

**CENTER POINTE
Urban Renewal District**

District Documents

Post Falls Urban Renewal Agency
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MAY 10 2011

CENTER POINT URBAN RENEWAL DISTRICT

District Created	2002
Term - # of years	20
Termination Date	2022
Base Assessed Value	\$1,395,916
Proponent - Greenstone	Greenstone - Kootenai
# of Acres	47
Final payment made	Feb-10
Proponent - Stateline	Stateline Business Park, LLC
# of Acres	48
Final payment made	Feb-11
Proponent	FourSquare Properties
# of Acres	240
Total Acres	335

Center Point Urban Renewal District

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SECTION 1 INTRODUCTION

CENTER POINT URBAN RENEWAL PLAN

1. INTRODUCTION:

A. In 1994, the Local Economic Development Act was amended to provide a new definition of properties and projects which could be considered under the authority of the Local Economic Development Act. The Local Economic Development Act also relies on the Urban Renewal Law, and it is the interplay between the two Acts that empowers cities to use tax increment financing as a means of authorizing debt to build projects. Chapter 29, Section 50 of the Idaho Code provides for the Local Economic Development Act which brings the benefits of the Urban Renewal Law to cities that contain areas that are not necessarily blighted, but experience a true disadvantage in attracting business and commerce. The new definition provides that in border communities where areas of forty (40) acres or more can be determined to be "competitively economically disadvantaged," an Urban Renewal Agency may designate the area as a revenue allocation area. This provides financing through the use of tax increment financing for public improvements which would enhance the area and thereby bring more commerce and business growth into the area and the community. The City of Post Falls has determined that a certain area referenced to as the Center Point Urban Renewal Area is a Competitively Economically Disadvantaged Area. The proposed projects and improvements envisioned for the Center Point Area is listed in Section 5.

B. The City of Post Falls, a community with a population of approximately 17,400, is located in the panhandle of North Idaho within Kootenai County. It's western boundary is adjacent to the Idaho/Washington border. Post Falls is situated in a valley along the Spokane River, and is adjacent to Interstate 90, with Spokane, Washington approximately 20 miles to the west, and Coeur d' Alene, Idaho approximately 3 miles to the east.

Since its founding, the Post Falls economy has revolved around the timber industry, as has much of the northern Idaho economy. Approximately 10.5% of all Statewide Natural Resource Employment opportunities exist within Kootenai County, which is not a growth industry for Idaho, the Northwest, or the Nation. During the last decade the timber industry has been in varying stages of decline. The City of Post Falls along with North Idaho is trying to shift to a

manufacturing and industrial base, putting it in competition with Washington State and other Western States. Regionally, the lack of current industry and manufacturing is cited as a major factor in the inability to draw more industrial and manufacturing jobs, and has resulted in Spokane, which includes the Post Falls and Coeur d' Alene area, being ranked as the second to last place to do business in America, referenced in the June 1999 issue of Forbes Magazine. The situation has not noticeably improved in recent past. In the immediate area the City of Spokane, given its tax base and public infrastructure, has many advantages over Post Falls. To compensate for this disadvantage Post Falls has determined it necessary to declare certain areas of Post Falls as a Competitively Disadvantaged Border Community Area.

The West Post Falls Area is part of a declared Competitively Disadvantaged Border Community Area. The North Idaho area must provide every available option to attract business and compete with other Northwest cities. The area has the potential to aid the City in this regional competition. Also, an improved Center Point area can help in the shift from timber related employment to manufacturing, and other employment bases. Improvements to Center Point will help provide the stimulation needed to attract the type of employment base needed by the City in this transition period. This in turn, will benefit the City and its residents, provide for increased economic opportunities for residents of Post Falls, and increase revenues to the citizens in Kootenai County. Center Point contains the last large industrially zoned properties in Post Falls. The visibility to Interstate 90 also makes the property unique. Development of this property will result in numerous jobs, and add to the much needed industrial base that is lacking in Post Falls. The City of Post Falls in 1991, per Chapter 20 Urban Renewal Law, Idaho Code, established an Urban Renewal Agency (URA). The URA has established four (4) urban renewal areas in the City of Post Falls, which include, West Seltice, Downtown and the Riverbend Commerce Park, and Expo Commerce Park. The West Seltice District was retired in 2001. In 1993, the City of Post Falls Urban Renewal Agency authorized \$1,200,000 in bonds to pay for the costs of public improvements to service the Urban Renewal Area known as the West Seltice Urban Renewal Area. The City of Post Falls is beginning to see the benefits of this Urban Renewal Project in the West Seltice Area. Harpers, a major employer in the City, located in this area as a result of the Urban Renewal designation. It has employed between 300 to 600 individuals. Harpers relocated to the City of Post Falls due to improvements made possible by utilizing Urban Renewal. The total Harpers project is worth 29 million dollars. The Harpers project has been a stimulus for further improvements in the area. Several projects have moved into the West Seltice area after the Harpers project, including many small businesses. Improvements have also been added to the West Seltice area such as curbs and the refinishing of parts of Seltice Way. Other improvements have been added along Seltice Way such as landscaping, curbs and gutters, bike trails, sewer and water improvements. The Urban Renewal Agency has also used tax increment financing to assist in providing public improvements to the Downtown Urban Renewal Area. Improvements in the Downtown Urban Renewal Area included assisting the City with the 3rd Street improvements. Improvements are beginning to be implemented at the Riverbend Commerce Park, part of the Riverbend Urban Renewal Area, containing the University of Idaho research park. This plan known as the "Center Point" Urban Renewal Plan", is a part of the Competitively Disadvantaged Border Community Area.

C. The Center Point Park project area is included within the area which has been designated as the Competitively Disadvantaged Border Community Area by the City of Post Falls, Ordinance

No. 815, which was adopted by the City Council on September 5, 1995 (see Appendix D). The City is also in the process of designating this area as a Tax Allocation District. Post Falls is growing in population at a fairly significantly rate as shown below. The business rate of growth has not kept up with the population growth as discussed in the "disadvantaged border community study" Appendix H, and the "tax allocation feasibility study", Appendix B. Each year since 1984, JP Stravens has conducted a census of Kootenai County and the incorporated cities in the county, based on county assessor's data and on sampling of dwelling counts. To increase the accuracy of the data presented, adjustments are made for changing vacancy rates, geographic conditions and seasonal living adjustments. This method of establishing population estimates and growth rates is the professionally recognized and accepted method of determining accurate demographics between the ten (10) year U.S. Federal Census. In 2001, the Bureau of Census counts contained errors of (30% to 40%) in certain tracts of Kootenai County. The following table shows population estimates for the City of Post Falls based upon the JP Stravens reports. Job creation from 1995 to 2000 has averaged 3.5% per year which does not keep up with the residential growth, averaging approximately 6% to 7% per year, shown in the following graph.

TABLE 1

Population Estimates and Projections			
Year	Yearly Increase		Increase
	Population		
1994	10,854		13.9%
1995	11,534		6.3%
1996	13,460		16.65%
1997	14,527		7.93%
1998	15,332		7.30%
1999	16,684		8.80%
2000	17,247		

