in an existing building and site usage in good condition, which use does not conform to the provisions of this Plan, provided that such use is generally compatible with existing and proposed developments and uses in the Project Area. The owner of such a property must be willing to enter into an owner participation agreement and agree to the imposition of such reasonable restrictions as may be necessary to protect the development and use of the Project Area.

The Agency may authorize additions, alterations, repairs, or other improvements in the Project Area for uses which do not conform to the provisions of this Plan where such improvements are within a portion of the Project where, in the determination of the Agency, such improvements would be compatible with surrounding Project uses and development.

All nonconforming uses shall also comply with the City ordinances.

500 METHODS OF FINANCING THE PROJECT

501 General Description of the Proposed Financing Methods

The Agency is authorized to finance this Project with revenue allocation funds, financial assistance from the City (loans, grants, other financial assistance), state of Idaho, federal government, interest income, developer advanced funds, donations, loans from private financial institutions (bonds, notes, line of credit), the lease or sale of Agency-owned property, payments in lieu of taxes, local improvement district funding, community infrastructure district funding, or any other available source, public or private, including assistance from any taxing district or any public entity.

The Agency is also authorized to obtain advances, borrow funds, and create indebtedness in carrying out this Plan. The Agency may also consider an inter-fund transfer from other urban renewal project areas. The principal and interest on such advances, funds, and indebtedness may be paid from any funds available to the Agency.

As allowed by law and subject to restrictions as are imposed by law, the 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 Project. Neither the members of the Agency nor any persons executing the bonds are liable personally on the bonds by reason of their issuance.

502 Revenue Allocation Financing Provisions

The Agency hereby adopts revenue allocation financing provisions as authorized by the Act, effective retroactively to January 1, 2019. These revenue allocation provisions shall apply to all taxing districts which are located in or overlap the Revenue Allocation Area shown and described on Attachments 1 and 2 to this Plan. The Agency shall take all actions necessary or convenient to implement these revenue allocation financing provisions. The 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 the Project.

The 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 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 Agency to finance or to refinance the Project Costs (as defined in Idaho Code § 50-2903(14)) of one or more urban renewal projects.

The Agency may consider a note or line of credit issued by a bank or lending institution premised upon revenue allocation funds generated by a substantial private development contemplated by the Study as defined in section 502.1, which would allow the Agency to more quickly fund the public improvements contemplated by this Plan. Likewise, a developer or public entity partner advanced funding could achieve the same purpose.

Upon enactment of a City Council ordinance finally adopting these 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 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 such urban renewal projects as the Agency may determine by resolution or resolutions of its Board.

A statement listing proposed public improvements and facilities, a schedule of improvements, an economic feasibility study, estimated project costs, fiscal impact upon other taxing districts, and methods of financing project costs required by Idaho Code § 50-2905 is included in this Plan and in Attachment 4 to this Plan. This statement necessarily incorporates estimates and projections based on the Agency's present knowledge and expectations. The 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. Agency revenue and the ability to fund reimbursement of eligible Project Costs are more specifically detailed in the annual budget.

Revenues will continue to be allocated to the Agency until termination of the revenue allocation area as set forth in Section 800. Attachment 4 incorporates estimates and projections based on the Agency's present knowledge and expectations concerning the length of time to complete the improvements and estimated future revenues. The activity may take longer depending on the significance and timeliness of development. Alternatively, the activity may be completed earlier if revenue allocation proceeds are greater or the Agency obtains additional funds.

502.1 Economic Feasibility Study

Attachment 4 constitutes the Health Corridor Economic Feasibility Study dated September 2019 (entitled Health Corridor Economic Feasibility Study) ("Study") for the urban renewal area prepared by Government Executive League Oregon Inc., in association with Leland Consulting Group. Primary contacts are Andy Parks and Chris Zahas, respectively. The Study constitutes the financial analysis required by the Act and is based upon existing information from property owners, developers, the Agency, City and others. Further detail supporting the data provided in the Study is included in the Health Corridor Masterplan, dated September 30, 2019 and the Market Analysis, dated June 2019.

502.2 Assumptions and Conditions/Economic Feasibility Statement

The information contained in Attachment 4 assumes certain completed and projected actions. All debt is projected to be repaid no later than the duration period of the Plan. The total amount of bonded indebtedness (and all other loans or indebtedness) and the amount of revenue generated by revenue allocation are dependent upon the extent and timing of private development. Should all of the development take place as projected, the project indebtedness could be extinguished earlier, dependent upon the bond sale documents or other legal obligations. Should private development take longer to materialize, or should the private development be substantially less than projected, then the amount of revenue generated will be substantially reduced and debt may continue for its full term.

The Plan and the Plan Attachments incorporate estimates and projections based on the Agency's present knowledge and expectations. The Plan proposes certain public improvements as set forth in Attachment 4, which will facilitate development in the Revenue Allocation Area.

The assumptions set forth in the Study are based upon the best information available to the Agency through public sources or discussions with property owners, developers, and others. The information has been analyzed by the Agency and its consultants in order to provide an analysis that meets the requirements set forth under the Law and Act. At the point in time when the Agency may seek a loan from lenders or others, a more detailed and then-current financial pro forma will be presented to those lenders or underwriters for analysis to determine the borrowing capacity of the Agency. As set forth herein, the Agency reserves the right to fund the Project on a "pay as you go" basis. The Agency Board will prioritize the activities set forth in

this Plan and determine what funds are available and what activities can be funded. The Agency will establish those priorities through its mandated annual budgetary process.

The assumptions concerning revenue allocation proceeds are based upon certain assessed value increases and assumed levy rates as more specifically set forth in Attachment 4. Data obtained from Kootenai County in July of 2019 was used to estimate new building valuations beginning in fiscal year 2020. Valuations for these development uses were escalated at two percent (2%) per year once complete and delayed one (1) year before being fully assessed by the County. The 2018 levy rates were used in the district forecast model and were held constant over the twenty (20) year term of the district.

The types of construction expected in the Project Area are: commercial, mixed-use, residential, retail areas, medical facilities, cultural and recreational facilities, educational facilities, other public facilities and improvements, including, but not limited to streets, bridges, streetscapes, traffic flow enhancers, water and sewer improvements, stormwater improvements, environmental remediation/site preparation, public parking, community facilities, parks, pedestrian/bike paths and trails. The Project Area has potential for a significant increase in residential, commercial and retail growth due to the location of the Project Area. However, without a method to construct the identified public improvements such as road realignment, traffic enhancers, water and sewer improvements and parking, development is likely to occur in a slow and inefficient manner in the Project Area.

502.3 Ten Percent Limitation

Under the Act, the base assessed valuation for all revenue allocation areas cannot exceed gross/net ten percent (10%) of the current assessed taxable value for the entire City. According to the Kootenai County Assessor, the assessed taxable value for the City as of March 15, 2019, less homeowner's exemptions is $4,502,081,793. Therefore, the 10% limit is $450,208,179.

The adjusted base assessed value of each of the existing or proposed expansions to the existing revenue allocation areas as of 2018, is as follows:

River District Project Area	$ 6,563,687
Lake District Project Area	$125,561,513
Atlas District Project Area	$ 9,498,937
Health Corridor Project Area	$197,404,075

The adjusted base values for the combined revenue allocation areas total $339,028,212, which is less than 10% of the City's 2019 taxable value.

502.4 Financial Limitation

The Study identifies several capital improvement projects. Use of any particular financing source for any particular purpose is not assured or identified. Use of the funding source shall be conditioned on any limitations set forth in the Law, the Act, by contract, or by

other federal regulations. If revenue allocation funds are unavailable, then the Agency will need to use a different funding source for that improvement.

The amount of funds available to the Agency from revenue allocation financing is directly related to the assessed value of new improvements within the Revenue Allocation Area. Under the Act, the Agency is allowed the revenue allocation generated from inflationary increases and new development value. Increases have been assumed based upon the projected value of new development as that development occurs along with possible land reassessment based on a construction start.

The Study, with the various estimates and projections, constitutes an economic feasibility study. Costs and revenues are analyzed, and the analysis shows the need for public capital funds during the project. Multiple financing sources including proposed revenue allocation notes, annual revenue allocations, developer contributions, city contributions, interfund loan, payments in lieu of taxes, property disposition, and other funds are shown. This Study identifies the kind, number, and location of all proposed public works or improvements, a detailed list of estimated project costs, a description of the methods of financing illustrating project costs, and the time when related costs or monetary obligations are to be incurred. See Idaho Code § 50-2905. Based on these funding sources, the conclusion is that the project is feasible.

This Plan does not financially bind or obligate the City to fund or financially participate in any projects. For purposes of determining economic feasibility of the Plan, a City contribution was studied and included in the analysis. The City and/or any other public entity determines its funding priorities during its annual budgeting process. This Plan, the Study and/or any other related documents do not create a current or future debt, liability or obligation of the City, or any other public entity, but simply confirms the Agency's authority to coordinate with the City and/or other public entities during Project Area term.

The proposed timing for the public improvements may very well have to be adjusted depending upon the availability of some of the funds and the Agency's ability to finance any portion of the Project. **Any adjustment to Project timing or funding is technical or ministerial in nature and shall not be considered a modification of the Plan pursuant to Idaho Code § 50-2903A.**

Attachment 4 lists those public improvements the Agency intends to construct through the term of the Plan. The costs of improvements are estimates only as it is impossible to know with any certainty what the costs of improvements will be in future years. There is general recognition that construction costs fluctuate and are impacted by future unknowns, such as, the cost of materials and laborers. Final costs will be determined by way of construction contract public bidding or by an agreement between the developer/owner and Agency. The listing of public improvements does not commit the Agency to any particular level of funding; rather, identification of the activity in the Plan allows the Agency to negotiate the terms of any reimbursement with the developer. This Plan does not financially bind or obligate the Agency to any project or property acquisition; rather, for purposes of determining the economic feasibility

of the Plan certain projects and expenditures have been estimated and included in the analysis. Agency revenue and the ability to fund reimbursement of eligible Project Costs is more specifically detailed in any participation agreement and in the annual budget adopted by the Agency Board.

The Agency reserves its discretion and flexibility in deciding which improvements are more critical for development, and the Agency intends to coordinate its public improvements with associated development by private developers/owners. The Agency also intends to coordinate its participation in the public improvements with the receipt of certain grants or loans which may require the Agency's participation in some combination with the grant and loan funding.

Generally, the Agency expects to develop those improvements identified in Attachment 4 first, in conjunction with private development within the Project Area generating the increment as identified in Attachment 4.

The Plan has shown that the equalized valuation of the Revenue Allocation Area as defined in the Plan is likely to increase as a result of the initiation and completion of urban renewal projects pursuant to the Plan.

502.5 Participation with Local Improvement Districts, Community Infrastructure Districts and Business Improvement Districts

Under the Idaho Local Improvement District Code, Chapter 17, Title 50, Idaho Code, the City has the authority to establish local improvement districts for various public facilities, including, but not limited to, streets, bridges, curbs, gutters, sidewalks, storm drains, landscaping, and other like facilities. To the extent allowed by the Law and the Act, the Agency reserves the authority, but not the obligation, to participate in the funding of local improvement district facilities. This participation may include either direct funding to reduce the overall cost of the LID or to participate as an assessed entity to finance the LID project. Similarly, to the extent allowed by the Law and the Act, the Agency reserves the authority, but not the obligation, to participate in the funding of the purposes specified under the Business Improvement Districts, Chapter 26, Title 50, Idaho Code and/or Community Infrastructure District Act, Chapter 31, Title 50, Idaho Code.

502.6 Issuance of Debt and Debt Limitation

Any debt incurred by the Agency as allowed by the Law and Act shall be secured by revenues identified in the debt resolution or revenue allocation funds as allowed by the Act. All such debt shall be repaid within the duration of this Plan, except as may be authorized by law.

502.7 Impact on Other Taxing Districts and Levy Rate

An estimate of the overall impact of the revenue allocation project on each taxing district is shown in the Study.

The assessed value for each property in a revenue allocation area consists of a base value and an increment value. The base value is the assessed value as of January 1 of the year in which a revenue allocation area is approved by a municipality, with periodic adjustments allowed by Idaho law. The increment value is the difference between the adjusted base assessed value and current assessed taxable value in any given year while the property is in a revenue allocation area. Under Idaho Code § 63-802, taxing entities are constrained in establishing levy rates by the amount each budget of each taxing district can increase on an annual basis. Taxing entities submit proposed budgets to the County Board of Commissioners, which budgets are required to comply with the limitations set forth in Idaho Code § 63-802. Therefore, the impact of revenue allocation is more of a product of the imposition of Idaho Code § 63-802, than the effect of urban renewal.

The County Board of Commissioners calculates the levy rate required to produce the proposed budget amount for each taxing entity using the assessed values which are subject to each taxing entity's levy rate. Assessed values in urban renewal districts which are subject to revenue allocation (incremental values) are not included in this calculation. The combined levy rate for the taxing entities is applied to the incremental property values in a revenue allocation area to determine the amount of property tax revenue which is allocated to an urban renewal agency. The property taxes generated by the base values in the urban renewal districts and by properties outside revenue allocation areas are distributed to the other taxing entities. Properties in revenue allocation areas are subject to the same levy rate as they would be outside a revenue allocation area. The difference is how the revenue is distributed. If the overall levy rate is less than assumed, the Agency will receive fewer funds from revenue allocation.

In addition, without the Revenue Allocation Area and its ability to pay for public improvements and public facilities, fewer substantial improvements within the Revenue Allocation Area would be expected during the term of the Plan; hence, there would be lower increases in assessed valuation to be used by the other taxing entities.

One result of new construction occurring outside the revenue allocation area (Idaho Code §§ 63-802 and 63-301A) is the likely reduction of the levy rate as assessed values increase for property within each taxing entity's jurisdiction. From and after December 31, 2006, Idaho Code § 63-301A prohibits taxing entities from including, as part of the new construction roll, the increased value related to new construction within a revenue allocation area until the revenue allocation authority is terminated. Any new construction within the Project Area is not available for inclusion by the taxing entities to increase their budgets. Upon termination of this Plan or deannexation of area, the taxing entities will be able to include the accumulated new construction roll value in setting the following year's budget and revenue from such value is not limited to the three percent increase allowed in Idaho Code § 63-802(1)(a).

As 2019 certified levy rates are not yet available, the 2018 certified levy rates have been used in the Study for purposes of the analysis. Those taxing districts and rates are as follows:

Taxing District Levies:

Kootenai County	.002737167
City of Coeur d'Alene	.004967742
Coeur d'Alene School District #271	.000012504
Kootenai County Ambulance	.000152201
Post Falls Highway District	.000514042
North Idaho Junior College	.000885375
Kootenai County Hospital	.000000000
Lakes Highway District*	.000629697
TOTAL:	.009898728

*Lakes Highway District was not included in the Study, but has been added here due to a slight overlap in boundaries.

The Study has made certain assumptions concerning the levy rate. First, the above levy rate is estimated to remain constant for the life of the revenue allocation area. As the actual impact of the termination of existing revenue allocations occurring during the life of this Project Area is unknown, the Study has assumed a conservative levy rate. Second, the forecast average annual increase in assessed value over the 20-year planning period is 6.42%. If the overall levy rate is less than projected, or the land values do not increase as expected, or expected development fails to occur as estimated, the Agency shall receive fewer funds from revenue allocation.

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.

503 Lease Revenue, Parking Revenue, and Bonds

Under the Law (Idaho Code § 50-2012), the Agency is authorized to issue revenue bonds to finance certain public improvements identified in the Plan. Under that type of financing, the public entity would pay the Agency a lease payment annually which provides certain funds to the Agency to retire the bond debt. Another variation of this type of financing is sometimes referred to as conduit financing, which provides a mechanism where the Agency uses its bonding authority for the Project, with the end user making payments to the Agency to retire the bond debt. These sources of revenues are not related to revenue allocation funds and are not particularly noted in the Study, because of the "pass through" aspects of the financing. Under the Act, the economic feasibility study focuses on the revenue allocation aspects of the Agency's financial model.

These financing models typically are for a longer period of time than the 20-year period set forth in the Act. However, these financing models do not involve revenue allocation funds, but rather funds from the end users which provide a funding source for the Agency to continue to own and operate the facility beyond the term of the Plan as allowed by Idaho Code § 50-2905(8) as those resources involve funds not related to revenue allocation funds.

504 Membership Dues and Support of Community Economic Development

The Act is premised upon economic development being a valid public purpose. To the extent allowed by the Law and the Act, the Agency reserves the authority to use revenue allocation funds to contract with non-profit and charitable organizations established for the purpose of supporting economic development and job creation. Additionally, the Agency reserves the authority to expend revenue allocation funds to join, participate and support non-profit organizations established to support Agency best practices and administration. The line item of Administration within the Study shall be deemed to include expenditures for the purposes described in this section as may be deemed appropriate during the annual budgetary process.