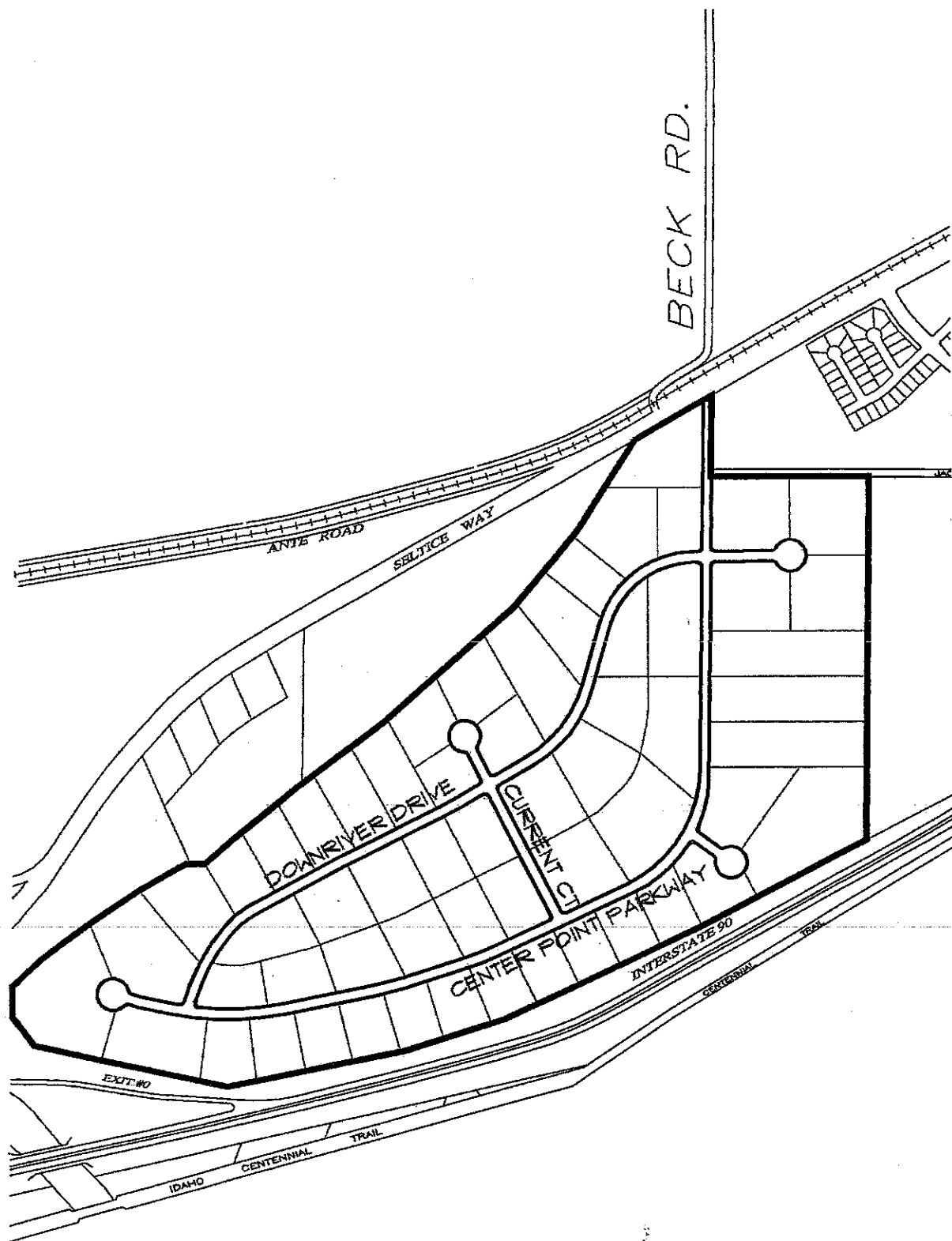
Source: JP Stravens

Taxing levels in Washington State vs. Idaho also play a large part in the disadvantage between the states. The taxing methods and levels conducted in Idaho put business parks and sites located next to Washington State at a disadvantage. Some of the tax disadvantages, which are in effect and cause this disadvantage, include the corporate income tax method of taxation in effect in Idaho; therefore causing overall business taxes to be greater than in bordering states, and personal income taxes on both individuals and business affect location decision. Also, Business & Occupation taxes provide a strong encouragement to locate in Washington rather than Idaho. Taxation of individual homeowners located in Idaho is greater than those located in Washington. Further discussion on the economics of Idaho and Washington, including the tax situation, can be found in Appendix H.

D. The Center Point property is located on the west side of the City with the western boundary adjoining the Washington State border. The property was annexed into the city in 1995. The

project area currently consists of 287 acres of undeveloped land. This area is among the last remaining large land areas available for industrial development in Post Falls. Among the problems that Center Point faces in recruiting business relate to an existing disadvantage concerning the tax structure in Idaho vs. Washington. Also, lack of infrastructure that currently is not in place at the Center Point Business Park, but is in place in most business parks, including the expanding Liberty Lake Commerce Park, and Spokane Industrial Park, and other locations in the Spokane Area, add to the disadvantage. Lack of mass transit to the Center Point property, and the distance to a dense population enjoyed by most business parks in the Spokane area, along with the Portland/Vancouver area, which is another region that North Idaho competes with for the same type user, also contributes to this disadvantage. The use of Tax Increment Financing is intended to cover the costs of constructing public improvements as shown in Chapter 5, and the Tax Allocation Feasibility Study, Appendix B.

Center Point has had inquiries into its business park, but with no infrastructure in place interest was soon lost. The rate of growth for industrial activity will be directly related to the infrastructure restraints in Post Falls. With the Center Point Urban Renewal Project, job growth in Post Falls will be able to increase, unlike the past. The phasing for the improvements that are proposed for the Center Point Project include, (refer to figure 1 for street identification), Other improvements to the overburdened Interstate 90 and Pleasant View Road interchange are provided for in the Riverbend Urban Renewal Plan. The Expo Plan has improvements to Seltice listed, and improvements to Interstate 90 and Pleasant View Road. These improvements include re-surfacing, traffic control, and street lighting along Seltice Way, from Expo Parkway to the Pleasant View and the Seltice Way interchange. These improvements would encourage use of Seltice Way, reducing traffic flow on the Interstate 90/Pleasant View Road interchange, and Pleasant View Road north from Interstate 90.



SCALE: 1" = 1000'

LEGEND

— CENTER POINT URBAN RENEWAL AREA BOUNDARY

CENTER POINT STREET IDENTIFICATION
FIGURE 1

SECTION 2

CENTER POINT PURPOSE & GOALS

2. PURPOSE AND GOALS.

This plan has been determined to be necessary by the City Council, Ordinance No. 815 adopted September 5th, 1995, under the Disadvantaged Border Community Area legislation. This plan is intended to discuss the Center Point Urban Renewal Area and its status as a Disadvantaged Border Community, and its viability utilizing the Urban Renewal Law. It has been determined that without assistance utilizing the Disadvantaged Border Community Area legislation, commerce activity in the Center Point Area, that would benefit the entire City and its residents, through the availability of jobs and increase revenues for the City, would occur at a much slower pace. This Center Point Urban Renewal Plan will show through discussion, and through the several attachments, the disadvantage that the Center Point Urban Renewal Area is at in relation to competing against Washington State as a viable commerce park. Although close in proximity, Center Point is not directly competitive with Riverbend. Riverbend and Center Point are focused on different segments of the Industrial Market. Riverbend Commerce Park is a project appealing to established companies and or companies that are related to research and the University of Idaho Research Park. Center Point is directing their marketing to the large land user who maybe a larger corporation requiring a large industrial site.

Both projects are important to Post Falls. They are capable of drawing a much wider range of industrial users since they are appealing to different "priced" users. The projects should also be helpful to each other. There will be large users locating in Center Point who may work with users in Riverbend.

Center Point may be more in competition with the Expo Urban Renewal Area. As stated earlier these two Urban Renewal Districts abut each other, and have large lots available for developers. Although the Center Point site has many more large lots available than the Expo site. The Expo Urban Renewal District does contain, as part of its master plan, a housing subdivision which abuts the portion of Expo that is zoned and marketed as industrial and commercial. The Expo District is planned as a mixed use development, with housing and commercial/industrial in close proximity to each other. Center Point, is planned, and primarily marketing itself to the large lot industrial development user with no residential housing planned on site. This slight distinction may separate the two districts into large enough separate categories to create two differing type of users, depending on the type of user.

The Urban Renewal Agency and the City have made the following determinations, and set the following goals as support for the Competitively Disadvantaged Border Community Area designation under the Urban Renewal Law.

The Project Area has been determined to be a Competitively Disadvantaged Border Community Area, and as such the City adopts the following purposes and major goals for the Center Point Urban Renewal Plan:

- A. To stimulate the development of industrial expansion in this section of the City of Post Falls;
- B. To enhance this potential site for industrial and manufacturing development and expansion;
- C. To improve public infrastructure and public facilities at this site for benefit of the immediate area;
- D. To enhance and improve transportation routes for the benefit of area business, tourist and industrial center;
- E. To provide industrial and manufacturing for the residents of Post Falls and visitors.

SECTION 3

CENTER POINT CONFORMANCE WITH STATE AND LOCAL REQUIREMENTS

3. CONFORMANCE WITH STATE AND LOCAL REQUIREMENTS.

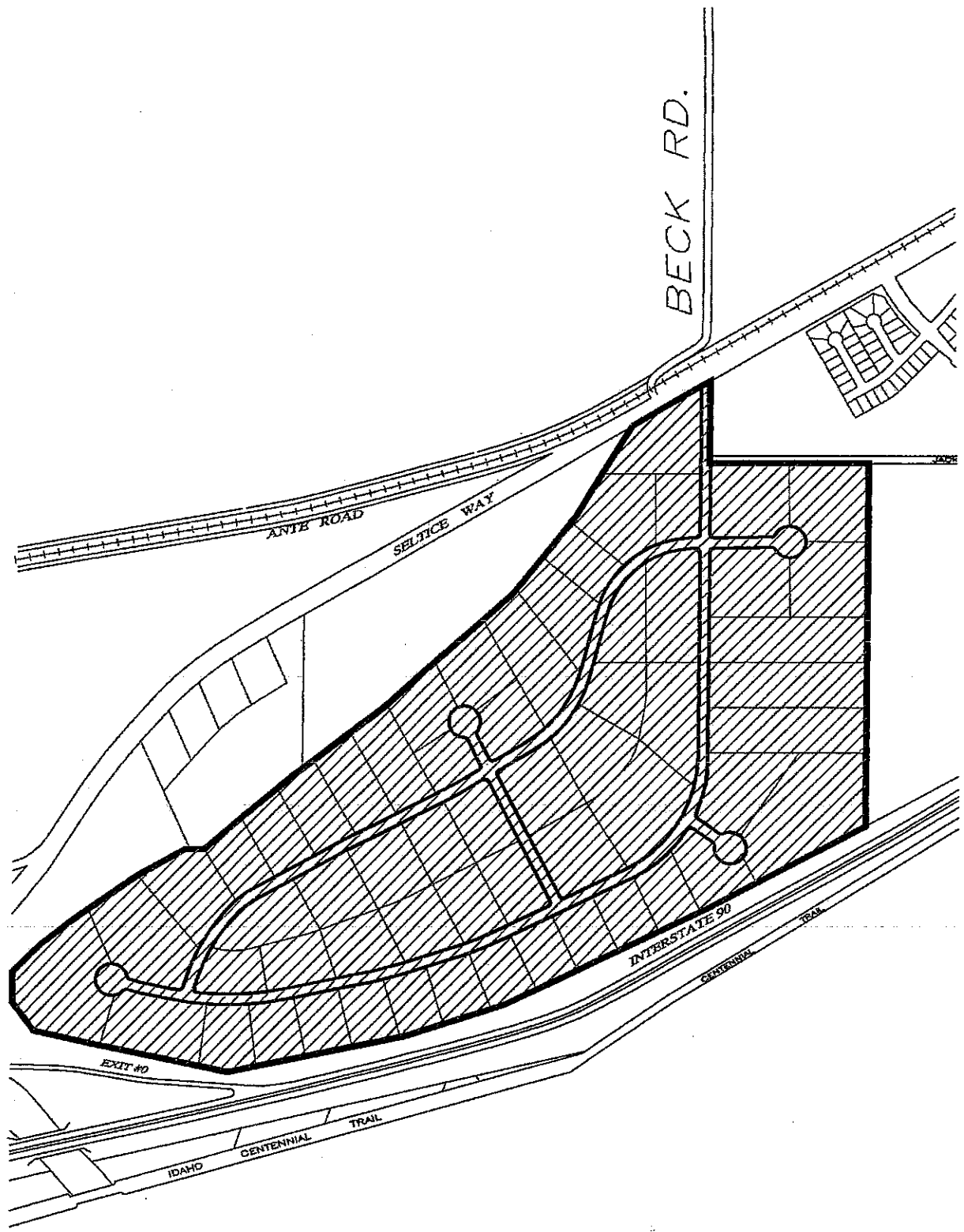
Comprehensive And Urban Renewal Plans

A. The proposed development area conforms to the Comprehensive Plan of the City of Post Falls which identifies this area as industrial and commercial. The Comprehensive Plan of the City of Post Falls was adopted by the City Council on May 16, 1995, and includes current revisions to the Comprehensive Plan and the City's Zoning Ordinance.