600 ACTIONS BY THE CITY

The City shall aid and cooperate with the Agency in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the recurrence or spread in the area of conditions causing deterioration. Actions by the City shall include, but not be limited to, the following:

a. Institution and completion of proceedings necessary for changes and improvements in private and publicly owned public utilities within or affecting the Project Area.

b. Revision of zoning (if necessary) within the Project Area and/or adoption of planned unit developments (PUD) or limited design planned unit developments (LDPUD) to permit the land uses and development authorized by this Plan.

c. Imposition wherever necessary of appropriate controls within the limits of this Plan upon parcels in the Project Area to ensure their proper development and use.

d. Provision for administrative enforcement of this Plan by the City after development. The City and the Agency may develop and provide for enforcement of a program for continued maintenance by owners of all real property, both public and private, within the Project Area throughout the duration of this Plan.

e. Building Code enforcement.

f. Performance of the above actions and of all other functions and services relating to public peace, health, safety, and physical development normally rendered in

accordance with a schedule which will permit the redevelopment of the Project Area to be commenced and carried to completion without unnecessary delays.

g. The undertaking and completing of any other proceedings necessary to carry out the Project.

h. Administration of Community Development Block Grant funds that may be made available for this Project.

i. Appropriate agreements with the Agency for administration, supporting services, funding sources, and the like.

j. Use of public entity labor, services, and materials for construction of the public improvements listed in this Plan.

In addition to the above, the City may elect to waive hookup or installation fees for sewer, water, or other utility services for any facility owned by any public entity or Agency facility and waive any city impact fee for development within the Project Area. The foregoing actions to be taken by the City, or as may have been considered in the Study, do not constitute any commitment, debt, liability or obligation for financial outlays by the City.

601 Maintenance of Public Improvements

The Agency has not identified any commitment or obligation for long-term maintenance of the public improvements identified. The Agency will need to address this issue with the appropriate entity, public or private, who has benefited from or is involved in the ongoing preservation of the public improvement. The Agency expects to dedicate public improvements to the City.

700 ENFORCEMENT

The administration and enforcement of this Plan, including the preparation and execution of any documents implementing this Plan, shall be performed by the Agency and/or the City.

800 DURATION OF THIS PLAN, TERMINATION, AND ASSET REVIEW

Except for the nondiscrimination and nonsegregation 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 and 50-2905(7). The revenue allocation authority will expire on December 31, 2039, except for any revenue allocation proceeds received in calendar year 2040, as contemplated by Idaho Code § 50-2905(7).

Idaho Code § 50-2903(5) provides the Agency shall adopt a resolution of intent to terminate the revenue allocation area by September 1, 2040. In order to provide sufficient notice of termination to the affected taxing districts to allow them to benefit from the increased budget capacity, the Agency will use its best efforts to provide notice of its intent to terminate this Plan and its revenue allocation authority by May 1, 2040, or if the Agency determines an earlier termination date, then by May 1 of the early termination year:

a. When the Revenue Allocation Area plan budget estimates that all financial obligations have been provided for, the principal of and interest on such moneys, indebtedness, and bonds have been paid in full or when deposits in the special fund or funds created under this chapter are sufficient to pay such principal and interest as they come due, and to fund reserves, if any, or any other obligations of the Agency funded through revenue allocation proceeds shall be satisfied and the Agency has determined no additional project costs need be funded through revenue allocation financing, the allocation of revenues under Idaho Code § 50-2908 shall thereupon cease; any moneys in such fund or funds in excess of the amount necessary to pay such principal and interest shall be distributed to the affected taxing districts in which the Revenue Allocation Area is located in the same manner and proportion as the most recent distribution to the affected taxing districts of the taxes on the taxable property located within the Revenue Allocation Area; and the powers granted to the urban renewal agency under Idaho Code § 50-2909 shall thereupon terminate.

b. 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 Plan.

c. For the fiscal year that immediately predates the termination date, the Agency shall adopt and publish a budget specifically for the projected revenues and expenses of the Plan and make a determination as to whether the Revenue Allocation Area can be terminated before January 1 of the termination year pursuant to the terms of Idaho Code § 50-2909(4). In the event that the Agency determines that current tax year revenues are sufficient to cover all estimated expenses for the current year and all future years, by May 1, but in any event, no later than September 1, the Agency shall adopt a resolution advising and notifying the local governing body, the county auditor, and the State Tax Commission, recommending the adoption of an ordinance for termination of the Revenue Allocation Area by December 31 of the current year, and declaring a surplus to be distributed as described in Idaho Code § 50-2909 should a surplus be determined to exist. The Agency shall cause the ordinance to be filed with the office of the county recorder and the Idaho State Tax Commission as provided in Idaho Code § 63-215.

Upon termination of the revenue allocation authority of the Plan to the extent the Agency owns or possesses any assets, the Agency shall dispose of any remaining assets by granting or conveying or dedicating such assets to the City.

As allowed by Idaho Code § 50-2905(8), the Agency may retain 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. Similarly, facilities which provide a lease income stream to the Agency for full retirement of the facility debt will allow the Agency to meet debt services obligations and provide for the continued operation and management of the facility.

For those assets which do not provide such resources or revenues, the Agency will likely convey such assets to the City, depending on the nature of the asset.

900 PROCEDURE FOR AMENDMENT OR MODIFICATION

To the extent there is any outstanding loans or obligations, this Plan shall not be modified pursuant to the provisions set forth in Idaho Code § 50-2903A. Modification of this Plan results in a reset of the base assessment roll values to the current values in the year following the modification year as more fully set forth in Idaho Code § 50-2903A subject to certain limited exceptions contained therein, including the exception to allow an amendment to support growth of an existing commercial or industrial project. I.C. § 50-2903A(1)(a)(iv). As more specifically identified above, the Agency's projections are based on estimated values, estimated levy rates, estimated future development, and estimated costs of future construction/improvements. Annual adjustments as more specifically set forth in the Agency's annual budget will be required to account for more/less estimated revenue and prioritization of projects. Any adjustments for these stated purposes are technical and ministerial and are not deemed a modification under Idaho Code § 50-2903A(1)(a)(i).

1000 SEVERABILITY

If any one or more of the provisions contained in this Plan to be performed on the part of the Agency shall be declared by any court of competent jurisdiction to be contrary to law, then such provision or provisions shall be null and void and shall be deemed separable from the remaining provisions in this Plan and shall in no way affect the validity of the other provisions of this Plan.

1100 ANNUAL REPORT AND OTHER REPORTING REQUIREMENTS

Under the Law, the Agency is required to file with the City, on or before March 31 of each year, a report of the Agency's activities for the preceding calendar year, which report shall include a complete financial statement setting forth its assets, liabilities, income, and operating expenses as of the end of such calendar year. This annual report shall be considered at a public meeting to report these findings and take comments from the public.

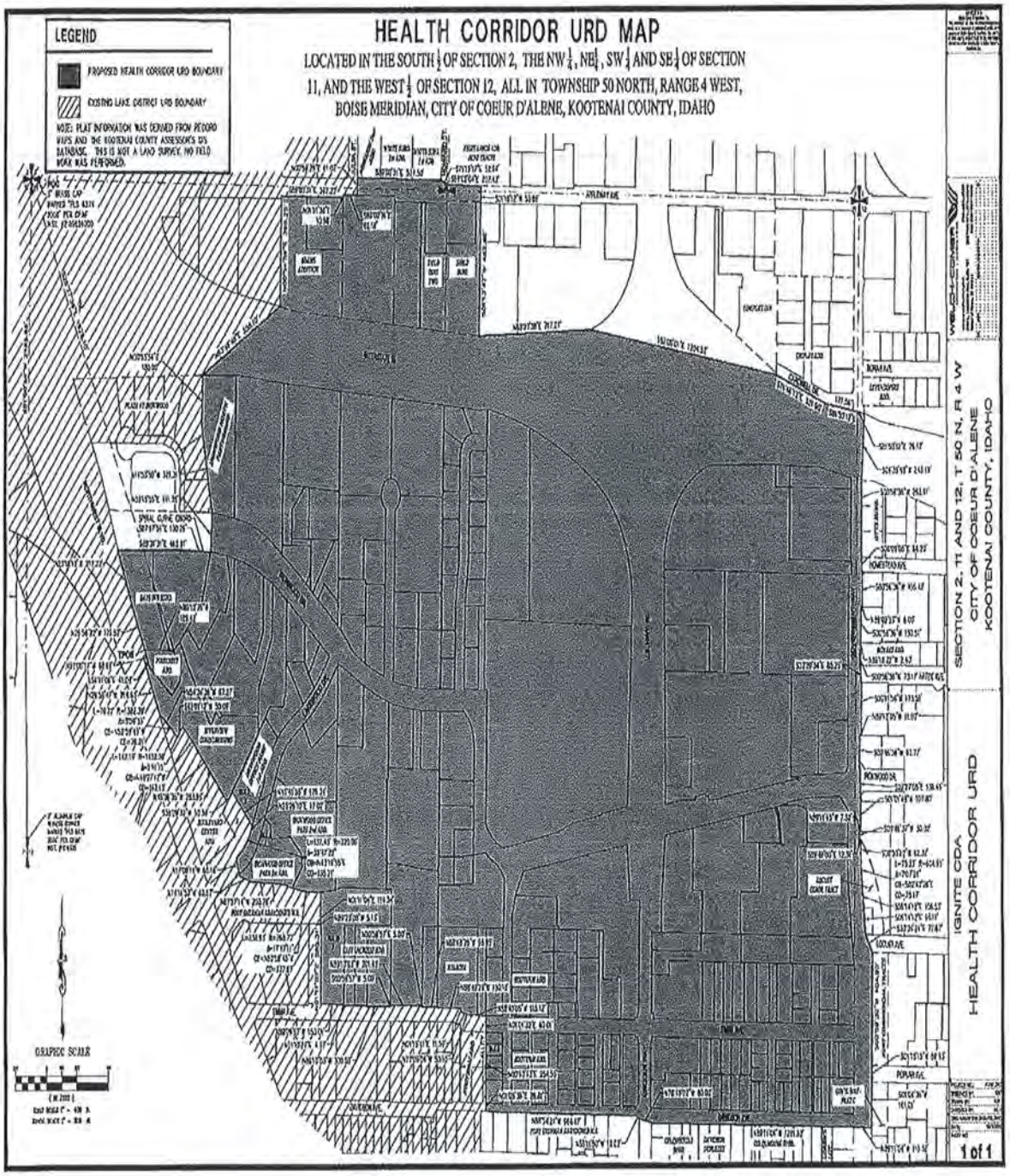
Additionally, the Agency must comply with certain other reporting requirements as set forth in Idaho Code § 67-450E, the local government registry portal, Idaho Code § 50-2913, the tax commission plan repository, and Idaho Code § 50-2903A, the tax commission's plan modification annual attestation. Failure to report the information requested under any of these statutes results in significant penalties, including loss of increment revenue, and the imposition of other compliance measures by the Kootenai County Board of County Commissioners.

1200 APPENDICES, ATTACHMENTS, EXHIBITS, TABLES

All attachments and tables referenced in this Plan are attached and incorporated herein by their reference. All other documents referenced in this Plan but not attached are incorporated by their reference as if set forth fully.

Attachment 1

Project Area and Revenue Allocation Area Boundary Map



44631.0013.12244646.4

Attachment 2

Legal Description of Project Area and Revenue Allocation Area

An area consisting of approximately 264 acres as more particularly described as follows:

All that property being a portion of the South half of Section 2, the NW ¼, NE ¼, SW ¼ and SE ¼ of Section 11 and the West half of Section 12, all in Township 50 North, Range 4 West, Boise Meridian, City of Coeur d'Alene, Kootenai County, Idaho, described as follows:
Commencing at the northwest corner of said Section 11; thence South 28° 27' 39" East, 1928.10 feet to the northeast corner of Lot 3 of Pinecrest Addition to Coeur d'Alene, as shown on the plat on file with the Kootenai County Recorder in Book F of Plats, Page 90; thence North 89°12'25" West along the North line of said Lot 3 a distance 189.42 feet to the northwest corner of said Lot 3 on the easterly right of way of Northwest Boulevard and a point on the northeasterly boundary of the Lake District URD; said point also being the **TRUE POINT OF BEGINNING**;

1. thence along said easterly right of way and the boundary of Days Inn Subdivision, as shown on that plat on file with the Kootenai County Recorder in Book F of Plats, Page 190, North 26° 56' 22" West a distance of 179.52 feet;
2. thence North 23° 18' 13" West a distance of 217.72 feet to the south right of way of Ironwood Drive;
3. thence leaving said easterly right of way and said northeasterly URD boundary line and along said south right of way, South 89° 31' 31" East a distance of 462.81 feet to the beginning of a 200-foot spiral curve to the right;
4. thence along said spiral curve having a chord bearing of South 87° 47' 54" East a distance of 130.26 feet to the northeast corner of said subdivision;
5. thence leaving said north right of way and subdivision boundary, North 03° 15' 55" East a distance of 141.55 feet to the southeast corner of Plaza at Ironwood, as shown on that plat on file with the Kootenai County Recorder in Book G of Plats, Page 163;
6. thence along the East boundary of said plat, North 11° 53' 50" West a distance of 321.31 feet;
7. thence North 00° 53' 54" East a distance of 180.00 feet to the northeast corner of said subdivision on the South right of way of Interstate Highway 90;
8. thence leaving said East boundary line and south right of way, North 63° 46' 48" East a distance of 558.10 feet to the North right of way of said Interstate Highway 90 and the southwest corner of Adams Addition to Coeur d'Alene, as shown on that plat on file with the Kootenai County Recorder in Book F of Plats, Page 130;
9. thence leaving said North right of way and along the West line of said subdivision, North 00° 54' 59" East a distance of 395.25 feet to the northwest corner of said subdivision on the South right of way of Appleway Avenue;
10. thence along the North line of said subdivision and said South right of way, South 89° 00' 31" East a distance of 397.20 feet to the northeast corner of said subdivision;

11. thence leaving said North line and continuing along said South right of way, North 01° 11' 38" East a distance of 10.98 feet;
12. thence along said South right of way, South 89° 00' 31" East a distance of 92.18 feet;
13. thence leaving said South right of way, North 00° 59' 29" East a distance of 61.02 feet to the southwest corner of Howards Second Addition, as shown on that plat on file with the Kootenai County Recorder in Book G of Plats, Page 330, on the North right of way of said Appleway Avenue;
14. thence along said North right of way and the South line of said Howards Second Addition, and along the South line of White Subdivision First Addition (as shown on that plat on file with the Kootenai County Recorder in Book J of Plats, Page 436) and the South line of Howard Subdivision (as shown on that plat on file with the Kootenai County Recorder in Book E of Plats, Page 12), South 89° 00' 31" East a distance of 537.50 feet to the West right of way of Howard Street;
15. thence leaving said West right of way, South 71° 19' 17" East a distance of 52.64 feet to the intersection of said North right of way and the East right of way of said Howard Street; said North right of way lies within Fruit Lands Addition, as shown on that plat on file with the Kootenai County Recorder in Book C of Plats, Page 12;
16. thence along said North right of way, South 89° 02' 04" East a distance of 207.42;
17. thence leaving said North right of way, South 01° 18' 12" West a distance of 55.89 feet to the northeast corner of Shilo Inns, as shown on that plat on file with the Kootenai County Recorder in Book F of Plats, Page 254, on said South right of way of Appleway Avenue;
18. thence leaving said South right of way and along the East line of said subdivision, South 01° 13' 47" West a distance of 482.86 feet to said North right of way of Interstate Highway 90;
19. thence along said North right of way, North 88° 20' 38" East a distance of 717.24 feet;
20. thence South 82° 05' 01" East a distance of 1204.52 feet to the intersection of said North right of way with the South right of way of Cardwell Drive, shown as Sunset Drive on that plat of Chipley Addition to Coeur d'Alene on file with the Kootenai County Recorder in Book D of Plats, Page 89;
21. thence continuing along said North right of way and along said South right of way of Cardwell Drive, South 71° 46' 12" East a distance of 331.90 feet;
22. thence South 81° 50' 12" East a distance of 177.56 feet;
23. thence leaving said South right of way, South 81° 50' 12" East a distance of 76.12 feet;
24. thence leaving said North right of way of Interstate Highway 90, South 04° 35' 48" West a distance of 243.49 feet to the northwest corner of Ott's Subdivision, as shown on that plat on file with the Kootenai County Recorder in Book D of Plats, Page 29, on the East right of way of Government Way;