The primary objectives for the Urban Renewal Agency are to attract above average manufacturing jobs utilizing the Local Economic Development Act of Urban Renewal. There are two (2) differing categories of land use issues involved in any plan. The first category deals with the designated or planned land uses of the Comprehensive Plan and the second category address existing non-conforming land uses, which are uses which do not conform to the Comprehensive Plan. All uses proposed in this plan must conform to the Comprehensive Plan of the City of Post Falls per Chapter 20, 50-2008, paragraph B, Idaho Code.

Designated Land Uses Of The Comprehensive Plan

As can be seen by comparing the applicable portion of the Generalized Future Land Use Map of the Post Falls Comprehensive Plan, following as (Figure 2), to the Center Point Urban Renewal Plan map (Figure 3), both are consistent. If the necessary resources are available, the Urban Renewal Agency will assist most projects which desire support, but each project must be industrial in nature and be consistent with this Urban Renewal Plan, and the Comprehensive Plan of the City. The following is a list of the existing and proposed land uses in the Center Point Urban Renewal Plan as they are described in the Comprehensive Plan.



SCALE: 1" = 1000'

LEGEND

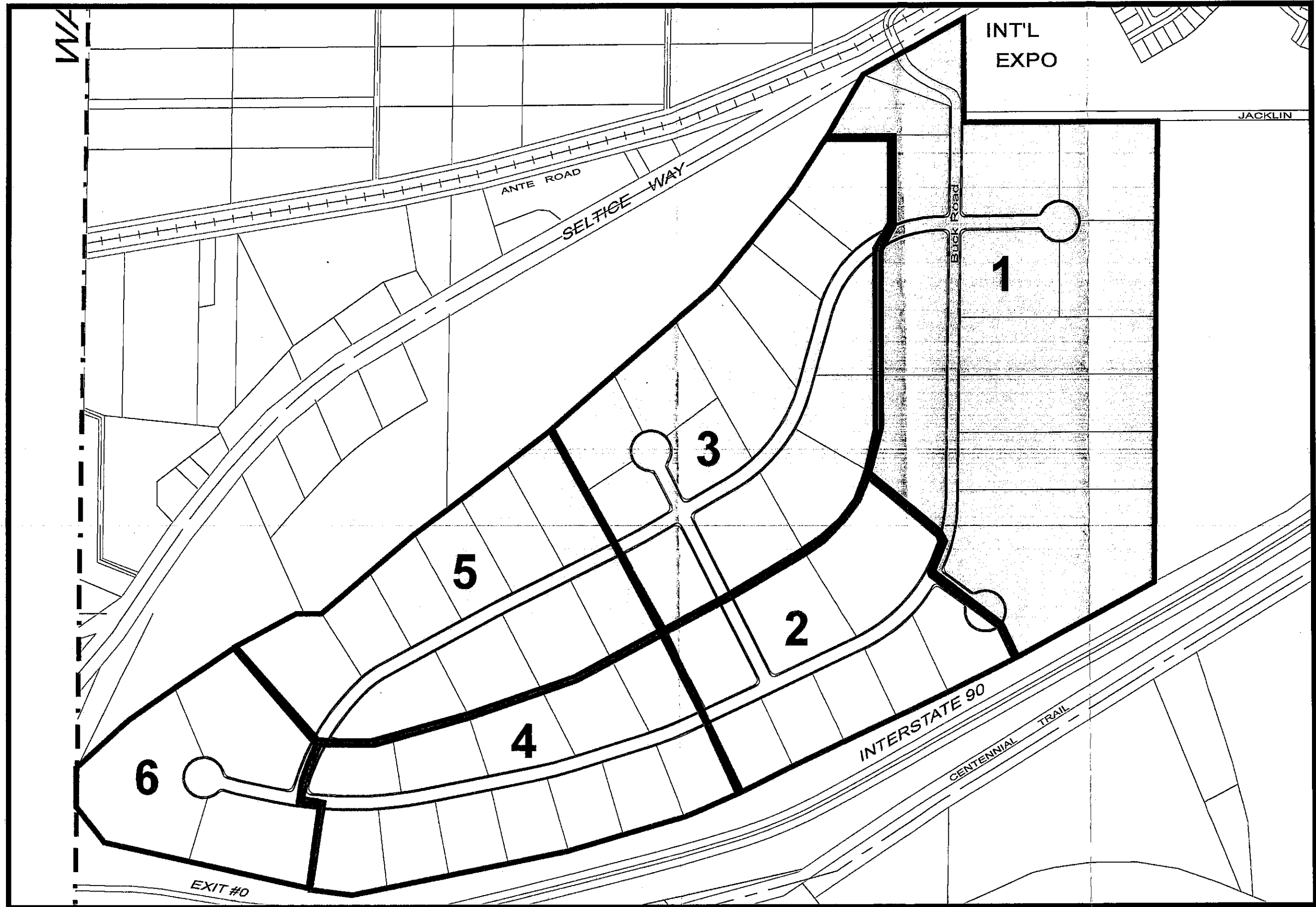
- ▭ INDUSTRIAL
- CENTER POINT URBAN RENEWAL AREA BOUNDARY

CENTER POINT COMPREHENSIVE PLAN MAP

FIGURE 2

CENTER POINT BUSINESS PARK

Infrastructure Improvement Phasing Plan



INT'L
EXPO

JACKLIN

ANTE ROAD

SELFICE WAY

Buck Road

1

3

5

2

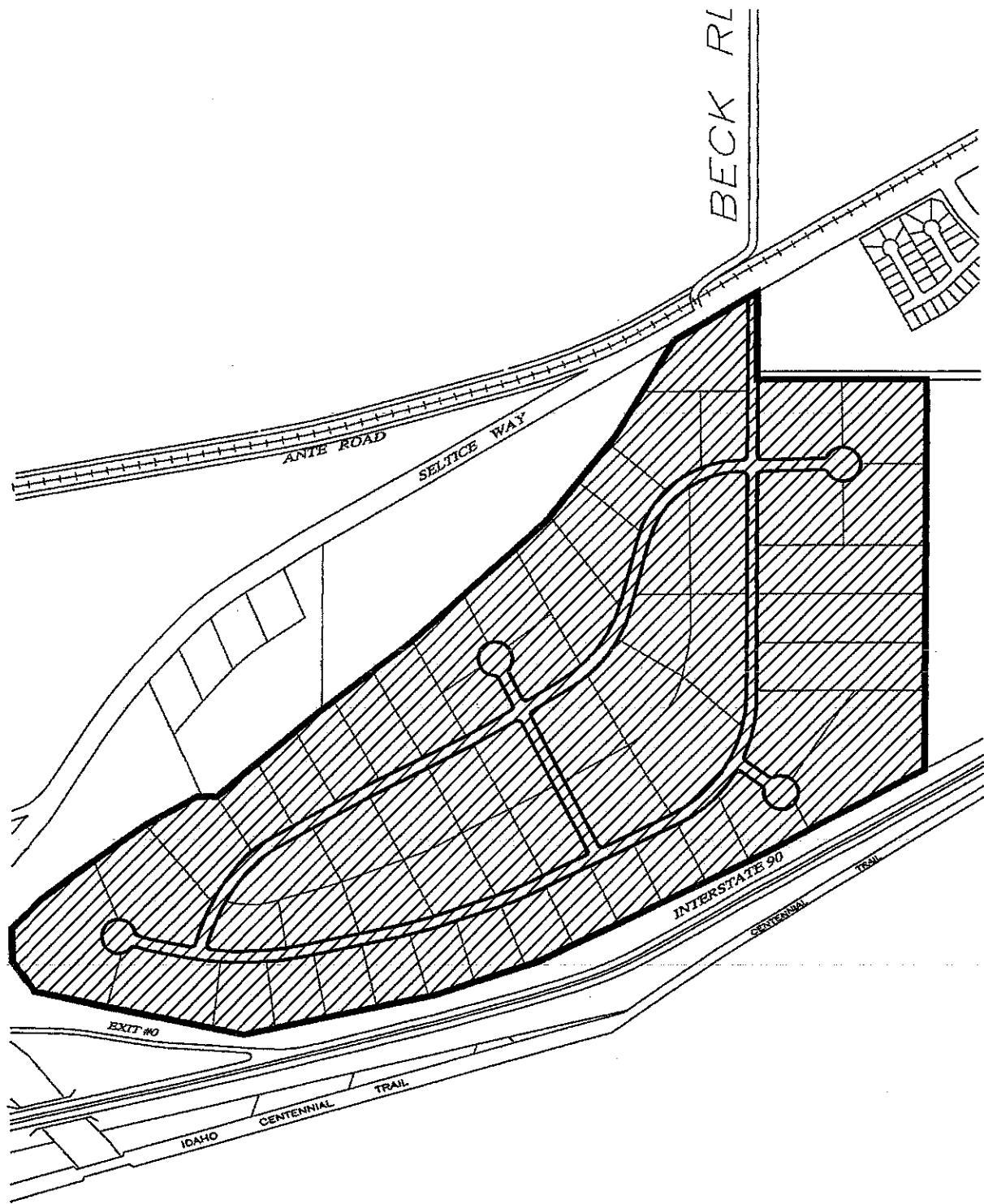
4

INTERSTATE 90

CENTENNIAL TRAIL

6

EXIT #0



SCALE: 1" = 1000'

LEGEND

- CENTER POINT URBAN RENOVATION AREA BOUNDARY
- ▨ LIGHT INDUSTRIAL

CENTER POINT ZONING MAP

FIGURE 3

Regional / Community Commercial / Office:

The proposed land use designation in the Center Point Urban Renewal Project Area that is currently used as regional/Community Commercial/Office, equals none of the Center Point Urban Renewal Project Area. The function of this land use designation found in the Comprehensive Plan is to provide regional, local and tourist needs in readily accessible locations. None of the land uses within the Center Point Urban Renewal Project Area consist of a office, retail and service commercial. There are no non-conforming residential and/or industrial land uses within this Center Point Urban Renewal Project Area. For the sake of brevity and clarification, this portion of the project area will be referred to as the "Commercial District" in this document.