25. thence along the West boundary of said subdivision and said East right of way, South 00° 56' 36" West a distance of 263.41 feet to the southwest corner of said subdivision on the North right of way of Homestead Avenue;
26. thence leaving said subdivision and said North right of way, South 06° 09' 05" East a distance of 84.20 feet to the intersection of said East right of way of Government Way with the South right of way of said Homestead Avenue;
27. thence leaving said South right of way and continuing along said East right of way, South 00° 56' 36" West a distance of 105.42 feet;
28. thence North 89° 02' 23" West a distance of 8.00 feet;
29. thence South 00° 56' 36" West a distance of 130.51 feet to the North line of Novaks' Addition, as shown on that plat on file with the Kootenai County Recorder in Book E of Plats, Page 1;
30. thence along said North line, North 89° 19' 22" West a distance of 2.40 feet;
31. thence along the West line of said subdivision, South 00° 56' 36" West a distance of 73.17 feet to the southwest corner of said subdivision at the intersection of said East right of way of Government Way with the North right of way of Hattie Avenue;
32. thence leaving said subdivision and said North right of way, South 03° 39' 34" East a distance of 85.25 feet to the South right of way of said Hattie Avenue;
33. thence continuing along said East right of way, South 00° 11' 56" West a distance of 173.59 feet;
34. thence North 89° 12' 05" West a distance of 11.00 feet;
35. thence South 00° 46' 38" West a distance of 97.77 feet to the North right of way of Ironwood Drive;
36. thence leaving said North right of way, South 02° 27' 05" East a distance of 138.46 feet;
37. thence South 01° 01' 48" West a distance of 107.80 feet;
38. thence North 89° 11' 45" West a distance of 7.52 feet;
39. thence South 00° 46' 37" West a distance of 30.00 feet;
40. thence South 89° 49' 00" East a distance of 12.31 feet to the North corner of Locust Commercial Tract, as shown on that plat on file with the Kootenai County Recorder in Book G of Plats, Page 292;
41. thence along the West line of said subdivision and continuing along said East right of way of Government Way, South 00° 53' 22" West a distance of 62.32 feet to the beginning of a 604.95-foot radius curve to the left;
42. thence along said curve through a central angle of 07° 07' 28", an arc length of 75.22 feet, with a chord bearing South 02° 40' 28" East a distance of 75.17 feet;
43. thence South 06° 14' 12" East a distance of 106.55 feet to an angle point in said subdivision;
44. thence leaving said subdivision and continuing along said East right of way, South 06° 14' 12" East a distance of 96.11 feet to the North right of way of Locust Avenue;

45. thence leaving said North right of way, South 33° 34' 24" East a distance of 77.67 feet to the northwest corner of Ruby Commercial Tracts, as shown on that plat on file with the Kootenai County Recorder in Book I of Plats, Page 32, on the South right of way of said Locust Avenue;
46. thence continuing along said East right of way of Government Way and the West line of said subdivision, South 00° 59' 30" West a distance of 404.95 feet to the southwest corner of said subdivision on the North right of way of Poplar Avenue;
47. thence leaving said subdivision, South 01° 15' 15" West a distance of 59.93 feet to the northwest corner of Government Way-Plat C, as shown on that plat on file with the Kootenai County Recorder in Book F of Plats, Page 183, on the South right of way of said Poplar Avenue;
48. thence leaving said South right of way and along the West line of said subdivision, South 01° 04' 36" West a distance of 161.01 feet to the intersection of said East right of way of Government Way and the prolongation of the South right of way of Davidson Avenue;
49. thence leaving said East right of way and along said right of way prolongation, North 89° 11' 04" West a distance of 115.52 feet to the intersection of the West right of way of said Government Way and said South right of way of Davidson Avenue at the northeast corner of Colquhouns Subdivision, as shown on that plat on file with the Kootenai County Recorder in Book B of Plats, Page 104;
50. thence leaving said West right of way and along said South right of way of Davidson Avenue, also along the North line of said Colquhouns Subdivision, the North line of Loren's Lot (as shown on that plat on file with the Kootenai County Recorder in Book F of Plats, Page 145), and the North line of Davidson Duplexes (as shown on that plat on file with the Kootenai County Recorder in Book L of Plats, Page 269), North 89° 11' 04" West a distance of 1291.82 feet to the East right of way of Lincoln Way;
51. thence leaving said East right of way, North 78° 49' 02" West a distance of 80.00 feet to the intersection of the West right of way of Lincoln Way and said South right of way of Davidson Avenue;
52. thence North 55° 11' 50" West a distance of 18.02 feet;
53. thence continuing along said South right of way in Lot 18 of Fort Sherman Abandoned Military Reservation, North 88° 54' 21" West a distance of 969.17 feet;
54. thence leaving said South right of way, North 01° 05' 39" East a distance of 28.81 feet to the intersection of the North right of way of said Davidson Avenue with the East right of way of an Alley in Block 5 of Kootenai Addition to the City of Coeur d'Alene, as shown on that plat on file with the Kootenai County Recorder in Book C of Plats, Page 8;
55. thence leaving said North right of way and along said East right of way, North 00° 40' 43" East a distance of 254.55 feet to the intersection with the South right of way of Emma Avenue;

56. thence leaving said East right of way of the Alley and said South right of way of Emma Avenue, North 01° 01' 32" East a distance of 60.01 feet to the South line of Melrose, as shown on that plat on file with the Kootenai County Recorder in Book L of Plats, Page 183, on the North right of way of said Emma Avenue;
57. thence along said North right of way and said South subdivision line, North 88° 40' 05" West a distance of 115.12 feet;
58. thence North 77° 09' 04" West a distance of 50.10 feet;
59. thence North 01° 15' 41" East a distance of 11.59 feet;
60. thence North 88° 49' 28" West a distance of 150.18 feet to the southwest corner of said subdivision;
61. thence leaving said subdivision and continuing along said North right of way, North 88° 49' 28" West a distance of 98.95 feet;
62. thence North 00° 58' 57" East a distance of 5.00 feet;
63. thence North 89° 10' 03" West a distance of 201.43 feet;
64. thence South 00° 58' 57" West a distance of 5.00 feet;
65. thence North 89° 10' 03" West a distance of 300.03 feet;
66. thence North 01° 10' 27" East a distance of 4.57 feet;
67. thence North 89° 09' 57" West a distance of 150.01 feet to the West line of Lot 5 of Block 15 of East LaCrosse, as shown on that plat on file with the Kootenai County Recorder in Book B of Plats, Page 119;
68. thence leaving said North right of way and along said West line, North 01° 11' 02" East a distance of 285.31 feet to the northeast corner of Lot 6 of said Block 15;
69. thence along the North line of said Lot 6, North 89° 20' 00" West a distance of 5.13 feet;
70. thence leaving said North line, North 01° 11' 04" East a distance of 114.34 feet to the South line of Ironwood Office Park Second Addition, as shown on that plat on file with the Kootenai County Recorder in Book G of Plats, Page 87, and a point on a non-tangent 768.70-foot radius curve to the right;
71. thence along said South line, the South line of Lot 1, Block 2 of Ironwood Office Park 1st Addition (as shown on that plat on file with the Kootenai County Recorder in Book F of Plats, Page 247), and said curve through a central angle of 17° 47' 11", an arc length of 238.63 feet, with a chord bearing of North 82° 58' 43" West a distance of 237.67 feet;
72. thence North 87° 57' 14" West a distance of 203.78 feet to an angle point in said Lake District URD boundary;
73. thence along said URD boundary, North 74°11'53" West a distance of 82.62 feet;
74. thence North 17° 00' 11" West a distance of 68.16 feet to the northwesterly right of way of said Lakewood Drive and the beginning of a 220.00-foot radius curve to the left;
75. thence along said curve through a central angle of 35° 47' 29", an arc length of 137.43 feet, with a chord bearing of North 43° 19' 55" East a distance of 135.21 feet;

76. thence North 25° 26' 10" East a distance of 17.02 feet to the corner common to Lots 2 and 3 of said Block 1 on said northwesterly right of way;
77. thence leaving said northwesterly right of way and along the line common to said Lots 2 and 3, North 45° 41' 55" West a distance of 176.34 feet to the most northerly corner of said Lot 3;
78. thence along the northwesterly line of said Lot 3, South 38° 09' 32" West a distance of 50.30 feet to the most southerly corner of Riverview Condominiums, as shown on that plat on file with the Kootenai County Recorder in Book K of Plats, Page 75;
79. thence leaving said northwesterly line and along the boundary of said subdivision, North 45° 36' 35" West a distance of 253.95 feet to the beginning of a 1432.39-foot radius curve to the left;
80. thence along said curve through a central angle of 05° 41' 15", an arc length of 142.19 feet, with a chord bearing of North 48° 27' 12" West a distance of 142.13 feet;
81. thence South 42° 01' 12" West a distance of 50.09 feet to the beginning of a non-tangential 1382.39-foot radius curve to the left;
82. thence along said curve through a central angle of 03° 09' 33", an arc length of 76.22 feet, with a chord bearing of North 52° 59' 49" West a distance of 76.21 feet;
83. thence North 54° 34' 36" West a distance of 67.27 feet to the northeasterly right of way of said Northwest Boulevard;
84. thence continuing along said subdivision boundary and along said northeasterly right of way, North 26° 55' 47" West a distance of 214.63 feet;
85. thence South 54° 41' 08" East a distance of 41.09 feet;
86. thence North 27° 00' 17" West a distance of 68.64 feet to the **TRUE POINT OF BEGINNING.**

Contains 11,526,226 square feet or 264.606 acres.

This description was compiled from Kootenai County record maps and Kootenai County Assessor's Office GIS files and does not constitute a surveyed description of the actual parcel. No field surveys were performed.

Attachment 3

Properties (Public and/or Private) Which May Be Acquired by Agency

1. The Agency may acquire private property parcels to:

   a) assemble with adjacent parcels to facilitate redevelopment;
   b) assemble with adjacent rights-of-way to improve configuration and enlarge parcels for redevelopment;
   c) reconfigure sites for development and possible extension of streets, bridges or pathways
   d) assemble for future transfer to qualified developers to facilitate development consistent with the Plan.
   e) assemble for the construction of improvements consistent with the Plan.

2. The Agency reserves the right to acquire any additional right-of-way or access routes near or around existing or planned rights-of-way.

3. The Agency reserves the right to acquire property needed to provide adequately sized sites for high priority projects for the development of public improvements (the exact location of which has not been determined).

4. Other parcels may be acquired for the purpose of facilitating catalyst or demonstration projects, constructing public parking, constructing new streets, bridges or pathways, enhancing public spaces, or to implement other elements of the urban renewal plan strategy and/or the Master Plan for the Project Area.

Attachment 4

Economic Feasibility Study

Health Corridor
Economic Feasibility Study

Prepared for:

ignite cda

Prepared by:

GEL OREGON Inc
government executive league

LELAND CONSULTING GROUP

September 2019

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Executive Summary

This economic feasibility report is prepared to help inform decision makers as they consider the creation of an urban renewal district and a Master Plan for the Health Corridor study area. The economic feasibility study covers the period of fiscal years 2021-2040 and is grounded in market analysis of the commercial real estate market in Coeur d'Alene that was utilized to forecast an achievable "development program" for the Health Corridor area. The development program served as a guide for the master planning effort, including

identification of necessary infrastructure requirements to facilitate redevelopment and new development and it provided critical inputs to the economic feasibility analysis, such as tax increment and developer contributions.

The real estate market analysis indicates private sector development within the Health Corridor during the 20-year planning period of approximately $303.2 million is achievable; including 256,000 square feet of medical office, 158,000 square feet of retail/commercial space, two hotels with a total of 260 rooms, 750 apartments, and 200 townhomes and or condominiums. Please see the Real Estate Development section for additional details. Also, per discussions with representatives of Kootenai Health (KH) an additional $98.5 million in hospital related development, excluding $10 million for a parking structure, is anticipated by KH during the next several years.

The economic feasibility analysis forecasts property taxes from private sector development and increases in assessed value due to inflation for the maximum 20-year period of an urban renewal district. A total of

$46.3 million of property taxes (tax increment) during the 20-year period, with a net present value of $30.8 million in 2020 dollars is projected. KH's development and increases to its current value do not create any tax increment or property taxes due to KH's tax-exempt status.

Per the master plan, the estimated cost of capital projects to serve the Health Corridor area during the 20-year planning period is $64.2 million in 2020 dollars, $91.7 million in nominal inflation adjusted dollars, including interest. Therefore, the estimated funding gap, if an urban renewal district is created, is approximately $33.4 million in 2020 dollars and $45.4 million in nominal inflation adjusted dollars.

The estimated total cost for improvements needed to serve master plan build out development is $150 million in 2020 dollars. Build out is anticipated to extend well beyond twenty years and includes $101 million in structured parking development. The economic feasibility study addresses funding for the forecast parking demand during the 20-year study period. The economic feasibility study does not address structured parking funding beyond the 20-year period.

The economic feasibility study considered and evaluated several funding alternatives to identify sufficient funding to fully address the forecasted funding gap between the estimated increment generated and total project costs. The recommended sources include grants from federal and state government for selected improvements, City of Coeur d'Alene contributions for targeted infrastructure that serve citizens and visitors beyond the study area, developer contributions for all infrastructure, and payment in lieu of taxes (PILOT) by tax-exempt organizations for development within the study area.

Table 1. Schedule of forecast funding and percentages from sources other than taxes (tax increment)

Developers	$16.1 million	25.0% - 27.5% of project costs
City	3.4 million	25.0% of targeted projects
Federal/State department of transportation	19.0 million	100.0% of a highway related project
PILOT	7.3 million	48.4% of full taxing
Total	$45.8 million	

The recommended amounts, percentages of costs, and methodologies for these contributions are discussed later in the report. The key drivers for the proposed recommendations include that a rational nexus exists and benefit is derived from the funding, equity in charges for all development, and that the additional cost burden of fees and PILOT are not a barrier to development.

In order to complete capital infrastructure projects in a timely fashion to facilitate market demand development constructed consistent with the master plan, debt, particularly in the early years of the district, is necessary for the district to be economically feasible. Urban renewal debt must be repaid by the end of the district's life, therefore, the amortization period of debt, i.e., the number of years a loan may be repaid, decreases as time moves forward. This creates a need to borrow as soon as possible, as debt capacity diminishes with increased annual debt service resulting from shorter amortization periods.

The feasibility analysis resulted in two borrowing components: ignite cda and developer borrowing. Each is repaid with taxes, PILOT, and developer contributions and fully repaid by the end of the 20-year term of the district. The total borrowing anticipated by ignite is $27.8 million and $7.5 million by a developer(s) to construct structured parking.

Without borrowing, capital projects will be deferred and private sector development may either select to develop outside the Health Corridor area, defer its planned development, or not develop in a location consistent with the master plan. Either of the above outcomes may reduce tax increment and developer contributions and/or increase capital infrastructure costs.

A summary of resources and requirements (sources and uses) is as follows (amounts in millions):

Resources	
Revenue	$ 92.4
ignite borrowing	27.8
Developer advances	7.5
Total resources	$127.7
Requirements	
Project and admin costs	$83.7
Interest	8.0
Principal repayment	35.3
Total requirements	$127.0
Surplus	$ 0.7

The economic feasibility model demonstrates adequate funding to complete the improvements and objectives identified in the Master Plan, with the exception of structured parking that will not be needed

during the 20-year forecast period. The forecast includes positive fund balance (cash position) in each fiscal year throughout the 20-year forecast period. A detailed 20-year, year-by-year forecast including revenue, debt proceeds, individual project costs, and projected private sector and tax-exempt development is provided as required to demonstrate economic feasibility. Additional explanation is provided to assist the reader in their understanding of the implementation of the Master Plan and the assumptions used in completing the economic feasibility study.

Real Estate Analysis

The market analysis establishes growth targets or benchmarks for the Health Corridor that are:

- Grounded in an analysis of market forces:
    - Underlying demand drivers (projected population and employment growth in key industries)
    - Existing supply conditions and trends in relevant real estate categories
- Consistent with other planning efforts for the district, both preceding and concurrent, and
- Strategically sound
    - Supportive of Kootenai Health operations and future plans
    - Beneficial to the long-term welfare of Coeur d'Alene

Table 2 below summarizes the quantitative demand for core land uses in the Health Corridor as a result of the market analysis, which is described in greater detail in the Master Plan. The forecast market demand development presented below extrapolates information within the low and high range of development that is reasonably achievable under known market conditions and growth forecasts included in the market demand analysis. The forecast demand reflects the existing conditions of the Health Corridor such as existing building stock, availability of land, and the catalytic role that KH and other employers play in attracting further development. Additionally, information learned regarding KH's development plans in the next several years is presented. Note that KH is exempt from paying property taxes, therefore their development does not create tax increment. A schedule that includes the expected timing of development is provided in market analysis.