Industrial:

This proposed land use designation in the Center Point Urban Renewal Project Area that is currently used as industrial, again equals none of the project area. Industrial designations in the Comprehensive Plan provide for manufacturing employment centers. Industrial areas should be separated from residential uses by other types of land uses such as commercial or open space. Currently there are no non-conforming uses within this portion of the Project Area. There is sufficient available adjacent undeveloped land for expansion of any of the existing industrial facilities within the Center Point Urban Renewal Project Area.

Public / Quasi-Public:

This proposed land use designation is expected to occupy approximately 2% of the project area. This is intended for lands which are publicly or privately owned and are open to the public or used to benefit the general public.

Other Land Uses

In addition to the above comprehensive plan land uses there are other more specific land uses, found in the zoning code, which are of importance to the Center Point Urban Renewal Plan. These land uses are compatible with those which are described above and are an integral part of the proposed developments for the Center Point Urban Renewal Project Area. They are as follows:

Public Rights-Of-Way:

All of the public rights-of-way in the Center Point Urban Renewal Project Area are deficient in terms of complete development. Street infrastructure including sewer, water, curbs and gutters, drainage, and streetlighting is non existent and is a major drawback to attracting beneficial development such as manufacturing. The Urban Renewal Agency finds these infrastructure needs critical to the attraction of new business and the development of the area. The Agency intends to use its resources, plus any additional assistance which may be derived from any other public or private source for the improvement of critical public right of way/public rights-of-way component.

Institutional And Non-Profit Uses:

The location and development of industrial facilities are extremely important components to attract industrial activity to the Center Point Urban Renewal Project Area. When sufficient funds are available and where allowed by Urban Renewal Law, the Urban Renewal Agency will assist the location of public facilities, or public facilities and/or amenities which can provide a direct benefit to the area. Such facilities include (but are not limited to) manufacturing facilities, parks, and other related amenities.

B. The Competitive Disadvantaged Border Community Area designation under the Urban Renewal law, supports the overall land use of Post Falls for Center Point, as adopted by the City Council on Sep 5, 1995 and the zoning of Post Falls. Both land use and zoning maintain a light industrial use for the Center Point area as provided for in the plan. The Center Point plan, through discussion and goals, furthers the intent of this area to become a light industrial business park through its approval and implementation.

C. The laws of the State of Idaho Chapter 20, 50-2008, paragraph D, Idaho Code, require an Urban Renewal Plan to be prepared on an area certified as a Urban Renewal Area, Competitively Disadvantaged Border Community Area. Section 50, Chapter 29 of the Idaho Code provides that a City can declare portions of land within its boundaries as a Competitively Disadvantaged Border Community Area. The City of Post Falls has made that determination for Center Point, this includes findings that the City does indeed meet the State mandated criteria for said designation (see Appendix C). The formal action was taken on September 5th, 1995 by Ordinance No. 815 (Appendix D). This, the Center Point Urban Renewal Plan, is submitted as a proposal for an Urban Renewal Plan as required by state law.

SECTION 4

DESCRIPTION OF THE PROJECT AREA

4. Description of the Project Area

The legal description of the project area is as presented in Appendix A. The boundaries are also depicted in the "Center Point Urban Renewal District" and "Center Point Tax Allocation District" maps which follow as Figures 4 and 5 respectively. The area is generally located west of Beck Road, north of Interstate 90, east of the Washington-Idaho State Border, and south of Seltice Way, see attachments for legal description. The project area is generally flat. Currently, Center Point contains no tenants. . The lack of tenants is evidence that the developer alone cannot turn Center Point into a viable business park without the assistance of Urban Renewal.

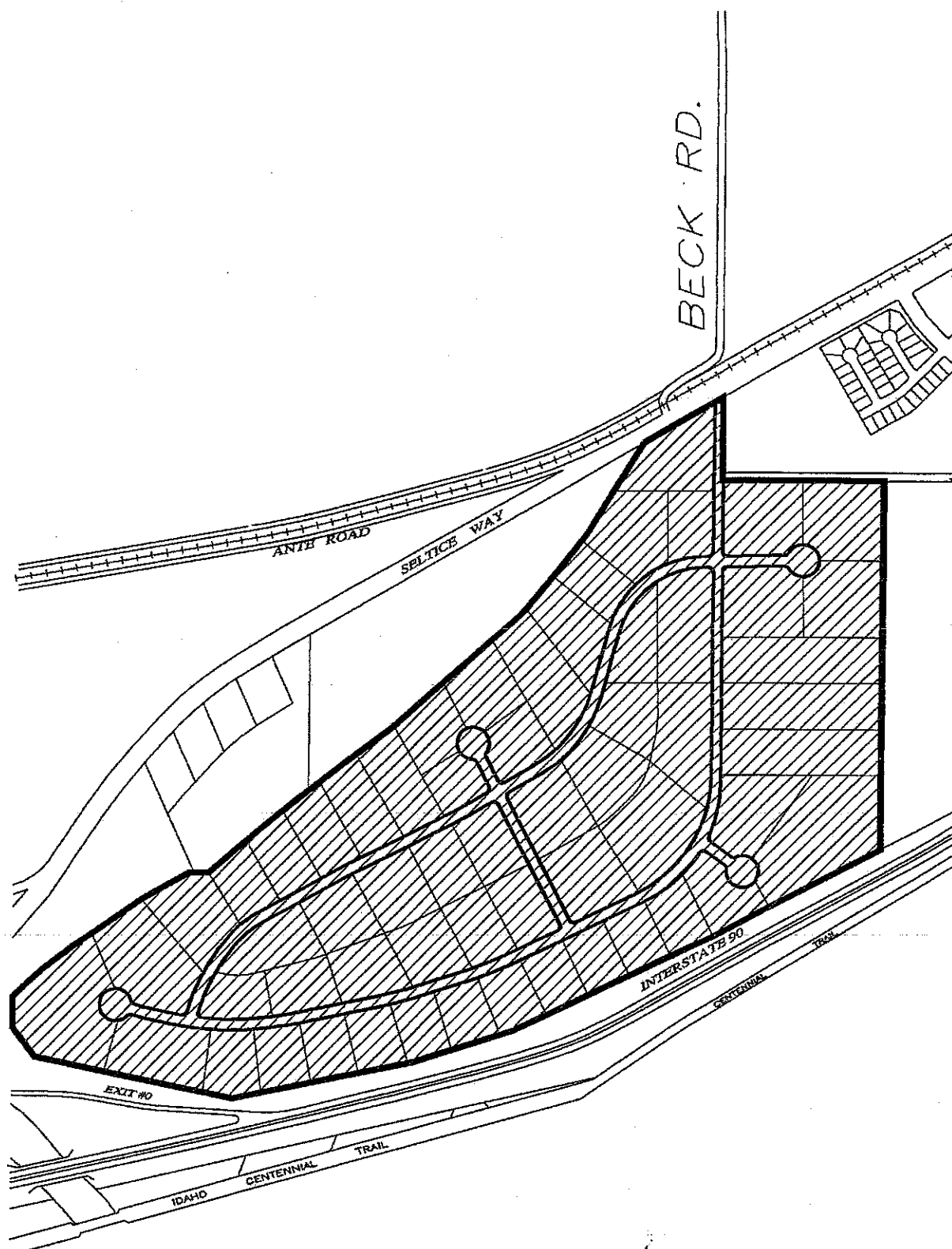
From 1983 to 1991 Post Falls was expanding the amount of industrial land available for development at a modest rate. In 1992, new industrial land became available at an increasing rate. Since 1992, with the location of Harper's, little industrial investment in Post Falls has taken place. Development of Center Point has been non existent, with no new building permits issued. The project area is not in direct competition with Riverbend. Center Point is marketing the project to those users who would fit as a large company requiring both freeway visibility and large tracts of land, than would tend to locate at Riverbend. Both projects are important to Post Falls. Center Point is capable of drawing a much wider range of industrial/office users since they are appealing to different priced users. Expo, on the other hand, is directing their market to the smaller, entry level user, possibly a sub contractor to the larger user locating at the Center Point site. The Expo site could accommodate a large user, but is not directly marketing their site for this. The Expo site is developing more as a master planned site with commercial, residential, and industrial uses in a mixed environment, unlike a typically industrial type park site.

The project area has been determined by the Post Falls City Council to be located within a "Disadvantaged Border Community Area" as defined by Sections 50-2902 and 50-2903(6) Idaho Code, and as such requires tax increment financing to assist in attracting development that most likely would not occur otherwise. Difficulty in attracting business to the Center Point is due primarily to the following reasons, the proposed area lies within twenty-five (25) miles of Spokane County, and the City of Spokane, which due to their size offer more options for business. The State of Idaho imposes an income tax upon corporations and individuals, while the State of Washington does not have a corporate or individual income tax. The Center Point Area is also lacking public facilities such as roads and lighting; therefore the Center Point Area is at a disadvantage with regards to inferior essential public infrastructure.