Table 2. Forecast Market Demand Development – Summary by Type

Development type	Units/square feet	Estimated Value 2020
Hotel	260	$ 46,800,000
Apartments	750	121,875,000
Townhomes	50	15,000,000
Condos	150	52,500,000
Medical office	256,000	61,440,000
Retail	158,000	35,550,000
Less:		
Medical office - KH	(125,000)	(30,000,000)
		$303,165,000
Forecast Kootenai Health Development		
Medical office	125,000	$30,000,000
Bed tower		60,000,000
Total - KH		$90,000,000
Grand Total		$ 393,165,000

Note: KH development excludes the value of structure parking.
Source: Leland Consulting Group

Table 3. Forecast Market Demand Development in the Health Corridor Area Detail

New development	Location	Category	Units	S.F.	Unit or s.f. Value	2020 $	Begin Year	End Year
Retail pads	various	Retail	2	4,000	225	$ 1,800,000	2022	2024
Hotel - Limited service/extended stay	I-90 and US 95	Lodging	130		180,000	23,400,000	2022	2024
Apartments	various	Residential	75		162,500	12,187,500	2022	2026
Apartments	various	Residential	75		162,500	12,187,500	2022	2026
Townhomes	various	Residential	25		300,000	7,500,000	2022	2026
Medical office	various	Medical office	1	32,750	240	7,860,000	2024	2026
Retail pads	various	Retail	4	5,000	225	4,500,000	2023	2026
Hotel - Limited service/extended stay	I-90 and US 95	Lodging	130		180,000	23,400,000	2027	2029
Apartments	various	Residential	100		162,500	16,250,000	2026	2030
Apartments	various	Residential	100		162,500	16,250,000	2026	2030
Townhomes	various	Residential	25		300,000	7,500,000	2026	2030
Condos	various	Residential	50		350,000	17,500,000	2026	2030
Medical office	various	Medical office	1	32,750	240	7,860,000	2026	2030
Retail pads	various	Retail	8	5,000	225	9,000,000	2026	2030
Apartments	various	Residential	100		162,500	16,250,000	2031	2035
Apartments	various	Residential	100		162,500	16,250,000	2031	2035
Apartments	various	Residential	100		162,500	16,250,000	2036	2040
Apartments	various	Residential	100		162,500	16,250,000	2036	2040
Condos	various	Residential	50		350,000	17,500,000	2031	2035
Condos	various	Residential	50		350,000	17,500,000	2036	2040
Medical office	various	Medical office	1	32,750	240	7,860,000	2032	2034
Medical office	various	Medical office	1	32,750	240	7,860,000	2037	2039
Retail pads	various	Retail	4	10,000	225	9,000,000	2031	2035
Retail pads	various	Retail	5	10,000	225	11,250,000	2036	2040
						$ 303,165,000		

Source: Leland Consulting Group, HDR, Inc.

The forecast market demand analysis information was utilized in the economic feasibility analysis to inform:

- Forecasts of urban renewal tax increment, and resulting property taxes
- Forecasts of structured parking demand
- Timing of capital infrastructure requirements
- Analysis of potential contributions from developers for various capital improvements

Sources and Uses

Resources

The economic feasibility analysis and forecasts provide a diversified mix of funding including property taxes from tax increment, payment in lieu of taxes (PILOT) for tax-exempt development, fees charged to developers for various types of infrastructure, City of Coeur d'Alene contributions to targeted improvements, federal and state of department of transportation funding, developer funding that is reimbursable, and debt that is repaid with tax increment, developer contributions, contributions by others and PILOT. An explanation of each of the resources is provided later in the report. Total forecast resources include $92.4 million in revenue and $35.3 million of debt and developer financing.

ignite cda's largest revenue source during the 20-year urban renewal district time frame is $46.3 million in property taxes, representing 50% of total revenue. Other major revenue sources include federal and state funding ($19.0 million, or 20.5%), developer payments ($16.1 million, or 17.5%), KH (PILOT only, $7.3 million, or 7.9%), City participation ($3.4 million, or 3.7%), and interest earnings ($0.3 million, or 0.4%).

Debt and capital financing provided by developers totals $35.3 million. The use of debt and developer provided financing is intended to accelerate necessary capital infrastructure spending to meet anticipated market development demand within the area. Property taxes and PILOT are the primary sources of debt repayment. Property taxes, PILOT, and developer contributions are the primary sources to repay developer financing. All debt and developer financing is forecast to be repaid during the 20-year life of the district.

Table 4. Schedule of Resources

Resources	Amount	% of total sources	% of revenue only
Revenue			
Taxes (TI)	$ 46,273,066	36.2%	50.1%
KH PILOT	7,272,318	5.7%	7.9%
ITD	17,121,453	13.4%	18.5%
Federal	1,891,273	1.5%	2.0%
City Contribution Storm	221,085	0.2%	0.2%
Developer Contribution Parking	4,603,776	3.6%	5.0%
Developer Contribution Street	7,367,040	5.8%	8.0%
KH Contribution Street	2,449,074	1.9%	2.7%
Developer Contribution Open Space	1,323,843	1.0%	1.4%
KH Contribution Open Space	391,498	0.3%	0.4%
City Contribution Storm/open space	1,470,009	1.2%	1.6%
City Contribution Ironwood	1,687,062	1.3%	1.8%
Interest	329,231	0.3%	0.4%
Total revenue	92,400,729	72.4%	100.0%
Other sources			
Developer Reimbursement Agreement Park	7,500,000	5.9%	
ignite Debt Issued	27,800,000	21.8%	
Total other sources	35,300,000	27.6%	
Total Resources	$ 127,700,729	100.0%	

Uses

The Master Plan identifies projects with an estimated cost of approximately $150 million (2020 dollars) to provide necessary infrastructure to serve the Health Corridor area and facilitate increased density and development consistent with the Plan through build out. Build out is not anticipated during the 20-year duration of an urban renewal district, but possibly thirty to fifty years.

During the 20-year duration of the urban renewal district $64.2 million in 2020 dollars, $83.7 million in nominal dollars, in infrastructure development is forecast to be completed. All public streets, open space, and stormwater infrastructure is forecast to be completed during the 20-year period. Forecast demand for private sector structured parking requirements are anticipated to be funded and constructed during the 20-year period. Structured parking needed for KH development is funded by KH and development subsequent to the 20-year forecast period is not addressed in this study.

During the 20-year forecast period the single largest category of expenditure is transportation (i.e., streets), traffic calming, and a bridge ($52.4 million, or 57.2%), structured parking ($19.4 million, or 21.1%), stormwater, trails, and open space ($8.5 million, or 9.3%), and interest ($8.0 million, or 8.8%). Forecast total resources exceed forecast uses by $0.7 million, or 0.6% of total uses.

Additional information on the projects, timing and funding strategy is provided below.

Table 5. Uses of Funds

Uses	Amount	% of total uses	% of total expenditures
Expenditures			
Street	$ 32,756,790	25.8%	35.7%
Bridge	18,912,726	14.9%	20.6%
Parking	19,389,826	15.3%	21.1%
Trail	31,524	0.0%	0.0%
Storm	1,786,360	1.4%	1.9%
Open Space	6,671,946	5.3%	7.3%
Traffic Calming	777,313	0.6%	0.8%
Developer Reimbursement Unidentified prc	1,500,000	1.2%	1.6%
Administration	1,826,971	1.4%	2.0%
Total expenditures	83,653,456	65.9%	91.2%
Debt repayment			
Developer Reimbursement Parking	7,500,000	5.9%	
Developer Reimbursement Interest	1,508,870	1.2%	1.6%
Ignite principal	27,800,000	21.9%	
Interest Ignite debt	6,519,402	5.1%	7.1%
Total debt repayment	43,328,272	34.1%	8.8%
Total Uses	126,981,728	100.0%	100.0%
Sources over (under) uses	$ 719,001	0.8%	

Source: GEL Oregon and Leland Consulting Group

Financial Forecasts

Fiscal Years 2021-2040

A detailed schedule by fiscal year of the various revenue and other financing sources and project costs, debt service, developer reimbursement payments, change in fund balance, and beginning and ending fund balance is presented below in Table 6 and Table 7. Additionally, the projected debt coverage ratio under two separate scenarios are presented by fiscal year, i.e., the ratio of taxes (from tax increment) to annual debt service and the ratio of taxes and PILOT to annual debt service.

A summary of the assumptions used to prepare these forecasts are as follows:

- Inflation throughout the forecast period 2.0%
- Tax rates remain the same throughout the forecast period
- PILOT for anticipated development by KH
- Developer contributions equal to the following percentages of improvement costs:
    - Street, including right-of-way, net 27.5%
    - Structured parking 25.0%
    - Open space 25.0%
    - Stormwater 25.0%
- City contributions equal to the following percentages of improvement costs:
    - Ironwood realignment, excluding right-of way 25.0%
    - Open space, stormwater only 25.0%
    - Stormwater 25.0%
- Idaho Transportation Department
    - Bridge improvements only 90.0%
- Federal Government
    - Bridge improvements only 10.0%
- Interest earnings 2.0%

The timing and estimated value of market demand construction is as noted above in the real estate market analysis. Construction values have been adjusted for inflation (2.0% per year). The timing and estimated costs of capital projects, administration, and debt service is detailed later in the report. Project and administrative costs have been adjusted for inflation (2.0% per year).

All debt service and reimbursable developer capital expenditures are repaid with interest by the end of fiscal year 2040, the final year of an urban renewal district, if created.

Table 6. Financial Forecasts, Resources, Fiscal Years 2021-2040

Fiscal Year	Taxes (TI)	KH PILOT	ITD	Federal	City Contribution Storm	Developer Contribution Parking	Developer Contribution Street	KH Contribution Street	Developer Contribution Open Space
2021	100,467	-	100,000			-	-	-	-
2022	270,377	-			-	-	321,087	-	74,399
2023	466,877	79,260			221,085	-	365,947	326,749	79,881
2024	674,987	80,846				332,330	480,266	-	90,964
2025	819,488	82,462				338,982	259,111	-	37,378
2026	1,100,447	282,013				345,748	513,129	134,614	88,232
2027	1,384,107	489,508				352,656	485,368	137,304	91,147
2028	1,678,022	493,636				359,718	495,088	140,053	92,972
2029	1,982,477	650,516				366,902	504,976	142,850	94,829
2030	2,197,404	813,473				-	269,337	490,657	54,235
2031	2,403,093	829,742				-	252,210	351,655	49,082
2032	2,644,675	664,979				389,377	382,637	358,902	61,181
2033	2,894,307	678,278				397,175	390,301	366,090	62,406
2034	3,152,213	415,107				405,127	398,116	-	63,655
2035	3,387,637	423,408				-	273,023	-	53,132
2036	3,635,987	431,877				-	298,370	-	56,260
2037	3,924,502	440,514				429,936	442,783	-	69,661
2038	4,222,446	136,159	5,561,800	617,978		438,532	451,637	-	71,054
2039	4,530,084	138,882	5,673,169	630,352		447,313	460,681	-	72,476
2040	4,813,469	141,660	5,786,484	642,943		-	322,973	-	60,899
Total	46,273,066	7,272,318	17,121,453	1,891,273	221,085	4,603,776	7,367,040	2,449,074	1,323,843

Fiscal Year	KH Contribution Open Space	City Contribution Storm/open space	City Contribution Ironwood	Interest	Total Revenue	Developer Reimbursement Agreement Parking	Ignite Debt Issued	Total Current Resources
2021	-		-	-	200,467	-	100,000	300,467
2022	-			829	666,693	-	1,900,000	2,566,693
2023	30,177	132,119		3,308	1,695,403		5,900,000	7,595,403
2024	-	134,759		23,245	1,817,397			1,817,397
2025	-	137,448		3,485	1,678,335		3,800,000	5,478,335
2026	45,208	140,199		18,104	2,667,694			2,667,694
2027	46,112	143,001	-	1,371	3,130,573		3,000,000	6,130,573
2028	47,035	91,165	409,328	17,195	3,824,212			3,824,212
2029	47,974	92,986	417,503	15,412	4,316,425		7,900,000	12,216,425
2030	79,517	94,846	425,853	94,544	4,519,866	7,500,000		12,019,866
2031	31,196	96,744	434,378	71,087	4,519,386		3,800,000	8,319,386
2032	31,820	98,682	-	1,911	4,634,164			4,634,164
2033	32,458	100,658	-	7,049	4,928,723		-	4,928,723
2034	-	102,674	-	13,443	4,550,335			4,550,335
2035	-	104,728	-	14,512	4,256,441		-	4,256,441
2036	-	-		11,277	4,433,770		500,000	4,933,770
2037	-	-		9,201	5,316,596			5,316,596
2038	-	-		9,345	11,508,951		900,000	12,408,951
2039	-	-		5,681	11,958,639			11,958,639
2040	-	-		8,232	11,776,660			11,776,660
Total	391,498	1,470,009	1,687,062	329,231	92,400,729	7,500,000	27,800,000	127,700,729

Source: GEL Oregon and Leland Consulting Group

Table 7. Financial Forecasts, Uses, Fiscal Years 2021-2040

Fiscal Year	Street	Bridge	Parking	Trail	Storm	Open Space	Traffic Calming	Developer Reimbursement Unidentified projects	Administration
2021	204,000		-	-	-	-	-	-	10,047
2022	1,316,106		-	15,606	884,340	-	-	-	27,038
2023	3,742,852		-	15,918	902,020	528,478	-	-	45,688
2024	2,448,389		-	-	-	539,035	149,371	-	67,499
2025	2,497,248		-	-	-	549,792	152,352	-	70,874
2026	2,547,238		-	-	-	560,798	155,402	100,000	74,418
2027	2,598,133		-	-	-	572,003	158,507	100,000	78,139
2028	2,022,475		-	-	-	456,924	161,681	100,000	82,046
2029	2,062,869		-	-	-	466,050	-	100,000	86,148
2030	2,104,126		9,598,838	-	-	475,371	-	100,000	90,455
2031	2,146,247		9,790,988	-	-	484,887	-	100,000	94,978
2032	416,921		-	-	-	494,598	-	100,000	99,727
2033	425,271		-	-	-	504,504	-	100,000	104,713
2034	433,786		-	-	-	514,605	-	100,000	109,949
2035	442,465		-	-	-	524,901	-	100,000	115,446
2036	1,372,800		-	-	-	-	-	100,000	121,218
2037	1,400,300		-	-	-	-	-	100,000	127,279
2038	2,456,676	6,179,778	-	-	-	-	-	100,000	133,643
2039	1,048,968	6,303,521	-	-	-	-	-	100,000	140,325
2040	1,069,920	6,429,427	-	-	-	-	-	100,000	147,341
Total	32,756,790	18,912,726	19,389,826	31,524	1,786,360	6,871,946	777,313	1,500,000	1,826,971

Fiscal Year	Developer Reimbursement Parking	Developer Reimbursement Interest	Ignite Principal & Interest	Total Expenditures	Resources over (under) expenditures	Beginning Fund Balance	Ending Fund Balance	DCR TIF Only	DCR with TIF and PILOT
2021	-	-	3,482	217,529	82,938	-	82,938	28.85	28.85
2022	-	-	75,694	2,318,784	247,909	82,938	330,847	3.57	3.57
2023	-	-	386,783	5,601,739	1,993,664	330,847	2,324,511	1.25	1.46
2024	-	-	589,142	3,793,436	(1,976,039)	2,324,511	348,473	1.15	1.28
2025	-	-	746,152	4,016,418	1,461,917	348,473	1,810,389	1.10	1.21
2026	-	-	903,162	4,341,018	(1,673,324)	1,810,389	137,065	1.22	1.53
2027	-	-	1,041,311	4,548,093	1,582,480	137,065	1,719,546	1.33	1.80
2028	-	-	1,179,460	4,002,586	(178,374)	1,719,546	1,541,172	1.42	1.84
2029	-	-	1,588,133	4,303,200	7,913,225	1,541,172	9,454,397	1.25	1.66
2030	-	-	1,996,806	14,365,596	(2,345,730)	9,454,397	7,108,667	1.10	1.51
2031	166,667	225,000	2,228,144	15,236,911	(6,917,525)	7,108,667	191,142	1.08	1.45
2032	329,630	220,000	2,459,482	4,120,358	513,806	191,142	704,947	1.08	1.35
2033	485,268	210,111	2,459,482	4,289,349	639,374	704,947	1,344,321	1.18	1.45
2034	630,122	195,553	2,459,482	4,443,497	106,838	1,344,321	1,451,159	1.26	1.45
2035	760,973	176,649	2,459,482	4,579,916	(323,475)	1,451,159	1,127,683	1.38	1.55
2036	874,914	153,820	2,518,567	5,141,319	(207,549)	1,127,683	920,134	1.44	1.62
2037	969,412	127,573	2,577,652	5,302,216	14,380	920,134	934,515	1.52	1.69
2038	1,042,368	98,490	2,764,458	12,775,413	(366,462)	934,515	568,052	1.53	1.58
2039	1,092,160	67,219	2,951,264	11,703,457	255,182	568,052	823,234	1.53	1.58
2040	1,148,486	34,455	2,951,264	11,880,893	(104,233)	823,234	719,001	1.63	1.68
Total	7,500,000	1,508,870	34,319,402	126,981,728	719,001		0.57%		

Source: GEL Oregon and Leland Consulting Group

Infrastructure Requirements

Summary

The master plan identifies a series of street and sidewalk projects to improve vehicle, bike, and pedestrian access and mobility in the Health Corridor area; open/green space and trail connectivity to help create placemaking; and structured parking to facilitate increased urban density. These improvements provide a framework for the urban infill development envisioned by the master plan. Table 8 presents a summary of improvements contemplated by the master plan, including their estimated cost in 2020 dollars. A detailed schedule of projects by type are presented in the following sections.

Table 8. Summary of Master Plan Projects (2020 dollars)

Improvement Type		Amount	%
Transportation		41,090,000	27.3%
Local streets	16,010,000		
Highway overpass	12,980,000		
Highway connections	1,910,000		
Right-of-way	9,500,000		
Neighborhood traffic calming	690,000		
Stormwater		1,700,000	1.1%
Open space and trails		5,640,000	3.8%
Structured parking		101,850,000[1]	67.8%
Total projects		150,280,000	100.0%

Source: GEL Oregon and HDR, Inc.

As noted previously, the master plan does not have a firm schedule or timeline for completion of privately funded development projects, as development is contingent on the market and the many factors that play into developer decisions. The master plan creates a framework for developers, ignite, and the City to implement and fulfill the vision. The schedule above includes the infrastructure needed to serve the area through build out.

The economic feasibility analysis focuses on the financial capacity to complete the projects that will be needed, given the assumptions included herein, during the 20-year duration of the urban renewal district to support market driven development consistent with the master plan.

Key to the economic feasibility of this district is identifying the anticipated need for and timing of master plan improvements necessary to support the forecast market demand development. Given the significant cost of structured parking, various alternatives were analyzed and modeled financially. These alternatives ranged from building parking early and letting development fill the excess capacity over time ("build it and they will come") to building parking after sufficient development demand existed prior to building parking ("pay as you go"). The analysis also varied the urban renewal tax increment financial commitment to

[1] Please see Table 13. $86.1 million of structured parking requirements are either a. funded by KH to meet its parking requirements or b. are not needed during the 20-year study period.

various numbers of parking spaces/structures, and what the impact of the commitment of tax increment dollars to structured parking has on the capacity to complete other improvements.

Given the evaluation, analysis and financial modeling discussed, the plan is economically feasible during the 20-year duration of the district when urban renewal funding for structured parking is limited to:

- Construction of structured parking spaces that meet projected development demand during the 20-year planning period. This includes approximately 700 spaces of parking.

The forecast private sector medical office space parking demand is approximately 655 parking spaces to serve 128,000 square feet of medical office.

- No more than 75% of the construction cost is funded with tax increment funding.

The timing of construction is contingent upon demand created by new medical office development. The financial model assumes the parking structure will be completed by a private sector developer(s) when private sector medical office development requires approximately half of the parking spaces of a given parking structure. This situation is forecast to occur in fiscal years 2030 and 2031.

In the financial model, this timing requires a private sector developer(s) to provide financial resources (approximately $7.5 million, or 38% of the total estimated cost of the structure), in addition to their "developer contribution" noted above and discussed further below. Via a developer improvement reimbursement agreement (IRA), the $7.5 million is forecast to repaid from future developments that require the parking and are sited adjacent to or near the parking structure and the tax increment revenue as they become available. The financial model shows the full amount of developer contribution reimbursed prior to the end of the district.

If ignite or developers desire structured parking sooner, additional developer contributions and developer funding will likely be necessary. Another alternative is to defer the building of the parking structure to a time when the parking demand is at a greater threshold, thus providing additional developer contributions and additional time for tax increment to grow to fund the construction cost. Challenges associated with deferring the improvement is providing adequate parking in close proximity to the medical office space as it is built and reduced borrowing capacity of the district due to a reduction in the amortization period.

Implementing the strategy to fund parking structures as discussed above, together with the forecast revenue from all sources as detailed above, the financial model finds that sufficient funding will be available to complete all other capital projects in the plan during the 20-year term of the district.

A brief discussion of each of the projects, their forecast timing, and the assumptions used in the financial model follows. This discussion is presented by the broad timing phases:

Phase	Timing
Preliminary	Years 1-3
Early	Years 4-7
Middle	Years 8-15
Late	Years 16-20

Preliminary Phase – years 1-3

The preliminary phase includes several street related projects that extend existing streets and begin to create a grid street system within the Health Corridor that improves access to properties for private sector development that is anticipated in the near future. These improvements will also help to improve internal circulation within the district. Total cost of improvements in 2020 dollars is $4.5 million.

A comprehensive transportation study that looks at all forecast service level demands throughout the district and how those demands are addressed by the improvements in the master plan and whether or not any potential changes to those projects may be appropriate is included.

Table 9. Projects, Preliminary Phase (Years 1-3)

Projects	Phase	Category	2020 $
Transportation Study	Preliminary	Street	$ 200,000
Hospital Street	Preliminary	Street	840,000
Kootenai Health Way	Preliminary	Street	310,000
Homestead Ave Extension	Preliminary	Street	1,200,000
Right In Right Out US 95	Preliminary	Street	180,000
Centennial Trail Connector	Preliminary	Trail	30,000
Centennial Trail Connector	Preliminary	Storm drain	1,700,000
			$4,460,000

Source: GEL Oregon, Leland Consulting Group, and HDR, Inc.

The improvements above provide the framework/access for a parking garage that is expected to be built by KH to serve medical office space and a bed tower included in their capital facilities plan.

These projects are funded with developer contributions of 27.5% of costs, with the remainder from taxes from tax increment, PILOT and debt.

Early Phase years 4-7

The early phase of the plan includes several street related projects that further develop the grid system by extending existing streets and constructing new streets. Additionally, traffic calming and sidewalk improvements are planned for Emma and Davidson streets during this phase. The improvements will create the location for future development sites, improve internal circulation within the district, provide alternative access, and mitigate traffic impacts during reconstruction of Ironwood in the middle phase.

Right-of-way funding is also provided during this phase to acquire properties needed to realign Ironwood and provide green/open space. Lastly, open space improvements are anticipated in this phase. The total cost of improvements in this phase is $14.5 million in 2020 dollars.

Several of the projects have one or more phases, such as Hospital Street, Kootenai Health Way, Right In and Right Out on Highway 95, and the Central Green Space. Costs for each project phase is noted in the table for each major phase; preliminary, early, middle and late, of the implementation plan.

Table 10. Projects, Early Phase (Years 4-7)

Projects	Phase	Category	2020 $
Emma and Davidson - traffic calming and sidewalks	Early	Neighborhood	$ 690,000
Shopko Drive	Early	Street	1,440,000
Lakewood Drive Extension	Early	Street	720,000
Health Street	Early	Street	1,450,000
Kootenai Health Way	Early	Street	480,000
Hospital Street	Early	Street	360,000
Ironwood Drive Sections	Early	Street	360,000
Central Greenspace North	Early	Open space	2,490,000
Right-of-way - net	Early	Street	6,500,000
Total			$ 14,490,000

Source: GEL Oregon, Leland Consulting Group, and HDR, Inc.

These projects are funded as follows:

Street: 27.5% of costs, including right-of-way via developer contributions, remainder with taxes from tax increment, PILOT, City contribution and debt.

Open Space: 25% of costs, including right-of-way via developer contributions, remainder with taxes from tax increment. City contribution for stormwater retention facilities, PILOT, and debt.

Neighborhood improvements: 100% taxes from tax increment and debt.

Middle Phase - years 8 - 15

The middle phase of the plan includes several street related projects that further develop the grid system by extending existing streets and constructing new streets. The realignment of Ironwood is included in this phase as are additional right in/right out improvements on the east side of US 95. Additionally, structured parking construction is anticipated during this phase as is the completion of the central green space improvements and the east green space improvements on the east side of US 95.

The street improvements will help create locations for future development sites, improve internal circulation within the District, and provide alternative access to and from US 95. The central green space improvements are anticipated to include stormwater retention facilities. The parking improvements are anticipated to be completed by a private sector developer, with significant funding by Ignite. The total cost of improvements in this phase is $27.1 million in 2020 dollars.

Table 11. Projects, Middle Phase (Years 8-15)

Projects	Phase	Category	2020 $
Parking Garage(s)	Middle	Parking	$ 15,750,000
Ironwood Realignment	Middle	Street	5,590,000
Park Street	Middle	Street	540,000
Hospital Street Segment	Middle	Street	360,000
Central Green Space	Middle	Open space	2,490,000
Right In Right Outs - I-95	Middle	Street	1,730,000
East Green Space	Middle	Open space	630,000
			$ 27,090,000

Source: GEL Oregon, Leland Consulting Group, and HDR, Inc.

Late Phase - years 16 - 20

The late phase of the plan includes the last street-related projects that complete the grid system and provide an additional ingress and egress opportunity with construction of a bridge over I-90 to Appleway. This phase includes acquisition of the necessary right-of-way for the street connections to the bridge and frontage road wings.

The street improvements will help create locations for future development sites, improve internal circulation within the district, and provide alternative access to and from I-90.

The completion of the street system and open space improvements included in the plan leaves only structured parking for future infill development to address.

The total cost of improvements in this phase is $18.1 million in 2020 dollars.

Table 12. Projects, Late Phase (Years 16-20)

Projects	Phase	Category	2020 $
I 90 Bridge and frontage road wings	Late	Bridge	$ 12,980,000
Hospital Street Segment	Late	Street	1,140,000
Hill Street	Late	Street	1,020,000
Right-of-way	Late	Street	3,000,000
Total projects			$ 18,140,000

Source: GEL Oregon, Leland Consulting Group, and HDR, Inc.

A schedule of all projects included in the master plan is provided below.

Table 13. Schedule of all capital projects in the master plan

Projects	Phase	Category	2020 $	Beginning Fiscal Year	Ending Fiscal Year
Transportation Study	Preliminary	Street	$ 200,000	2021	2021
Hospital Street	Preliminary	Street	840,000	2022	2023
Parking garage	Preliminary	Parking	44,850,000		
Kootenai Health Way	Preliminary	Street	310,000	2022	2023
Homestead Ave Extension	Preliminary	Street	1,200,000	2022	2023
RIRO US 95	Preliminary	Street	180,000	2022	2023
Centennial Trail Connector	Preliminary	Trail	30,000	2022	2023
Centennial Trail Connector	Preliminary	Storm drain	1,700,000	2022	2023
Emma and Davidson -- traffic calming and sidewalks	Early	Neighborhood	690,000	2025	2029
Shopko Drive	Early	Street	1,440,000	2023	2027
Lakewood Drive Extension	Early	Street	720,000	2023	2027
Health Street	Early	Street	1,450,000	2023	2027
Kootenai Health Way	Early	Street	480,000	2023	2027
Hospital Street	Early	Street	360,000	2023	2027
Parking Garage	Middle	Parking	15,750,000	2030	2031
Ironwood Drive Sections	Early	Street	360,000	2023	2027
Central Greenspace North	Early	Open space	2,490,000	2023	2027
Ironwood Realignment	Middle	Street	5,590,000	2028	2031
Park Street	Middle	Street	540,000	2028	2035
Hospital Street Segment	Middle	Street	360,000	2028	2035
Central Green Space	Middle	Open space	2,490,000	2028	2035
RIROs	Middle	Street	1,730,000	2028	2035
Parking Garage	Middle	Parking	9,900,000		
East Green Space	Middle	Open space	630,000	2028	2035
I 90 Bridge and frontage rd wings	Late	Bridge	12,980,000	2038	2040
Hospital Street Segment	Late	Street	1,140,000	2038	2040
Parking Garage	Late	Parking	31,350,000		
Hill Street	Late	Street	1,020,000	2038	2040
Right-of-way -- net	Early	Street	6,500,000	2023	2027
Right-of-way	Late	Street	3,000,000	2035	2037
Total projects			150,280,000		
Less:					
Parking garages			(86,100,000)		
Net			$ 64,180,000		

Source: GEL Oregon, Leland Consulting Group, and HDR, Inc.

Note: Structured parking demand created by KH will be addressed by KH. The balance of demand for structured parking is anticipated to occur subsequent to the end of the 20-year forecast period.

Revenue Analysis

Introduction

A financial model was created to comprehensively analyze various viable revenue sources necessary to fund the capital program identified in the master plan. Capital projects include completing street improvements to establish a grid system for internal circulation, additional access to and from the Health Corridor area to the state and federal highway system, open space and trail improvements, traffic mitigation and sidewalks, and structured parking to facilitate increased density and improve land use efficiencies.

Resources evaluated included, but were not limited to:

- Tax increment taxes and associated debt capacity
- Impact fees or system development charges
- Local improvement districts or special assessment districts
- Developer financed improvements
- Developer contributions
- Payment in lieu of taxes (PILOT)
- City contributions
- Federal and State grants

The financial model framework is shown above in Table 6 and Table 7.

The following sections discuss each of the resources evaluated, the assumptions and considerations of each as they are utilized in the recommended implementation.

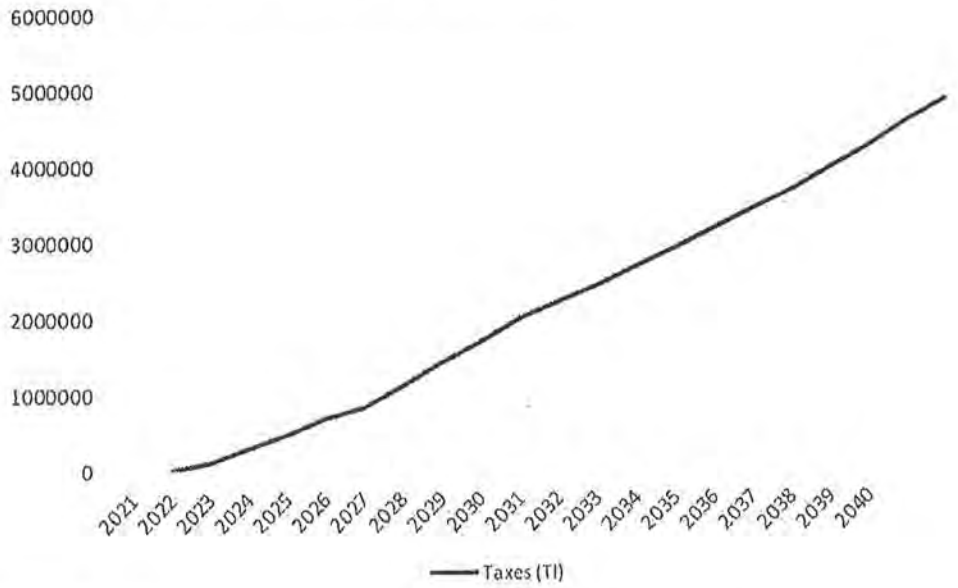
Tax Increment Taxes and Associated Debt Capacity

Based upon the market analysis and development program a forecast of tax increment tax revenue was prepared. The analysis included an evaluation of the increases in assessed value year-over-year and over the life of the district for reasonableness related to capacity of the community to realize projected development and comparability to similar development plans both within Coeur d'Alene and in other communities.

The forecast average annual increase in assessed value over the 20-year planning period is 6.42%. This rate appears reasonable when compared to the ignite's Lake District, which is estimated to realize an average annual increase of approximately 7.6% from its inception in 1997 through the end of fiscal year 2022. The Lake District is anticipated to realize this pace of annual increases despite the impacts of the Great Recession from 2007 to 2009, and its lingering impacts on the local development community. Other similar sized communities with infill type urban renewal areas such as Lake Oswego, and Redmond, Oregon have realized annual increases during a 20-plus year period in excess of 7.0% annually.

The forecast annual tax increment from the market demand analysis development program is provided in Figure 1 below. The total taxes projected during the 20-year period is $46.3 million, with a net present value of $30.8 million (utilizing a discount rate of 3.0%).

Figure 1. Forecast taxes resulting from tax increment



Source: GEL Oregon

The tax increment forecast model assumes that both costs of new construction and valuations of existing and newly developed properties are escalated 2% per year to account for projected land specialization and cost inflation. The overlapping tax rate is $0.9269031 per $100 assessed value. The assumed collection rate is 96.7342% and 2.0% of estimated collected taxes are allocated to public arts. The net amount of TI (tax increment) revenue is approximately 94.8% of the levy amount.