Due to the disproportionate rate of property taxes between the State of Idaho and the State of

Washington, the Center Point Area is at a disadvantage in attracting new business into the project area. Depending upon the type of industrial activity, the proximity of dense population plays a pronounced part in competition between locating in Idaho, or other Northwest locations. The business parks located throughout the Spokane and Portland area are serviced by a mass transit system which provides economic and reliable transportation. This Idaho project area has no public transportation system and therefore offers no public transportation to the project area.

The City, in response to the realization of the deficiencies discussed above, approved by Ordinance the declaration of this area as a "Competitively Disadvantaged Border Community Area" (Appendix D, Ord No. 815.). Utilizing the Disadvantaged Border Community Area designation the Urban Renewal Agency has developed the following redevelopment actions for the Center Point Area. The Agency is seeking to moderate the disadvantages that exist within the project area by purchasing land for public purposes, installing and constructing sewer lines, water lines, streets, lighting and other public improvements in the project area, issuing bonds and/or employ other finance methods, to support any or all of the identified projects in this plan, including to the extent allowed by law, the use of grants to facilitate redevelopment. Also, improvements to Seltice Way, and the Interstate 90 interchange, are needed to provide an alternate to I-90, as traffic flows created by additional developments in the Center Point Area will overwhelm an already overloaded freeway interchange. These recommended improvements are located in section 5. Refer to the introduction, section D for further discussion on the traffic situation at the freeway interchange.



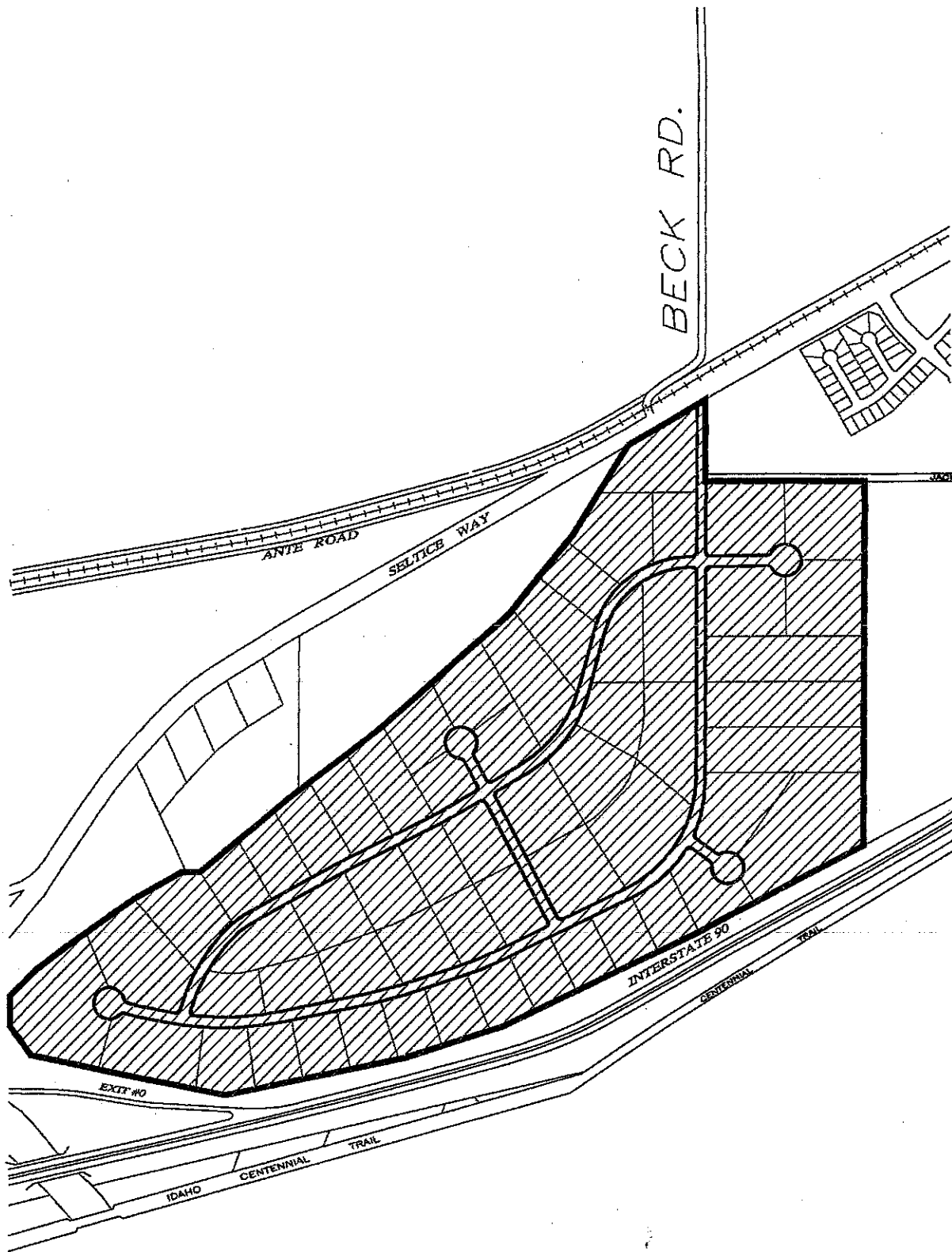
SCALE: 1" = 1000'

LEGEND

— CENTER POINT URBAN RENEHAL AREA BOUNDARY

CENTER POINT URBAN RENEHAL AREA

FIGURE 4



SCALE: 1" = 1000'

LEGEND

— CENTER POINT TAX ALLOCATION DISTRICT

CENTER POINT TAX ALLOCATION DISTRICT

FIGURE 5

SECTION 5

DESCRIPTION OF PROPOSED IMPROVEMENTS

5. DESCRIPTION OF PROPOSED IMPROVEMENTS

The following is a description of proposed improvements that have been identified as needed in the Center Point Urban Renewal Area. The estimated costs are realistic estimates for improvements that are needed in the Center Point Urban Renewal Area to attract business that otherwise would not locate in the industrial park. Each street improvement has been listed with a description of what the improvement is, the quantity (described in units), and an overall estimated cost range for that particular item. These improvements were identified by Center Point & Associates as the construction upgrades necessary to provide infrastructure to the site which will enable the site to become a viable industrial park. All construction in the Project Area shall comply with all applicable state and local laws, and codes. Any improvements proposed for the existing water system shall only be funded with Urban Renewal funds if the existing system becomes a public system. In addition to applicable codes, ordinances, or other requirements, governing development in the Center Point Urban Renewal Project Area, additional specific performance and development standards may be adopted by the Urban Renewal Agency to control and direct redevelopment activities, found by the Urban Renewal Agency to be in the best interest of the Urban Renewal Project Area. Construction may be completed by the Urban Renewal Agency, or in concert with other governmental entities including the City, Highway District, or State.

The Center Point project is unique in its implementation. The project plan is designed in such a way that requires the developer to first construct the building(s) for that particular phase, before the public infrastructure, or other public improvements, are eligible and financed by the Urban Renewal Agency. This concept also allows the developer the ability to install improvements without bonding, and be reimbursed from excess tax increment in the future. In the interest of expediting the installation of infrastructure and improvements which are necessary to attract users and tenants upon which financing is dependent, Center Point shall be entitled to make those improvements which are set forth as proposed improvements in the Plan, at Center Point's expense. Center Point shall be entitled to be reimbursed for the actual cost of said improvements throughout the duration of the plan from those revenues in excess of the actual amount necessary to make payments on any bonded indebtedness approved by the Agency, and the reasonable administrative expenses of the Agency not otherwise included in the bonded indebtedness, provided however, that said administrative expenses shall not exceed 15% of the excess revenues annually in a fiscal year. It is further agreed that the Agency shall receive the first \$10,000 of excess revenues annually, which \$10,000 shall be included in computation of the 15% to be paid for

administrative expenses. Reimbursable expenditures shall include only those expenditures made subsequent to January 1, 2002. Dependent of the success of the plan in the future, this formula may be adjusted by mutual agreement between the developer and the Post Falls Urban Renewal Agency. This differs from the concept used in past Urban Renewal Plan Areas, such as the Riverbend Urban Renewal Commerce Park. The Riverbend Urban Renewal Plan provided for a series of improvements to be installed and funded by Urban Renewal, then a marketing of the area to conducted by Riverbend Commerce Park. The first phase has been slow to develop. The Agency has decided that a partnership between future developers and Agency may provide for more flexibility in the development of an Urban Renewal Area, and has implemented this concept in the formation of the Expo Urban Renewal Area.

The project is slated for \$6,622,238.00 million financed through tax increment financing, and bonds, through phases. The phases are listed below with the type of improvement, and an estimated cost range.

PUBLIC LAND USES.

A. Rights-of-Way.

There are no major public streets currently located within the Center Point Urban Renewal Project Area. Any changes in the existing layout of public rights-of-way will be made in accordance with the objectives of this Urban Renewal Plan and the City's design standards. Development of all public rights of ways shall be guided by the following criteria:

1. A balancing of the needs of proposed and potential new developments in the surrounding area for adequate pedestrian and vehicular access, vehicular parking, and delivery facilities against the similar needs of any existing developments. Such balance shall take into consideration the rights of existing owners and tenants; and
 - 1.1 topography, traffic safety and esthetics; and
 - 1.2 need of areas outside the Project Area for convenient and efficient vehicular, pedestrian, and bike access and movement; and
 - 1.3. use of rights-of-way for vehicular, bicycle and pedestrian traffic, landscaping, public and private utilities, and activities typically found in urban areas.

B. Other Public, Institutional, and Non-profit Uses.

The Urban Renewal Agency may also provide for and permit, within the Project Area, the maintenance, establishment or enlargement of public, institutional, or non-profit uses, including park and recreational facilities; educational and fraternal facilities; philanthropic, religious and charitable institutions; utilities; governmental facilities; and facilities of other organizations or associations consistent with normal uses in a industrial/commercial type business area. All such uses shall, conform to the provisions of this Plan as well as the Comprehensive Plan and Zoning Ordinance of the City of Post Falls. The Agency may impose such other requirements and/or restrictions (which do not conflict with the aforementioned city documents) as may be necessary to protect the development and use of the project area.