Tax increment and its resulting increase in taxes, does not result from increases to the value of existing or the development of tax-exempt property. The analysis found that the study area includes a significant amount of tax-exempt property owned by KH. The total valuation of KH property is $106.9 million, or 35.6% of the study area's total valuation of $300.4 million. Additionally, KH is considering construction of a bed tower facility ($60 million), medical office ($30 million), and structured parking ($10 million) during the 20-year planning period within the study area. These developments will not generate any taxes, although infrastructure such as streets and sidewalks, stormwater, and other public services such as police and fire are needed to serve them.

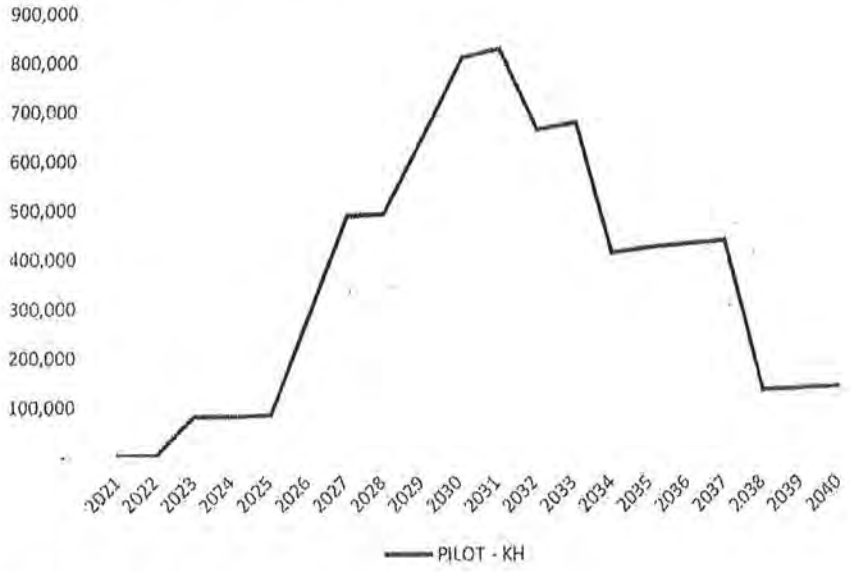
Payment in Lieu of Taxes

Given that tax-exempt property does not generate taxes to fund the construction of public infrastructure that is needed to serve that tax-exempt property, other funding alternatives were evaluated. Payment-in-lieu of taxes (PILOT) as well as local improvement and special assessment districts were considered and evaluated. The feasibility study recommends the use of PILOT as a preferred source of funding. However, a local improvement district or special assessment district could be utilized to generate the necessary dollars to complete street, stormwater, and open space improvements within the study area. There are not any water or sanitary sewer projects identified in the Master Plan.

The estimated maximum amount of PILOT resulting from the KH development of a bed tower, medical office, and parking is $16.8 million. After modeling various developer contributions, project timing, City of Coeur d'Alene, and other contributions, the financial analysis found that a lesser amount of PILOT meets the funding requirements with other funding alternatives included in the feasibility forecasts.

Therefore, the recommended amount and timing of PILOT is approximately $7.3 million, with 100% of PILOT paid in years 1-7; 70% of PILOT in years 8-11; 55% of PILOT in years 12-14; 33% of PILOT in years 15-17; and 10% of PILOT in years 18-20. The timing and amount of PILOT is significantly influenced by the actual timing and assessed value of construction. Therefore, the timing and adjustment of percentage of PILOT should remain flexible to ensure sufficient PILOT is generated to contribute to the costs of street, stormwater, and open space improvements included in the Plan. Alternatively, KH and Ignite may establish an agreed to schedule of PILOT payments.

Figure 2. Forecast PILOT by fiscal year – KH



Source: GEL Oregon and Leland Consulting Group

Local Improvement and Special Assessment Districts

Local improvement districts (LIDs) and special assessment districts were considered. These alternatives are able to generate the necessary dollars to complete capital projects, however these alternatives come with other considerations. The most significant considerations are: assessments are made to all taxable property within the district, whether the property develops or not, and KH and other tax exempt properties may not be assessed.

There may be sufficient property owners adjacent to or in proximity to KH's holdings willing to participate in a special district to generate funding for projects. However, until this becomes a known factor, the economic feasibility analysis excludes funding from LIDs and special assessment districts.

Developer Contributions for Capital Improvements

Much of the capital infrastructure included in the Master Plan is typically constructed and funded by developers as a condition of approval for a land use action and development: local streets, parking, and other onsite infrastructure. The cost of these improvements in an infill environment, or an environment that addresses internal system deficiencies, become cost barriers to redevelopment and increased density.

Therefore, the financial analysis included capital contributions from developers. Additionally, the feasibility analysis evaluated various contribution methodologies and amounts. A few keys elements in the analysis is that developer contributions are equitable and that they do not become barriers to desired development.

Lastly, the fees must be created in accordance with Idaho statutes. There are three major infrastructure components that were analyzed:

- Street and stormwater
- Open space
- Structured parking

Street and stormwater

Street and stormwater improvements included in the Master Plan total $29.12 million in 2020 dollars, with a forecast inflation adjusted cost of $34.5 million. The recommended methodology and contribution included in the financial model is that all developers within the study area are charged a surcharge development fee based upon their traffic impact consistent with Idaho statutory authority.

The financial model assumes that an allocated portion of the total costs are recovered via the surcharge fee. Further the model utilizes the forecast parking demand to determine estimated traffic demand in the absence of a traffic study. Based on the modeling, cost recovery of 27.5% of street and stormwater costs are recovered through developer contributions via this method.

Utilizing this methodology, a total of $9.8 million is estimated to be collected from developers associated with street and stormwater improvements ($7.4 million from private sector developers and $2.4 million from KH).

Open Space and Trails

Open space and trails included in the Master Plan have an estimated cost of $5.64 million dollars. A portion of funding these improvements are developer contributions of 25% of the total cost, or $1.41 million. Like street projects the developer contributions would be recovered via a methodology consistent with Idaho statutes. Alternatives include an impact fee study, specific to the Health Corridor district, to determine the appropriate amount or incorporating the costs into the City's existing impact fees.

For purposes of the economic feasibility study, the impact fee methodology utilized is based upon the value of development, i.e., the developer portion of costs are recovered from the total estimated new development value. A key consideration of this methodology is that all property within the district may have different and varying uses of the open space and trails. However, the open space and trails have similar economic impacts to the value of construction within the area. This methodology includes residential, commercial, mixed use, and office.

During the 20-year planning period, total new market demand construction value development is estimated at $421,465,000. This amount excludes structured parking built by KH. Allocating costs based on valuation results in a charge of 0.335% of construction value. This rate applied to estimated construction value at the estimated time of development amounts to estimated developer contributions during the 20-year period of $1.72 million. Of this amount, KH is projected to contribute $0.4 million, with private sector developers contributing $1.32 million.

Lastly, another alternative to raise a portion of funding for open space and trails is the use of an LID or special district. As noted above, all property values within the district, whether newly developed or not, receive positive economic benefit from the open space and trail improvements.

Structured Parking

The single largest cost consideration included in the Master Plan is structured parking. The master plan includes four structures ranging in size from 440 spaces to 1,993 spaces, for a total of 4,527 spaces at an estimated cost of $101.9 million. Each parking space is estimated to cost $22,500. The team evaluated building a parking structure early in the development program. This alternative is not financially feasible. Other alternatives were also considered, including but not limited to charging developers a very high percentage of the cost and requiring developers to pay for all structured parking.

The recommended strategy incorporated into the economic feasibility study is for developers to contribute 25% of structured parking costs, based upon parking demand and usage. Additionally, parking requirements for KH and non-structured parking requirements for private sector development are assumed to be funded 100% by the developer. The forecast developer parking in lieu of fee per structured parking space is $5,625 (25% of $22,500). This in lieu of fee is to be collected from developers of private sector medical office space at the time of their development.

During the 20-year planning period, this study assumes that structured parking demand and usage will be limited to private medical office and KH development. The projected private sector medical office demand during the 20-year period is 655 spaces. Constructed structured parking during the 20-year period is forecast at 700 spaces, for an estimated surplus of 45 spaces. Other development types, such as retail/commercial or multifamily housing, may also desire structured parking. If so, ignite will need to update the analysis and determine an appropriate developer contribution, as the taxes from tax increment available to provide financial cost sharing are limited.

An additional component of the financial strategy for structured parking is the requirement for a private sector developer(s) of medical office space to provide approximately $7.5 million in financing via a developer reimbursement agreement that is to be repaid with interest. Full repayment is anticipated to occur by the end of the 20-year urban renewal district. See developer reimbursement agreements below for additional explanation.

The estimated timing of demand for and construction of the parking structure is fiscal years 2030 and 2031.

Table 14. Forecast private sector medical office space parking demand

Total forecast medical office space in square feet	256,000
Forecast medical office space used by KH	125,000
Net private sector medical office space – square feet	131,000
Parking spaces required for each 1,000 square feet	5
Estimated parking demand – private medical office	655 spaces

Idaho Transportation Department and Federal Government

The master plan includes a bridge over Interstate 90 to connect the Health Corridor area to West Appleway Avenue, providing additional ingress and egress to and from the area. The bridge project has an estimated cost of $12.98 million in 2020 dollars. Additionally, the proposed new Hospital and Hill streets are local streets within the study area that are needed to connect to the bridge. The local streets have an estimated cost of $2.16 million in 2020 dollars.

The financial sources in the feasibility report include a local match (in 2020 dollars) of $2.16 million (14.3% of the total $15.14 million) to fund the local connecting streets with the bridge portion funded by ITD providing 90% ($11.68 million) and the federal government 10% ($1.3 million). In inflation-adjusted dollars, ITD funding is estimated at $17.1 million and federal government funding is $1.9 million. Local street funding is provided by other sources, i.e., taxes, PILOT and developer capital contributions.

Lastly, the master plan includes timely completion of a transportation study with an estimated cost of $200,000. The financial plan includes 50% match by ITD, $100,000.

City Contributions

City of Coeur d'Alene contributions were considered for all capital improvements, excluding structured parking. The recommended funding strategy includes the City contributing 25% of the cost of the Centennial Trail Connector trail, stormwater improvements and the Ironwood realignment project, excluding right-of-way associated costs.

The estimated City contribution for Ironwood Drive is $1,687,062 spread over four fiscal years (FY 2028-FY 2031) and Centennial Trail stormwater improvements is $221,085, in fiscal year 2023.

The funding recommendation is based on the anticipated availability of dollars from the City's street surface maintenance program and the inclusion of intersection improvements on Ironwood in the City's current impact fee methodology. An update to the methodology to include the realignment is suggested to help facilitate additional City funding of this improvement. The traffic study noted above may be utilized in conjunction with a recommended update to amend the City's transportation impact fee methodology.

Park and Open Space

The central green space project has the potential to be used as a stormwater retention facility, which is needed in the area. The economic feasibility study assumes that the development of this space will result in stormwater retention and, as a result, the City can participate with stormwater utility funding. The

estimated funding is 25% of the $4.98 million estimated cost (two phases), or $1.245 million in 2020 dollars. The contribution in inflation-adjusted dollars is $1.47 million, fiscal years 2023-2035.

The economic feasibility study does not assume City participation in the costs of local street improvements, as costs associated with local streets are typically paid by developers, and other resources are sufficient.

ignite Debt Proceeds

To facilitate timely completion of projects and private sector investment, the use of debt proceeds repaid with future taxes generated by tax increment values is used. The total amount of debt proceeds is $27.8 million. All debt is amortized to the maturity of the district in 2040. The model includes nine separate debt issues, however the timing and amount of these issues is dependent on the timing of development, the creation of taxes via tax increment, and the ultimate timing of capital projects.

Interest rates on the issued debt are based on the number of years to maturity, i.e., length of amortization:

- 3.25% for maturities of 12-20 years
- 3.00% for maturities of 8 year to less than 12 years, and
- 2.50% for maturities of 0 years to less than 8 years

All debt is assumed to be issued mid-year, prior to March 31 in the fiscal year period, resulting in a single semi-annual debt payment in the year of issue.

Additionally, a minimum debt coverage ratio (DCR) of 1.08 is maintained throughout the forecast period. The years in which the DCR is projected to be less than 1.25 include:

- Fiscal year 2024 – 1.15
- Fiscal year 2025 – 1.10
- Fiscal year 2026 – 1.22
- Fiscal year 2030 - 1.08
- Fiscal year 2031 - 1.08
- Fiscal year 2032 - 1.08, and
- Fiscal year 2033 - 1.18.

In all other years, the estimated DCR is equal to or greater than 1.25. This ratio is determined utilizing the estimated debt service divided by the estimated taxes from tax increment.

It may be necessary, particularly in the initial years of the district prior to establishing tax increment and a record of more predictable tax increases, for ignite to provide/use additional revenue sources to secure loans. PILOT, particularly if amounts of PILOT are agreed to and paid by a solid credit source such as KH, may be necessary to secure debt. The estimated DCR, including PILOT as security, is 1.25 or greater throughout the 20-year life of the district, with the exception of fiscal year 2025, when the DCR is an estimated 1.21. Additional credit enhancements may be necessary, such as a loan guaranty.

No other revenue sources are utilized in the debt coverage analysis.

A significant consideration that ignite must be aware of and utilize in its capital planning is that all debt must be repaid at the termination of the district. Deferring borrowing will reduce the amortization period and thus increase the amount of annual debt service payments, which will reduce ignite's borrowing capacity.

It is critical to the success of the district and implementation of this plan that borrowing is initiated as early as possible and that projects that create increases to assessed value and tax increment, and thus taxes, are supported.

Developer Reimbursement Agreements

To achieve urban density advocated by the Master Plan structured parking is needed. Structured parking is expensive to build and to operate. The consultant team considered several alternatives to address structured parking requirements including, but not limited to, building it early to attract development and building it after demand was fully realized.

The implementation program in the master plan balances these approaches so that structured parking is built when the first private sector medical office space is constructed (estimated in fiscal years 2031 and 2032). The planned facility provides approximately 700 parking spaces to meet the parking requirements of the initial medical office space and subsequent parking requirements of medical office space included in the market demand analysis; a total of 655 spaces during the 20-year planning period.

Parking for residential, whether it be apartments, condominiums, or townhomes, is assumed to be accounted for with on-site surface parking, with similar future development to bring structured parking as needed to achieve additional density as infill occurs. Parking demand for hotel developments is assumed to be provided by onsite surface parking. Lastly, parking demand for commercial uses, other than medical office, is also assumed to be provided with on-site surface parking.

To facilitate future structured parking, ignite should acquire/assemble appropriate parcels as they become available, including surface parking sites used by new developments. ignite can sell any excess land for desired future development.

The feasibility forecast anticipates that a private sector medical office developer will need to provide approximately $7.5 million to complete an approximate 700 space parking facility. The cost of the facility is anticipated to cost $19.4 million (in fiscal years 2031-32). Repayment of the reimbursement agreement assumes an interest rate of 3.0%.

Other unidentified opportunities may arise for desired developer funded projects not anticipated by the Master Plan. Therefore, $1.5 million in repayment is included in the financial feasibility forecasts to facilitate ignite's ability to participate/encourage those projects as they materialize.

Interest

An estimated $0.3 million in interest earnings are forecast during the 20-year period. The assumed earnings rate is 2.0%.

Appendix

Table 15. Schedule of tax rates of overlapping taxing jurisdictions

Taxing district	% of total	Rate/$100
County	29.53%	$ 0.2737167
NIC	9.55%	0.0885375
Kootenai Co. Ambulance	1.64%	0.0152201
City of Coeur d'Alene	53.60%	0.4967742
School District 271	0.13%	0.0012504
PF Highway District	5.55%	0.0514042
Total tax rate	**100.00%**	**$ 0.9269031**

The above table provides the tax rates for the overlapping taxing districts within the Health Corridor area, and the respective percentage of each to the total. The above tax rate is used throughout the 20-year planning period.

Table 16. Schedule of Kootenai Health development

KH Buildings	Category		Units or S.F.	Unit or S.F. Value	2020 $	Begin Year	End Year
Bed Tower					60,000,000	2026	2030
Medical Office	Medical office	48.8%	125,000	240	30,000,000	2026	2030
Structured parking		1	444	22,500	10,000,000	2026	2030
Note: Building costs provided by KH	Totals				$ 100,000,000		

The above table provides the anticipated development during the 20-year period by Kootenai Health. The value of construction for all improvements was provided by KH. Other information for the bed tower, medical building and structured parking, such as square feet and parking spaces were derived by using values estimated by Leland Consulting Group and HDR. The timing of construction is estimated by the consulting team. The medical office space constructed by KH reduces the private sector medical office space market demand construction.