OPEN SPACE, LANDSCAPING, LIGHT, AIR AND PRIVACY.

Provisions for open space, landscaping, light, air and privacy shall be governed by applicable laws and ordinances and such additional restrictions which may be legally imposed by the Agency.

SECTION 6

MISCELLANIOUS

7. MISCELLANIOUS

PROJECT FINANCING.

General Description Of Financing Methodology

State law provides that Urban Renewal Agencies have the power to finance urban renewal (redevelopment) activities and related costs. Agencies can issue both short and long term debt with existing and projected revenues. Urban Renewal Agencies may utilize tax increment financing (TIF) as the financing tool; however, Idaho Code Section 50-2007(f) also allows other financing mechanisms such as those listed below:

1. advances
2. loans
3. grants
4. contributions
- 5 any other form of financial assistance from public or private sources

City And Agency Guidelines:

The Urban Renewal Agency may finance this plan with financial participation of the City, State of Idaho, Federal Government, interest income, Agency bonds, local improvement district bonds, donations, loans from private financial institutions, the lease or sale of Agency-owned property, 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 principal and interest on such advances, funds, and indebtedness may be paid from any other funds available to the Agency. The City, as it is able, may also grant additional assistance through City loans and grants for various public facilities. The City or any other public agency may expend money to assist the Agency in carrying out this project.

A. Bonds. As allowed by law and subject to such restrictions as are imposed by law, the Agency is authorized to issue 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 shall be liable on the bonds by reason of their issuance.

B. Other Loans and Grants. Any other loans, grants, guarantees, or financial assistance from the United States, the State of Idaho, or any other public or private source will be utilized if available.

Revenue Allocation Financing:

The Urban Renewal Agency hereby adopts, concurrently with the adoption of this plan, Appendix B, a revenue allocation financing provision as authorized by Chapter 29, Section 50, Idaho Code ("The Act"). These revenue allocation provisions shall apply as provided by law to all taxing districts in which the revenue allocation area is located. The Urban Renewal Agency shall take all actions necessary or convenient to implement these revenue allocation provisions. The Urban Renewal Agency specifically finds that the equalized assessed valuation of property within the revenue allocation area is anticipated to increase as a result of the initiation of the urban renewal project. The revenue allocation financing shall be in effect for a period not to exceed the length of the plan.

The Agency through its Board of Directors, may apply all or any portion of the revenues allocated to the Agency pursuant to the Act to pay costs incurred or to pledge all or any portion of such revenues to the repayment of any moneys borrowed, indebtedness incurred or bonds issued by the Agency to finance, or refinance the project costs stipulated in Section 5.

Upon enactment of an ordinance by the City of Post Falls, and final adoption of these revenue financing provisions, revenues will be governed by Idaho Code Section 50-2908. A statement listing proposed public improvements and facilities and estimated project costs is designated in Section 5, and an economic feasibility study setting forth Fiscal Impact upon other taxing districts, and methods of financing project costs as required by Idaho Code Section 50-2905 is included in Appendix B, both of which are incorporated herein by reference.

ACTIONS BY THE CITY

The City will, to the extent authorized, by law assist and cooperate with the Agency in carrying out this Plan and take all actions necessary to ensure the continued fulfillment of purposes of this Plan. Actions by the City shall include, but not be limited to, the following:

- A. Institution and completion of the proceedings necessary for changes and improvements in private and publicly owned utilities within or affecting this project area.
- B. Revising of zoning or other standards (if necessary) within the project area to permit the development authorized by this Plan.
- C. Imposition, wherever necessary, through the use of special use permits or other means 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. Preservation of historical sites shall have a high priority in achieving development objectives.
- F. Performance of the above actions and all other functions and services relating to public health, safety, and physical development normally rendered in accordance with the schedule which will permit the redevelopment of the project area to be commenced and carried to completion without unnecessary delays.
- G. Institution and completion of proceedings necessary for the establishment of a local improvement
- H. The undertaking and completing of any other proceedings necessary to carry out the project.
- I. Administration of community development block grant and other state and federal funds that may be available for this project.
- J. Appropriate agreements with the Agency for administration, supporting services, funding sources, and the like.

The foregoing actions to be taken by the City, Urban Renewal Agency, or any other agency does not constitute any commitment of financial outlay by the Urban Renewal Agency or City.

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, to the extent allowed by law, the City. The provision of this Plan or other documents entered into, pursuant to this Plan, may be enforced by the Agency, City, or other governmental entity which may have jurisdiction over the violation.

DURATION OF THE PLAN.

The Plan is anticipated to run concurrently with the Tax Allocation District. The Tax Allocation District is anticipated to be in effect for a period not to exceed twenty (20) years from the date of its adoption, and is assignable.

PROCEDURE FOR AMENDMENT.

The proposed Center Point Urban Renewal Plan may be modified at any time by the Urban Renewal Agency as provided by state law. Where the proposed modifications substantially alter

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

1. Project area boundaries
2. Permitted land uses not in compliance with the Comprehensive Plan
3. Land Acquisition not previously identified in this plan
4. Changes to plan objectives

SEVERABILITY.

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

SECTION 7 CONCLUSION

CONCLUSION.

Post Falls, as a smaller community of 17,247 between two larger commercial centers, Spokane, twenty miles to the west, and Couer d' Alene, three miles to the east, struggles to remain economically competitive due, in part, to the lack of infrastructure to attract business in many parts of the City, including the Center Point Urban Renewal Area. As seen in Section 1, Introduction, business and job growth, 3.5%, has not kept up with residential growth, averaging 6 to 7% per year. A higher percentage of residential growth places increased burdens on the community to provide services. When commercial and residential growth are balanced, the communities can better provide essential services. Post Falls economy has traditionally been tied to the timber related industry. Approximately 10.5% of all Statewide Natural Resource Employment opportunities are concentrated within Kootenai County, and this is not a growth industry for Idaho. With the timber industry in decline in Post Falls, as evidenced by the closing of the Louisiana Pacific mill resulting in the loss of 120 high wage jobs, a shifting in the economy towards manufacturing, tourism, and service related jobs is occurring. Job growth is taking place but at a significantly reduced wage and benefit base.

The difference in taxation methodology between Washington and Idaho cause a disadvantage to business locating in Idaho. The corporate income tax in effect in Idaho +8 causes overall business taxes to be greater than in Washington, see (Appendix H). The City, realizing the need to remain economically competitive, has determined that the entire City can benefit by utilizing

the Competitively Disadvantaged Border Community Area designation for the Riverbend Commerce Park. As such, the City adopts purposes and goals for the Center Point Urban Renewal Area including, stimulating the development of industrial and manufacturing expansion for this area. Center Point has been the target of many site selection inquiries. These inquiries have fallen into two categories; 1) companies which were large enough to warrant infrastructure investment to accommodate their needs and, 2) companies small enough to be accommodated by existing infrastructure. Most inquires have been from large companies that will expend large investments into the Center Point, making infrastructure upgrades required. The existing infrastructure is inadequate for these types of developments. The designation of this area as a Competitively Disadvantaged Border Community will create a mechanism to provide the infrastructure that will attract industrial and manufacturing development. Industrial and manufacturing development would not generally occur without the help of the Competitively Disadvantaged Border Community Area designation as evidenced by the lack of development at Center Point.

This proposed Plan meets the City's stated goal for economic vitality which reads "to develop a healthy and vital economic economy, providing jobs for citizens and a tax base to support public service." This Plan is also a high priority to the community because, if adopted, this plan would begin to equalize the disparity for development between the State of Idaho and State of Washington; furthermore this plan would also make Post Falls and North Idaho more competitive with other Northwest Cities. The plan conforms with the cities comprehensive plan, and its goals for land use in this area. The City needs a strong tax base to provide services which the Center Point Urban Renewal Project would help provide by increasing local job opportunities. The Urban Renewal Agency will construct the financing vehicle which may include local, state, federal or private participation. This plan addresses the needs of the City of Post Falls and the Urban Renewal Agency for the Center Point Urban Renewal Area, which includes the quality of life, bringing economic vitality, and improving the aesthetics of the Center Point Area utilizing the Competitively Disadvantaged Border Community Area of the Idaho Code.

SECTION 8

Center Point Business Park Post Falls, Idaho Cost Estimate Summary

	Phase Cost	
Center Point Business Park Phase 1	\$ 1,854,644.28	86.57
Center Point Business Park Phase 2	\$ 607,069.69	33.58
Center Point Business Park Phase 3	\$ 2,242,418.49	58.65
Center Point Business Park Phase 4	\$ 700,249.31	40.76
Center Point Business Park Phase 5	\$ 773,035.21	41.74
Center Point Business Park Phase 6	\$ 444,821.09	24.64
Center Point Business Park Total Cost	\$ 6,622,238.08	285.94

*** See attachments for Phasing map

Center Point Tax allocation District
Phase 1 Cost estimate

<u>Description</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Cost</u>
1 Road Grading	24444 cy	\$ 2.25	\$ 55,000.00
2 4" on 6" Asphalt Paving	14778 sy	\$ 12.50	\$ 184,722.22
3 sidewalk grade	6650 ft	\$ 1.25	\$ 8,312.50
4 5' sidewalk	6650 ft	\$ 9.75	\$ 64,837.50
5 curb grade	6650 ft	\$ 1.05	\$ 6,982.50
6 6" curb and gutter	6650 ft	\$ 7.25	\$ 48,212.50
7 208' storm drainage	21600 sf	\$ 0.90	\$ 19,440.00
8 double depth drywells	18 units	\$ 2,250.00	\$ 40,500.00
9 sidewalk vaults with curb inlets	18 units	\$ 650.00	\$ 11,700.00
10 12" C900 water main (including valves)	3890 ft	\$ 26.00	\$ 101,140.00
11 6" water services	16 units	\$ 1,500.00	\$ 24,000.00
12 fire hydrants	9 units	\$ 2,000.00	\$ 18,000.00
** 1 12" C900 water main (offsite)	5290 ft	\$ 26.00	\$ 137,540.00
14 8" sewer mainline	3890 ft	\$ 20.25	\$ 78,772.50
15 sewer manholes	10 units	\$ 2,150.00	\$ 21,500.00
16 sewer services	16 units	\$ 650.00	\$ 10,400.00
** 1 offsite 6" sewer pressure main	3085 ft	\$ 15.00	\$ 46,275.00
18 regional sewer lift station (south Beck Road)	1 units	\$ 160,000.00	\$ 160,000.00
19 on site 6" sewer pressure main	2940 ft	\$ 15.00	\$ 44,100.00
20 entry island	6400 sf	\$ 2.00	\$ 12,800.00
21 parkway street trees	166 units	\$ 160.00	\$ 26,600.00
22 utility trenching (including sand bedding)	3657.5 ft	\$ 3.25	\$ 11,886.88
23 fiber conduit	9900 ft	\$ 5.00	\$ 49,500.00