Table 17. Schedule of properties, values, land area in study area (1 of 4)

SERIAL	NAME	ACRES	LOC_ADDR		KOOTENAI HOSPITAL DISTRICT	EX_VALUE	NET_VAL	GROSS_VAL
117140	JAMES E LAVIN TRUST	6.67	2119 N GOVERNMENT WAY			-	2,671,349	2,671,349
117084	CEDAR CREEK PROPERTIES INC	0.61				-	110,047	110,047
145952	JAMES E LAVIN TRUST	0.17				-	60,905	60,905
112847	CEDAR CREEK PROPERTIES INC	2.37	2201 N GOVERNMENT WAY			-	1,365,893	1,365,893
132869	KOOTENAI HOSPITAL DISTRICT	5.01	2195 N IRONWOOD CT		3,267,134	3,267,134	-	3,267,134
131102	KOOTENAI MEMORIAL HOSPITAL	8.20	2205 N KOOTENAI HEALTH WAY		12,102,159	12,102,159	-	12,102,159
103172	KOOTENAI HOSPITAL DISTRICT	15.25	2003 N KOOTENAI HEALTH WAY		82,253,059	82,253,059	-	82,253,059
112065	CHISHOLM, DONALD	1.19	920 W IRONWOOD DR			-	1,298,588	1,298,588
109804	K & R LLC	0.47	916 W IRONWOOD DR			-	568,192	568,192
185802	MEDICAL ENTERPRISES PLLC,	0.23				-	59,940	59,940
162155	MOSBY, KENT E	0.28				-	73,912	73,912
111249	722 APPLEWAY LLC	1.64	722 W APPLEWAY AVE			-	1,435,577	1,435,577
111587	AAEC 22 LLC	3.44	750 W APPLEWAY AVE			-	3,838,630	3,838,630
100822	GATEWAY CDA INC	3.01	1165 W IRONWOOD DR	1,482,725		1,482,725	-	1,482,725
107000	EASTERN LAND AND INVESTMENT LLC	3.92	1201 W IRONWOOD DR			-	2,747,752	2,747,752
112085	DOLAN LAND MANAGEMENT LLC	2.71	2301 N IRONWOOD PL			-	1,106,128	1,106,128
113926	KOOTENAI HOSPITAL DISTRICT	2.35			957,786	957,786	-	957,786
145201	IVY COURT RE LLC	2.55	2200 N IRONWOOD PL			-	3,009,346	3,009,346
135703	LENZ PROPERTIES LLC	0.45	2201 N IRONWOOD PL			-	703,577	703,577
144265	PINETREE HEALTH GROUP LLC	0.50	1110 W IRONWOOD DR			-	704,270	704,270
144554	WIDMYER, STEVEN	0.99	1000 W IRONWOOD DR			-	1,611,777	1,611,777
324232	DOLAN, PHILIP	0.01				-	300	300
162218	CDA TRACTOR CO	0.96	1110 W APPLEWAY AVE			-	601,841	601,841
140729	CDA TRACTOR CO	2.83	1112 W APPLEWAY AVE			-	1,304,011	1,304,011
193376	A ECONOMY STORAGE LLC	1.08	331 W IRONWOOD DR			-	969,108	969,108
193378	IRONWOOD COEUR D ALENE HOTEL LLC	2.13	333 W IRONWOOD DR			-	6,872,092	6,872,092
104406	COSMIC PROPERTIES LLC	0.45	1015 W IRONWOOD DR			-	710,988	710,988
162219	IRONWOOD ATHLETIC CLUB INC	0.60	930 W IRONWOOD DR			-	414,030	414,030
108567	IRONWOOD ATHLETIC CLUB INC	3.92	940 W IRONWOOD DR			-	3,311,186	3,311,186
167285	ASI INVESTMENT GROUP LLC	1.44	2200 NORTHWEST BLVD			-	2,489,530	2,489,530
167286	GLACIER 1250 IRONWOOD LLC	2.06	1250 W IRONWOOD DR			-	2,694,361	2,694,361
145670	SILVERTIP INVESTMENTS LLC	0.43	2205 N IRONWOOD PL			-	859,758	859,758
145341	KOOTENAI HOSPITAL DISTRICT	0.51	2207 N IRONWOOD PL		569,228	569,228	-	569,228
138216	KOOTENAI HOSPITAL DISTRICT	1.61			636,757	636,757	-	636,757
223027	CHAPMAN FAMILY LLC	0.46	943 W IRONWOOD DR			-	900,427	900,427
223028	KOOTENAI HOSPITAL DISTRICT	0.72			455,042	455,042	-	455,042
241270	INLAND NORTHWEST BANK	0.72	955 W IRONWOOD DR			-	1,138,862	1,138,862
241271	LEES GROUP LLC	0.46	2204 N IRONWOOD PL			-	787,707	787,707
139625	MELROSE PROPERTIES LLC	0.67	925 W EMMA AVE			-	261,734	261,734
118223	NAWOC LIMITED PARTNERSHIP	2.83	951 W EMMA AVE			-	6,255,365	6,255,365
175292	1001 EMMA LLC	1.01	1001 W EMMA AVE			-	2,398,867	2,398,867
139088	1001 EMMA LLC	0.53				-	51,174	51,174
100386	1049 EMMA LLC	0.47	1049 W EMMA AVE			-	198,820	198,820
137377	WIXTED-BURGAN, JACOBA W	1.34	1053 W EMMA AVE			-	2,351,409	2,351,409
190857	GLACIER 101 IRONWOOD LLC	1.16	101 W IRONWOOD DR			-	3,392,313	3,392,313
190858	GLACIER BANK	0.82	125 W IRONWOOD DR			-	1,245,629	1,245,629
128048	WESTVIEW LTD	0.13	221 W DAVIDSON AVE			-	172,340	172,340
185880	RYAN, MICHAEL	0.13	225 W DAVIDSON AVE			-	175,920	175,920
189093	SWANBECK, ERIC J	0.12	1808 N PANSY ST	88,870		88,870	88,870	177,740
111391	BAUGHMAN, DOROTHY	0.12	1812 N PANSY ST	78,170		78,170	78,170	156,340
178292	JAYSON J DECKER TRUST	0.12	306 W EMMA AVE	81,530		81,530	81,530	163,060
103115	DIVINE, JOHANNA E	0.13	313 W DAVIDSON AVE	60,475		60,475	60,475	120,950
165299	CRAIG, ANDREW S	0.13	317 W DAVIDSON AVE	100,000		100,000	101,260	201,260
117748	TEMPLE, JENNIFER DEE	0.12	1809 N PANSY ST			-	76,400	76,400
139858	VOLK INVESTMENT GROUP LLC THE	0.12	1813 N PANSY ST			-	128,160	128,160
101257	MCCOY, RONALD	0.12				-	80,485	80,485
169747	PARKWOOD 1120 IRONWOOD LLC	1.25	1120 W IRONWOOD DR			-	1,990,773	1,990,773
169750	MEYER, STEPHEN F	1.24	2110 N IRONWOOD PKWY			-	998,657	998,657
169762	MEYER FAMILY PARTNERSHIP LLC	1.98	2005 N IRONWOOD PKWY			-	1,405,286	1,405,286
169704	GLACIER PARTNERS	0.15				-	62,548	62,548
172200		0.14	1025 W IRONWOOD DR #1			-	95,077	95,077
172201		0.14	1025 W IRONWOOD DR #2			-	91,589	91,589
172202		0.14	1025 W IRONWOOD DR #3			-	88,102	88,102
172203		0.14	1025 W IRONWOOD DR #4			-	87,853	87,853
106704	KOOTENAI HOSPITAL DISTRICT	0.23	2121 N IRONWOOD CENTER DR		617,385	617,385	-	617,385
128607	KOOTENAI HOSPITAL DISTRICT	0.21			121,006	121,006	-	121,006
142269	KOOTENAI HOSPITAL DISTRICT	0.44	2177 N IRONWOOD CENTER DR		1,029,887	1,029,887	-	1,029,887
106989	KOOTENAI HEALTH DISTRICT INC	0.25	2199 N IRONWOOD CENTER DR			-	160,880	160,880
145914	AVERETT AND BUTLER PROPERTY MANAGEMENT LL	0.25	2221 N IRONWOOD CENTER DR			-	405,670	405,670

Schedule of properties, values, land area in study area (2 of 4)

SPAM	NAME	ACRES	LOC_ADDR	KOOTENAI HOSPITAL DISTRICT	EX_VALUE	NET_VAL	GROSS_VAL
119147	MILLNER, MURRAY S	0.25	2231 N IRONWOOD CENTER DR		-	434,373	434,373
136252	MILLNER, MURRAY S	0.24			-	139,617	139,617
107033	KOOTENAI HOSPITAL DISTRICT	0.27	2251 N IRONWOOD CENTER DR	536,036	536,036	-	536,036
125416	KOOTENAI HOSPITAL DISTRICT	0.18		228,255	228,255	-	228,255
148361	KOOTENAI HOSPITAL DISTRICT	0.27	2271 N IRONWOOD CENTER DR	428,958	428,958	-	428,958
133655	HOMECARE LAND CO INC	0.31	2120 N IRONWOOD CENTER DR		-	733,343	733,343
155651	2170 N IRONWOOD CENTER DR LLC	0.31	2170 N IRONWOOD CENTER DR		-	525,512	525,512
125220	KOOTENAI HOSPITAL DISTRICT	0.27	2180 N IRONWOOD CENTER DR	400,199	400,199	-	400,199
132413	KOOTENAI HOSPITAL DISTRICT	0.25	2190 N IRONWOOD CENTER DR	352,205	352,205	-	352,205
111156	KOOTENAI HOSPITAL DISTRICT	0.24		151,343	151,343	-	151,343
109087	KOOTENAI HOSPITAL DISTRICT	0.23		143,990	143,990	-	143,990
143014	KOOTENAI HOSPITAL DISTRICT	0.23		143,990	143,990	-	143,990
116243	BLESSING LIVING TRUST	0.24	2248 N IRONWOOD CENTER DR		-	300,940	300,940
121731	PENDERTHY INVESTMENTS LLC	0.21	1101 W IRONWOOD DR		-	146,188	146,188
119318	CROOK FAMILY LLC	0.41	1103 W IRONWOOD DR		-	501,803	501,803
100036	BRIGGER LLC	0.37	1105 W IRONWOOD DR		-	646,338	646,338
125651	BIENESTAR LLC	0.02			-	8,090	8,090
104500	AUTENCO LLC	0.37	1111 W IRONWOOD DR		-	576,494	576,494
125808	STURGES PROPERTIES LLC	0.39	1115 W IRONWOOD DR		-	581,391	581,391
107830	BIENESTAR LLC	0.73	1107 W IRONWOOD DR		-	618,456	618,456
170591	STURGES PROPERTIES LLC	0.08			-	28,472	28,472
173668	STURGES PROPERTIES LLC	0.38			-	120,231	120,231
177735	IRONWOOD PROPERTY ASSOCIATES LLC	2.27	1221 W IRONWOOD DR		-	2,660,794	2,660,794
119801	IRONWOOD OFFICE PARK CORPORATION	0.22			-	123,401	123,401
114676	IRONWOOD OFFICE PARK CORPORATION	0.22			-	124,904	124,904
121652	PINETREE HEALTH GROUP LLC	0.33			-	171,667	171,667
127079	MEYER-MORSE IRONWOOD PARTNERS	0.54	2101 N LAKEWOOD DR		-	780,185	780,185
148244	IRONWOOD PROFESSIONAL PARTNER-	0.25	2005 N LAKEWOOD DR		-	371,118	371,118
125926	GARY A ADKINSON REVOCABLE LIVING TRUST	0.64	2120 N LAKEWOOD DR	433,851	433,851	501,981	935,832
174961	ST PATRICK PROPERTIES LLC	0.64	1917 N LAKEWOOD DR		-	724,971	724,971
174963	LAKE CITY SENIOR CENTER INC	1.29	1916 N LAKEWOOD DR	1,539,568	1,539,568	-	1,539,568
190859	GLACIER PARTNERS LLC	1.86	1110 W PARK PL		-	2,264,075	2,264,075
190862	GLACIER PARTNERS LLC	2.57	1090 W PARK PL		-	1,632,486	1,632,486
231168	NORTH RIVER LLC	0.06	850 W IRONWOOD DR		-	76,967	76,967
231169	NORTH RIVER LLC	0.05	850 W IRONWOOD DR #2		-	68,412	68,412
231170	NORTH RIVER LLC	0.07	850 W IRONWOOD DR #3		-	93,230	93,230
231171	NORTH RIVER LLC	0.05	850 W IRONWOOD DR #4		-	76,725	76,725
231172	HAMMES, DANIEL	0.07	850 W IRONWOOD DR #101		-	252,138	252,138
231173	NORTH RIVER LLC	0.19	850 W IRONWOOD DR #102		-	590,938	590,938
231174	TRI CITY DEVELOPERS LLC	0.14	850 W IRONWOOD DR #103		-	385,615	385,615
231175	GREENE, RAYMOND	0.12	850 W IRONWOOD DR #104		-	389,133	389,133
231176	OSSM LAND HOLDING LLC	0.25	850 W IRONWOOD DR #201		-	760,074	760,074
231177	OSSM LAND HOLDING LLC	0.20	850 W IRONWOOD DR #202		-	647,520	647,520
231178	OSSM LAND HOLDING LLC	0.13	850 W IRONWOOD DR #203		-	426,133	426,133
231179	DMDG LLC	0.48	850 W IRONWOOD DR #301		-	1,275,014	1,275,014
231180	NORTH RIVER LLC	0.12	850 W IRONWOOD DR #302		-	366,939	366,939
175242	IRONWOOD SQUARE WEST LLC	1.77	230 W IRONWOOD DR		-	2,967,855	2,967,855
175245	IRONWOOD SQUARE WEST LLC	0.48	175245 UNKNOWN		-	207,573	207,573
175246	JAIME AND IRENE SIREBRENK TRUST	3.11	220 W IRONWOOD DR		-	3,624,575	3,624,575
175251	JAIME AND IRENE SIREBRENK TRUST	1.00	175251 UNKNOWN		-	340,496	340,496
175254	IRONWOOD SQUARE EAST LLC	2.62	202 W IRONWOOD DR		-	1,530,751	1,530,751
175255	IRONWOOD SQUARE EAST LLC	0.97	175255 UNKNOWN		-	393,225	393,225
215318	WP115 LLC	1.04	196 W IRONWOOD DR		-	992,073	992,073
175252	IRONWOOD SQUARE WEST LLC	2.12	212 W IRONWOOD DR		-	2,187,003	2,187,003
175253	IRONWOOD SQUARE WEST LLC	0.74	175253 UNKNOWN		-	299,425	299,425
188703	STAR SAYLOR INVESTMENTS LLC	0.58	210 W IRONWOOD DR		-	889,338	889,338
188704	IRONWOOD SQUARE EAST LLC	0.57	198 W IRONWOOD DR		-	746,062	746,062
174444	GLACIER 1919 LINCOLN WAY LLC	0.32	1860 N MEDINA ST		-	129,795	129,795
131803	KOOTENAI HOSPITAL DISTRICT	0.70	705 W EMMA AVE	548,308	548,308	-	548,308
139232	FOUNTAIN, KELLIE	0.14	1824 N MELROSE ST	73,735	73,735	73,735	147,470
123337	GLACIER 1919 LINCOLN WAY LLC	0.18	123337 UNKNOWN		-	81,698	81,698
116985	GLACIER 1919 LINCOLN WAY LLC	0.18	116985 UNKNOWN		-	82,068	82,068
135351	GLACIER 1919 LINCOLN WAY LLC	0.27	135351 UNKNOWN		-	88,288	88,288
104516	GLACIER 1919 LINCOLN WAY LLC	0.27	104516 UNKNOWN		-	106,448	106,448
133148	GLACIER 1919 LINCOLN WAY LLC	0.27	133148 UNKNOWN		-	105,693	105,693
118151	MELROSE PROPERTIES LLC	0.27	1841 N MELROSE ST		-	86,438	86,438
140144	GLACIER 1919 LINCOLN WAY LLC	0.18	140144 UNKNOWN		-	81,698	81,698
115865	GLACIER 1919 LINCOLN WAY LLC	0.18	115865 UNKNOWN		-	82,068	82,068
102473	GLACIER 1919 LINCOLN WAY LLC	0.15	102473 UNKNOWN		-	76,998	76,998
103765	MELROSE PROPERTIES LLC	0.15	315 W EMMA AVE		-	83,278	83,278

Schedule of properties, values, land area in study area (3 of 4)