** 24 Utility line extension	5000 ft	\$ 8.50	\$ 42,500.00
25 engineering	1 ls	\$ 207,768.00	\$ 207,768.00
phase 1 public improvements			\$ 1,432,489.60
10% contingency			\$ 143,248.96
10% administrative costs			\$ 157,573.86
<u>7% bond costs</u>			<u>\$ 121,331.87</u>
Total phase 1 costs			\$ 1,854,644.28

** Denotes a cost of offsite utility extensions

Center Point Tax allocation District
Phase 2 Cost estimate

<u>Description</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Cost</u>
1 Road Grading	13978 cy	\$ 2.25	\$ 31,450.00
2 4" on 6" Asphalt Paving	8387 sy	\$ 12.50	\$ 104,833.33
3 sidewalk grade	3774 ft	\$ 1.25	\$ 4,717.50
4 5' sidewalk	3774 ft	\$ 9.75	\$ 36,796.50
5 curb grade	3774 ft	\$ 1.05	\$ 3,962.70
6 6" curb and gutter	3774 ft	\$ 7.25	\$ 27,361.50
7 208' storm drainage	12000 sf	\$ 0.90	\$ 10,800.00
8 double depth drywells	10 units	\$ 2,250.00	\$ 22,500.00
9 sidewalk vaults with curb inlets	10 units	\$ 650.00	\$ 6,500.00
10 12" C900 water main (including	1887 ft	\$ 26.00	\$ 49,062.00
11 6" water services	10 units	\$ 1,500.00	\$ 15,000.00
12 fire hydrants	5 units	\$ 2,000.00	\$ 10,000.00
13 8" sewer mainline	1887 ft	\$ 20.25	\$ 38,211.75
14 sewer manholes	5 units	\$ 2,150.00	\$ 10,750.00
15 sewer services	10 units	\$ 650.00	\$ 6,500.00
16 parkway street trees	94 units	\$ 160.00	\$ 15,096.00
17 utility trenching (including sand I	2075.7 ft	\$ 3.25	\$ 6,746.03
18 fiber conduit	5661 ft	\$ 5.00	\$ 28,305.00
19 engineering	1 ls	#####	\$ 40,296.00
phase 2 public improvements			\$ 468,888.31
10% contingency			\$ 46,888.83
10% administrative costs			\$ 51,577.71
<u>7% bond costs</u>			\$ 39,714.84
Total phase 2 costs			\$ 607,069.69

Center Point Tax allocation District
Phase 3 Cost estimate

<u>Description</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Cost</u>
1 Road Grading	23800 cy	\$ 2.25	\$ 53,550.00
2 4" on 6" Asphalt Paving	14280 sy	\$ 12.50	\$ 178,500.00
3 sidewalk grade	6426 ft	\$ 1.25	\$ 8,032.50
4 5' sidewalk	6426 ft	\$ 9.75	\$ 62,653.50
5 curb grade	6426 ft	\$ 1.05	\$ 6,747.30
6 6" curb and gutter	6426 ft	\$ 7.25	\$ 46,588.50
7 208' storm drainage	20400 sf	\$ 0.90	\$ 18,360.00
8 double depth drywells	17 units	\$ 2,250.00	\$ 38,250.00
9 sidewalk vaults with curb inle	17 units	\$ 650.00	\$ 11,050.00
10 12" C900 water main (includi	3213 ft	\$ 26.00	\$ 83,538.00
11 6" water services	17 units	\$ 1,500.00	\$ 25,500.00
12 fire hydrants	9 units	\$ 2,000.00	\$ 18,000.00
13 8" sewer mainline	3213 ft	\$ 20.25	\$ 65,063.25
14 sewer manholes	9 units	\$ 2,150.00	\$ 19,350.00
15 sewer services	17 units	\$ 650.00	\$ 11,050.00
16 parkway street trees	161 units	\$ 160.00	\$ 25,704.00
17 utility trenching (including sa	3534.3 ft	\$ 3.25	\$ 11,486.48
18 fiber conduit	9639 ft	\$ 5.00	\$ 48,195.00
19 Traffic Signal (Seltice and B	1 ls	#####	\$ 180,000.00
20 Freeway interchange	1 ls	#####	\$ 750,000.00
21 engineering	1 ls	\$70,380.00	\$ 70,380.00
phase 3 public improvements			\$ 1,731,998.53
10% contingency			\$ 173,199.85
10% administrative costs			\$ 190,519.84

7% bond costs
Total phase 3 costs

\$ 146,700.28
\$ 2,242,418.49

Center Point Tax allocation District
Phase 4 Cost estimate

<u>Description</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Cost</u>
1 Road Grading	16119 cy	\$ 2.25	\$ 36,266.67
2 4" on 6" Asphalt Paving	9671 sy	\$ 12.50	\$ 120,888.89
3 sidewalk grade	4352 ft	\$ 1.25	\$ 5,440.00
4 5' sidewalk	4352 ft	\$ 9.75	\$ 42,432.00
5 curb grade	4352 ft	\$ 1.05	\$ 4,569.60
6 6" curb and gutter	4352 ft	\$ 7.25	\$ 31,552.00
7 208' storm drainage	13200 sf	\$ 0.90	\$ 11,880.00
8 double depth drywells	11 units	\$ 2,250.00	\$ 24,750.00
9 sidewalk vaults with curb inlets	11 units	\$ 650.00	\$ 7,150.00
10 12" C900 water main (including v	2176 ft	\$ 26.00	\$ 56,576.00
11 6" water services	11 units	\$ 1,500.00	\$ 16,500.00
12 fire hydrants	6 units	\$ 2,000.00	\$ 12,000.00
13 8" sewer mainline	2176 ft	\$ 20.25	\$ 44,064.00
14 sewer manholes	6 units	\$ 2,150.00	\$ 12,900.00
15 sewer services	11 units	\$ 650.00	\$ 7,150.00
16 parkway street trees	109 units	\$ 160.00	\$ 17,408.00
17 utility trenching (including sand b	2393.6 ft	\$ 3.25	\$ 7,779.20
18 fiber conduit	6528 ft	\$ 5.00	\$ 32,640.00
19 engineering	1 ls	\$ 48,912.00	\$ 48,912.00
phase 4 public improvements			\$ 540,858.36
10% contingency			\$ 54,085.84
10% administrative costs			\$ 59,494.42
7% bond costs			\$ 45,810.70
Total phase 4 costs			\$ 700,249.31

Center Point Tax allocation District
Phase 5 Cost estimate

<u>Description</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Cost</u>
1 Road Grading	67341 cy	\$ 2.25	\$ 151,516.20
2 4" on 6" Asphalt Paving	8342 sy	\$ 12.50	\$ 104,277.78
3 sidewalk grade	3754 ft	\$ 1.25	\$ 4,692.50
4 5' sidewalk	3754 ft	\$ 9.75	\$ 36,601.50
5 curb grade	3754 ft	\$ 1.05	\$ 3,941.70
6 6" curb and gutter	3754 ft	\$ 7.25	\$ 27,216.50
7 208' storm drainage	12000 sf	\$ 0.90	\$ 10,800.00
8 double depth drywells	10 units	\$ 2,250.00	\$ 22,500.00
9 sidewalk vaults with curb inlet	10 units	\$ 650.00	\$ 6,500.00
10 12" C900 water main (includin	1877 ft	\$ 26.00	\$ 48,802.00
11 6" water services	10 units	\$ 1,500.00	\$ 15,000.00
12 fire hydrants	5 units	\$ 2,000.00	\$ 10,000.00
13 8" sewer mainline	1877 ft	\$ 20.25	\$ 38,009.25
14 sewer manholes	5 units	\$ 2,150.00	\$ 10,750.00
15 sewer services	10 units	\$ 650.00	\$ 6,500.00
16 parkway street trees	94 units	\$ 160.00	\$ 15,016.00
17 utility trenching (including san	2064.7 ft	\$ 3.25	\$ 6,710.28
18 fiber conduit	5631 ft	\$ 5.00	\$ 28,155.00
19 engineering	1 ls	\$ 50,088.00	\$ 50,088.00
phase 5 public improvements			\$ 597,076.70
10% contingency			\$ 59,707.67
10% administrative costs			\$ 65,678.44
<u>7% bond costs</u>			<u>\$ 50,572.40</u>
Total phase 5 costs			\$ 773,035.21

Center Point Tax allocation District
Phase 6 Cost estimate

<u>Description</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Cost</u>
1 Road Grading	39753 cy	\$ 2.25	\$ 89,443.20
2 4" on 6" Asphalt Paving	4667 sy	\$ 12.50	\$ 58,333.33
3 sidewalk grade	2100 ft	\$ 1.25	\$ 2,625.00
4 5' sidewalk	2100 ft	\$ 9.75	\$ 20,475.00
5 curb grade	2100 ft	\$ 1.05	\$ 2,205.00
6 6" curb and gutter	2100 ft	\$ 7.25	\$ 15,225.00
7 208' storm drainage	7200 sf	\$ 0.90	\$ 6,480.00
8 double depth drywells	6 units	\$ 2,250.00	\$ 13,500.00
9 sidewalk vaults with curb inlet	6 units	\$ 650.00	\$ 3,900.00
10 12" C900 water main (includir	1050 ft	\$ 26.00	\$ 27,300.00
11 6" water services	6 units	\$ 1,500.00	\$ 9,000.00
12 fire hydrants	3 units	\$ 2,000.00	\$ 6,000.00
13 8" sewer mainline	1050 ft	\$ 20.25	\$ 21,262.50
14 sewer manholes	3 units	\$ 2,150.00	\$ 6,450.00
15 sewer services	6 units	\$ 650.00	\$ 3,900.00
16 parkway street trees	53 units	\$ 160.00	\$ 8,400.00
17 utility trenching (including san	1155 ft	\$ 3.25	\$ 3,753.75
18 fiber conduit	3150 ft	\$ 5.00	\$ 15,750.00
19 engineering	1 ls	\$ 29,568.00	\$ 29,568.00
phase 6 public improvements			\$ 343,570.78
10% contingency			\$ 34,357.08
10% administrative costs			\$ 37,792.79
7% bond costs			\$ 29,100.45
Total phase 6 costs			\$ 444,821.09

CENTER POINT BUSINESS PARK

Infrastructure Improvement Phasing Plan

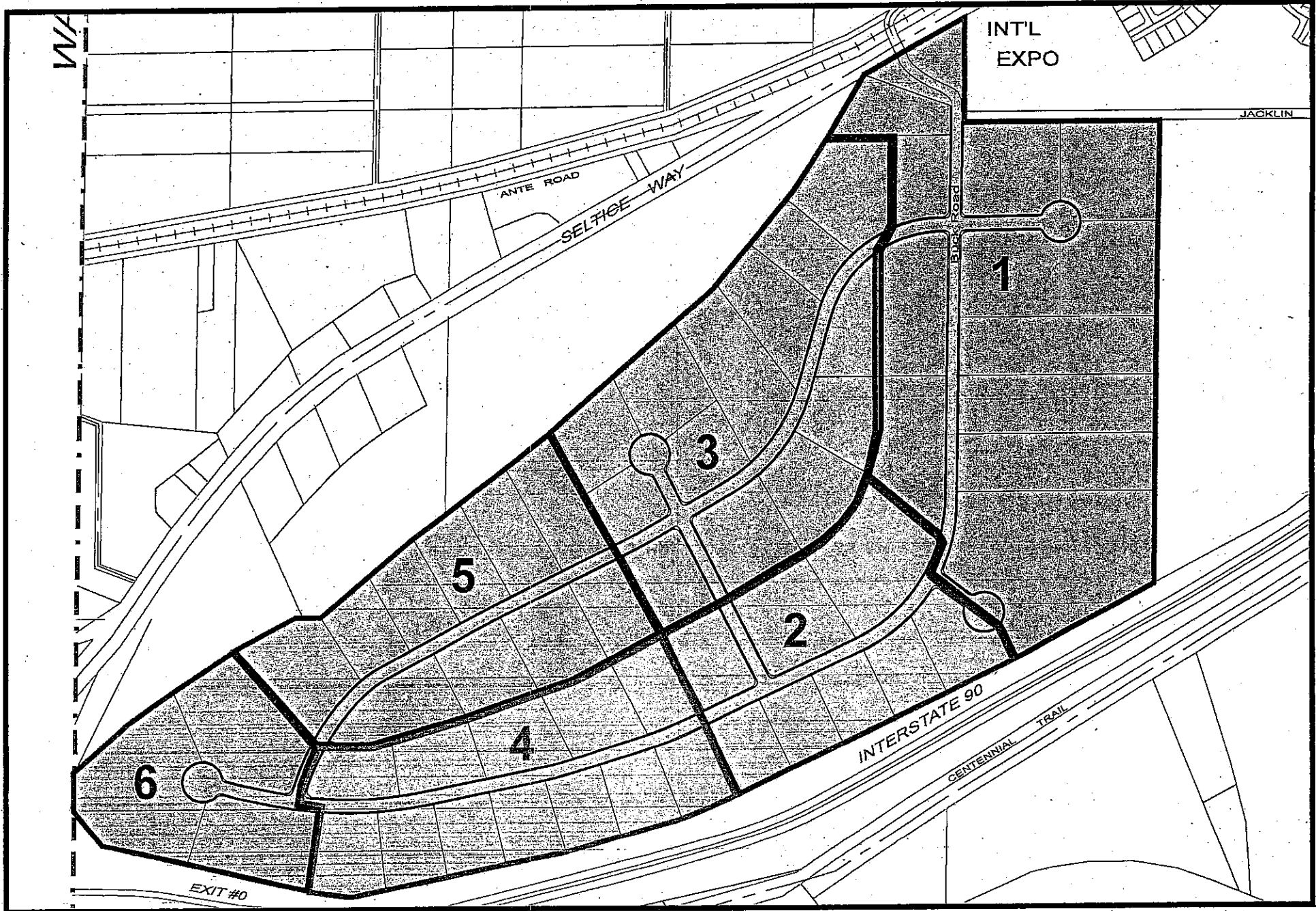


EXHIBIT "A"

PAGE 2

File Number: 87362

PARCEL I

That part of the North half of Section 12, Township 50 North, Range 6 W.B.M., Kootenai County, Idaho, described as follows:

Beginning at the Northeast corner of said section 12, said corner being a ½ inch diameter rebar; thence

South 00° 50'53" West 436.36 feet upon the East line of said Section 12 to the intersection with the North-Westerly right of way line of Interstate Highway No. 90; thence

South 70° 29'40" West 1413.04 feet upon said right of way line to a monument; thence

South 72° 58'39" West 690.56 feet upon said right of way line to a monument; thence

South 79° 56'36" West 1182.88 feet upon said right of way line to a monument; thence

South 60° 17'16" West 210.49 feet upon said right of way line to a monument; thence

South 79° 49'06" West 23.81 feet upon said right of way line to the intersection with the Southerly boundary line of the Spokane Valley Land and Water Company irrigation canal right of way; thence

North 80° 03'51" West 313.07 feet upon said Southerly boundary line; thence

North 71° 12'51" West 191.30 feet upon said Southerly boundary line; thence

North 88° 16'51" West 614.30 feet upon said Southerly boundary line; thence

North 55° 36'51" West 121.07 feet upon the Southwesterly boundary line of said canal right of way to the intersection with the Washington-Idaho state line; thence North 00° 24'44" East 419.08 feet upon said state line; thence

North 42° 05'46" East 291.38 feet upon a line parallel with and 11 feet Southeasterly from the Southeasterly boundary of Tract 182 of Plat 5, East Farms Irrigated Tracts; thence

North 51° 55'48" East 239.59 feet upon said parallel line; thence

North 54° 48'02" East 543.36 feet upon said parallel line; thence

North 58° 23'07" East 360.21 feet upon said parallel line to the intersection with the North line of said Section 12; thence

South 88° 57'52" East 3435.93 feet upon said North line to the POINT OF BEGINNING.

EXCEPTING therefrom roads and highways.

CONTINUED

PARCEL II

That part of Section 1, Township 50 North, Range 6 W.B.M., Kootenai County, Idaho, described as follows:

Beginning at the Southeast corner of said Section 1, said corner being a ½ inch rebar; thence
North 88° 57'52" West 3282.00 feet upon the South line of said Section 1; thence
North 51° 11'16" East 615.20 feet; thence
North 53° 30'43" East 902.00 feet; thence
North 49° 45'45" East 1108.00 feet; thence
North 33° 00'42" East 520.00 feet; thence
North 40° 00'44" East 683.88 feet to the intersection with the East-West centerline of said Section 1; thence
North ~~83° 47'55"~~^{89° 07' 54"} West 103.05 feet upon said East-West centerline to the intersection with the Southeasterly right of
way line of U.S. Highway No. 10; thence
North 61° 26'31" East 746.48 feet upon said Southeasterly right of way line to the intersection with the East line of
said Section 1; thence

South 00° 51'08" West 370.53 feet upon said East line to the East quarter corner of said Section 1, said East quarter
corner being 1½ inch diameter galvanized iron pipe; thence

South 00° 50'44" West 2645.67 feet upon the East line of said Section 1 to the POINT OF BEGINNING. *doesn't close*

EXCEPTING therefrom that property conveyed by Warranty Deed recorded April 18, 1947, in Book 135 of Deeds,
page 98, records of Kootenai County

ALSO EXCEPTING therefrom any portion of said property lying within highways and roads.

PARCEL III

That part of the Southwest quarter of Section 6, Township 50 North, Range 5 W.B.M., and also that part of the
Northwest quarter of Section 7, Township 50 North, Range 5 W.B.M., Kootenai County, State of Idaho, described
as a whole as follows:

Beginning at the West quarter corner of said Section 6, said corner being a 1½ inch diameter galvanized iron pipe;
thence

South 88° 45'29" East 1058.88 feet upon the East-West centerline of said Section 6; thence

South 00° 50'44" West 2492.58 feet to the intersection with the Northwesterly right of way line of Interstate Highway
No. 90; thence

South 61° 59'19" West 305.24 feet upon said right of way line to the intersection with the North line of said Section
7; thence

continuing South 61° 59'19" West 894.98 feet upon said right of way line to a monument; thence

South 70° 29'40" West 8.21 feet upon said right of way line to the intersection with the West line of said Section;
thence

CONTINUED



North 00° 50'53" East 436.36 feet upon said West line to the Northwest corner of said Section 7, said corner being a ½ inch diameter rebar; thence

North 00° 50'44" East 2645.66 feet upon the West line of said Section 6 to the POINT OF BEGINNING.

ALSO EXCEPTING therefrom any portion of said property lying within highways and roads.