SERIAL	NAME	ACRES	LOC_ADDR		KOOTENAI HOSPITAL DISTRICT	EX_VALUE	NET_VAL	GROSS_VAL
126052	MELROSE PROPERTIES LLC	0.14	1836 N MEDINA ST			-	82,918	82,918
145712	MELROSE PROPERTIES LLC	0.14	1840 N MEDINA ST			-	82,918	82,918
133808	MELROSE PROPERTIES LLC	0.14	1844 N MEDINA ST			-	69,938	69,938
121740	MELROSE PROPERTIES LLC	1.05	1850 N MEDINA ST			-	388,875	388,875
149139	MELROSE PROPERTIES LLC	0.27	1851 N MEDINA ST			-	93,068	93,068
137140	MELROSE PROPERTIES LLC	0.26	1841 N MEDINA ST			-	85,800	85,800
112456	MELROSE PROPERTIES LLC	0.27	1831 N MEDINA ST			-	87,248	87,248
207683	SCHWARTZMEYER, JOHN A	0.11	1815 N MEDINA ST			-	120,480	120,480
111692	BRASWELL, ROBERT A	0.11	1813 N MEDINA ST	70,625		70,625	70,625	141,250
130206	DIEMERT, KEVIN	0.11	1811 N MEDINA ST	73,325		73,325	73,325	146,650
148187	FOELLER, GREGORY A	0.11	1807 N MEDINA ST			-	139,960	139,960
145754	JOHNSON, VALLENTHIA A	0.21	901 W DAVIDSON AVE	76,950		76,950	76,950	153,900
136055	SUMMERING, CHRISTINE M	0.13	1821 N MELROSE ST	74,755		74,755	74,755	149,510
107068	DUSKIN, BRYCE	0.13	1817 N MELROSE ST			-	238,120	238,120
133977	CHMURA FAMILY TRUST	0.18	1805 N MELROSE ST			-	169,140	169,140
143653	THEODORE PARKER NELSON TRUST	0.11	1803 N MELROSE ST	72,720		72,720	72,720	145,440
186520	FROMM, RICHARD E	0.11	1801 N MELROSE ST	64,545		64,545	64,545	129,090
148818	DOUGLASS, TAMMY Y	0.11	1802 N MEDINA ST	74,880		74,880	74,880	149,760
191922	AMES, BENITA	0.11	1806 N MEDINA ST			-	156,280	156,280
170534	STROUSE, DANIEL	0.11	1812 N MEDINA ST			-	144,590	144,590
145918	SUEWING, COLIN J	0.17	1814 N MEDINA ST	77,125		77,125	77,125	154,250
191381	ROBERT AND CHERYL HOLLINGSWORTH FAMILY TF	0.16	1816 N MEDINA ST			-	127,660	127,660
137348	ALONZO, JOSE	0.11	1819 N NORA ST			-	139,010	139,010
138391	HOOD, EDWARD	0.11	1817 N NORA ST			-	124,020	124,020
142774	FISHER, THOMAS	0.11	1811 N NORA ST			-	147,460	147,460
126924	JENSEN, KELLIE K	0.16	1809 N NORA ST	94,820		94,820	94,820	189,640
135660	SAMMS, BRET	0.16	709 W DAVIDSON AVE			-	201,427	201,427
121166	SCRIBNER, JOSEPH A	0.14	1802 N MELROSE ST			-	137,420	137,420
142241	KARICH, CHARLES	0.16	1804 N MELROSE ST			-	240,163	240,163
147412	PATRICIA BENFER LIVING TRUST	0.19	1808 N MELROSE ST			-	188,090	188,090
114213	NILES FAMILY LIVING TRUST	0.15	1820 N MELROSE ST			-	185,933	185,933
108935	SAM INVESTMENTS LLC	0.58	1801 N LINCOLN WAY			-	607,935	607,935
122031	T&G HOLDINGS LLC	0.22	607 W DAVIDSON AVE			-	218,981	218,981
115426	MEYER, STEVEN A	0.11	1810 N NORA ST			-	147,870	147,870
114067	MELROSE PROPERTIES LLC	0.18	603 W EMMA AVE	89,750		89,750	89,750	179,500
133313	KEANE, JENNIFER E	0.15	610 W EMMA AVE	100,000		100,000	118,620	218,620
119918	LANGE ENTERPRISES LLC	1.04	1200 W IRONWOOD DR			-	1,036,947	1,036,947
103126	PARKWOOD 1120 IRONWOOD LLC	1.41	103126 UNKNOWN			-	711,757	711,757
141273	IGR ENTERPRISES	0.51	2120 NORTHWEST BLVD			-	551,752	551,752
138503	MARQUEZ, PEDRO	0.26	1811 N GOVERNMENT WAY			-	156,443	156,443
112120	MANTHOS, SALLY	0.18	203 W EMMA AVE	89,735		89,735	89,735	179,470
133500	GRIFFIN, DANIEL F	0.29	210 W EMMA AVE	51,364		51,364	154,096	205,460
108473	BOHANEK, TERENCE A	0.15	209 W DAVIDSON AVE	63,960		63,960	63,960	127,920
101832	GANSEMER, BROOKE	0.15	207 W DAVIDSON AVE	95,605		95,605	95,605	191,210
107862	SCHREIBER, DAVID	0.44	1801 N GOVERNMENT WAY			-	693,962	693,962
177485	WHEATON, ROBERT E	0.04	704 W APPLEWAY AVE			-	688,087	688,087
177486	IDAHO PROGRESS OF CDA LLC	2.94	702 W APPLEWAY AVE			-	5,622,243	5,622,243
184491	HENRY PROPERTIES CDA LLC	0.58	714 W APPLEWAY AVE			-	1,476,626	1,476,626
257919	FOOTHILL MED LLC	0.67	223 W IRONWOOD DR			-	1,272,934	1,272,934
257918	K MED LLC	7.33	217 W IRONWOOD DR			-	6,172,431	6,172,431
164419	WIESENHUTTER, CRAIG	0.13	950 W IRONWOOD DR #1			-	129,913	129,913
164420	POTTER, DOUGLAS	0.13	950 W IRONWOOD DR #2			-	159,662	159,662
164421	WIESENHUTTER, CRAIG	0.15	950 W IRONWOOD DR #3			-	167,727	167,727
164422	WIESENHUTTER, CRAIG	0.15	950 W IRONWOOD DR #4			-	135,755	135,755
164423	WIESENHUTTER, CRAIG	0.12	950 W IRONWOOD DR #5			-	129,500	129,500
164424	RIDGWAY, ERIC	0.12	950 W IRONWOOD DR #6			-	104,934	104,934
177783	MOSBY, KENT E	0.27	910 W IRONWOOD DR			-	477,931	477,931
132873	SPEIRS, JAMES	0.49	305 W EMMA AVE	100,000		100,000	109,320	209,320
138897	3D EQUITY LLC	0.25	309 W EMMA AVE			-	163,450	163,450
140673	JAAR, DEBRA S	0.40	401 W EMMA AVE	89,365		89,365	89,365	178,730
123936	BOOTH, NEVILLE T	0.46	405 W EMMA AVE	100,000		100,000	115,140	215,140
108541	STEPHENSON, KAY E	0.37	411 W EMMA AVE	100,000		100,000	113,850	213,850
100522	SHEPARD, RALPH	0.29	417 W EMMA AVE	82,890		82,890	82,890	165,780
114103	MELROSE PROPERTIES LLC	0.29	421 W EMMA AVE			-	236,340	236,340
140418	SHELDON FAMILY TRUST	0.19	503 W EMMA AVE	91,155		91,155	91,155	182,310
100552	GLACIER 521 EMMA LLC	1.45	521 W EMMA AVE			-	1,161,036	1,161,036
126513	MCCOY, RONALD	0.19	408 W EMMA AVE	99,440		99,440	99,440	198,880
142940	WYANT, DEREK	0.19	414 W EMMA AVE	93,475		93,475	93,475	186,950
128317	FOX, LONNY	0.19	420 W EMMA AVE			-	171,350	171,350
129662	HAYES, MINDY	0.19	422 W EMMA AVE				170,100	170,100

Schedule of properties, values, land area in study area (4 of 4)

SERIAL	NAME	ACRES	LOC_ADDR		KOOTENAI HOSPITAL DISTRICT	EX_VALUE	NET_VAL	GROSS_VAL
139561	VASQUEZ, MARGARET	0.21	403 W DAVIDSON AVE	100,000		100,000	100,120	200,120
126056	VASQUEZ, MARGARET	0.18				-	85,890	85,890
145802	HAYES, JOHN	0.19	502 W EMMA AVE	100,000		100,000	122,910	222,910
122877	COEUR D ALENE EYE BUILDING LLC	0.98	1814 N LINCOLN WAY			-	1,210,609	1,210,609
127442	CDA REAL ESTATE HOLDINGS LLC	0.19	509 W DAVIDSON AVE			-	151,820	151,820
145399	JOHNSON, STEVEN	0.19	405 W DAVIDSON AVE	79,320		79,320	79,320	158,640
121770	RASMUSSEN, STANLEY K	0.68	1800 N LINCOLN WAY			-	965,962	965,962
134431	GTS COMMERCIAL ENTERPRISES LLC	0.49	1839 N GOVERNMENT WAY			-	404,028	404,028
144147	CHISM, CHARLES EDWARD	0.15	1802 N 1 ST			-	155,110	155,110
106590	DAVIS, BRIAN J	0.20	1806 N 1 ST	88,405		88,405	87,505	175,910
100090	MEYER, STEVEN A	0.25	1840 N 1 ST			-	190,550	190,550
142378	WILLIAMS, FELICIA MARIE	0.15	301 W EMMA AVE			-	169,190	169,190
104937	GEORGE AND CATHERINE EVEN FAMILY TRUST	0.15	1807 N 1 ST			-	128,930	128,930
127681	WAGNER, NORMAN L	0.30	1841 N 1 ST			-	196,490	196,490
184724	MEDICAL ENTERPRISES PLLC	0.32	914 W IRONWOOD DR				639,542	639,542
184725	MEDICAL ENTERPRISES PLLC,	0.21	914 W IRONWOOD DR #201				413,170	413,170
184726	MEDICAL ENTERPRISES PLLC,	0.13	914 W IRONWOOD DR #202				261,215	261,215
217530	MEYER, JOSH	0.15	215 W DAVIDSON AVE				82,940	82,940
217531	DEERING, CHRISTOPHER M	0.23	211 W DAVIDSON AVE	100,000		100,000	109,230	209,230
326538	GLACIER 1919 LINCOLN WAY LLC	0.56	1919 N LINCOLN WAY			-	8,101,211	8,101,211
303775	CHINOOK PROPERTIES LLC	0.10	980 W IRONWOOD DR #21			-	359,578	359,578
303776	CHINOOK PROPERTIES LLC	0.38	980 W IRONWOOD DR #22			-	1,172,128	1,172,128
303777	PENDLEY CUTTING HOLDINGS LLC	0.65	980 W IRONWOOD DR #118			-	1,914,343	1,914,343
303778	CHINOOK PROPERTIES LLC	0.10	980 W IRONWOOD DR #119			-	341,918	341,918
303779	STREAM TEAM LLC	0.69	980 W IRONWOOD DR #120			-	2,000,233	2,000,233
303786	KIM & HENNEBERG LLC	0.11	980 W IRONWOOD DR #217			-	395,404	395,404
303787	KIM & HENNEBERG LLC	0.19	980 W IRONWOOD DR #218			-	587,633	587,633
303788	KIM & HENNEBERG LLC	0.15	980 W IRONWOOD DR #219			-	484,940	484,940
303789	CHINOOK PROPERTIES LLC	0.28	980 W IRONWOOD DR #220			-	872,938	872,938
303790	CHINOOK PROPERTIES LLC	0.16	980 W IRONWOOD DR #221			-	788,475	788,475
303791	CHINOOK PROPERTIES LLC	0.34	980 W IRONWOOD DR #222			-	1,043,525	1,043,525
303792	SLICE OF IDAHO PROPERTY LLC	0.20	980 W IRONWOOD DR #317			-	631,334	631,334
303793	GO WEST HOLDINGS LLC	0.44	980 W IRONWOOD DR #318			-	1,319,548	1,319,548
303794	IRONWOOD PROPERTY GROUP LLC	0.31	980 W IRONWOOD DR #319			-	968,007	968,007
303795	AMB/SAND LLC	0.35	980 W IRONWOOD DR #320			-	1,053,522	1,053,522
305511	GLACIER GOVERNMENT WAY LLC	2.02	2123 N GOVERNMENT WAY			-	3,602,424	3,602,424
311703	GLACIER 2100 NW BLVD INC,	1.42	2100 NORTHWEST BLVD #1			-	3,610,298	3,610,298
311711	MAGNUSON MCHUGH REAL ESTATE PROPERTIES LI	0.94	2100 NORTHWEST BLVD #4			-	2,258,768	2,258,768
315083	GLACIER 2100 NW BLVD INC,	0.13	2100 NORTHWEST BLVD #2A			-	361,839	361,839
315084	FULCRUM INVESTMENT GROUP OF WASHINGTON	0.10	2100 NORTHWEST BLVD #2B			-	293,459	293,459
315085	GLACIER 2100-350 LLC	0.08	2100 NORTHWEST BLVD #2C			-	250,754	250,754
315086	GLACIER 2100-350 LLC	0.12	2100 NORTHWEST BLVD #2D			-	346,520	346,520
315087	GLACIER 2100-350 LLC	0.06	2100 NORTHWEST BLVD #3A			-	197,293	197,293
315088	GLACIER 2100 NW BLVD INC,	0.06	2100 NORTHWEST BLVD #3B			-	201,956	201,956
315089	GLACIER 2100 NW BLVD INC,	0.06	2100 NORTHWEST BLVD #3C				201,956	201,956
315090	GLACIER 2100 NW BLVD INC,	0.13	2100 NORTHWEST BLVD #3D				362,187	362,187
316511	GENERAL TELEPHONE CO NW INC	2.18	2115 N GOVERNMENT WAY			-	-	-
316512	GENERAL TELEPHONE CO NW INC	1.39				-	1,589,763	1,589,763
316513	GENERAL TELEPHONE CO NW INC	1.07				-	-	-
329820	PETERS, JON J	0.23	224 W EMMA AVE	100,000		100,000	140,234	240,234
329821	PALMER FAMILY TRUST	0.15	302 W EMMA AVE	100,000		100,000	105,010	205,010
334856	PRODIGY CAPITAL INVESTMENTS LLC	0.17	343 W DAVIDSON AVE			-	82,940	82,940
334857	BOWDEN, MELANIE	0.21	321 W DAVIDSON AVE	100,000		100,000	138,670	238,670
336764	GLACIER 915 EMMA LLC	1.78	915 W EMMA AVE			-	582,465	582,465
336765	MELROSE PROPERTIES LLC	0.39	336765 UNKNOWN			-	2,456,779	2,456,779
337587	GLACIER 700 LLC	0.89	700 W IRONWOOD DR #120			-	2,293,287	2,293,287
337588	GLACIER 700 LLC	0.16	700 W IRONWOOD DR #130			-	442,273	442,273
337589	KOOTENAI HOSPITAL DISTRICT	0.38	700 W IRONWOOD DR #228		1,032,606	1,032,606	-	1,032,606
337590	GLACIER 700 LLC	3.05	700 W IRONWOOD DR #275			-	6,898,782	6,898,782
337592	KOOTENAI HOSPITAL DISTRICT	0.41			974,576	974,576	-	974,576
		194.98		6,633,133	106,949,909	113,583,042	186,799,383	300,382,425
			% of value	2.21%	35.60%	37.81%	62.19%	
			Number of parcels	40	21	61		269
			% of parcels	14.87%	7.81%	22.68%		

The above tables provide detail listing of each parcel in the Health Corridor study area and the values as of January 1, 2019. The totals above present the value of exempt property, (Kootenai Health and others), and taxable property, the percentage of value and number of parcels.

Attachment 5

Maps Depicting Expected Land Use and Current Zoning Map of the Project Area

PLAN LEGEND

1 Overpass over I-90
2 Right-In Right-Out of I-90
3 Improved Cross Lock with Pedestrian Hawk Signal
4 Realigned Improved Drive
5 Cycle Tracks along Improved
6 Central Public Green Space
7 Plaza Space at Hospitality Center / Ronald McDonald House
8 Focal Stair/Elevator Tower
9 District Gateway with Shared-use Path
10 Trailhead Arts Plaza
11 Auto Court / Entry Plaza
12 Central Health Campus Green
13 Pocket Park
14 "Shapiro Drive" Main Street
15 Enhanced Adventure's Landfill
16 Hotel Drop-off Plaza
17 Traffic Calming Ramp-outs at Intersections along Emma and Davidson Avenues
18 Pedestrian Promenade
19 Multi-use Trail
20 Trail Tunnel Under Northwest Blvd. Connection to Centennial Trail
21 Green Infrastructure / Native Landscaping
22 Preserved Large Tree Canopy

A Community Recreation Center
B Hospital Bed Tower
C Medical Office Building
D Multi-family (MF) Residential Building
E MF Residential / Senior Living
F Mixed-use Building
G Hotel
H Retail / Commercial
I Cottage Homes
J Townhomes
K Parking Structure