

ORDINANCE NO. 2892

153

AN ORDINANCE OF THE CITY OF POCA TELLO, A MUNICIPAL CORPORATION OF IDAHO, REPEALING THE REVENUE ALLOCATION PROVISIONS FOR THE CONSOLIDATED CENTRAL CORRIDOR URBAN RENEWAL AREA; PROVIDING THAT THE REVENUE ALLOCATION PROVISIONS SHALL END AT 11:59 P.M. ON DECEMBER 31, 2010; PROVIDING THAT A COPY OF THIS ORDINANCE SHALL BE GIVEN TO EACH OF THE TAXING ENTITIES AFFECTED BY SAID REVENUE ALLOCATION AREA; PROVIDING THAT THIS ORDINANCE SHALL BE IN FULL FORCE AND EFFECT FROM AND AFTER ITS PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW, THE RULE REQUIRING AN ORDINANCE TO BE READ ON THREE SEPARATE OCCASIONS HAVING BEEN DISPENSED WITH.

WHEREAS, on October 1, 1998, the Pocatello City Council consolidated certain current urban renewal areas together with additional deteriorated areas, and designated the entire area as the Consolidated Central Corridor Urban Renewal Area by Resolution No. 1998-37, pursuant to Idaho Code §§50-1008 and 50-2905; and

WHEREAS, Ordinance No. 2614, dated December 17, 1998, approving the Consolidated Central Corridor Urban Renewal Area, Plan, Projects and Revenue Allocation Area, were adopted, approved and published according to law; and

WHEREAS, the Consolidated Central Corridor Urban Renewal Area, Plan, Projects and Revenue Allocation Area were thereafter modified by Ordinance No. 2701, dated November 7, 2002, No. 2740 dated June 3, 2004, and No. 2844 dated July 17, 2008; and

WHEREAS, the improvements to the Consolidated Central Corridor district included major infrastructure improvements to Old Town water lines and storm sewer lines, the Halliday storm sewer line system, commercial property acquisitions and improvements, area-wide street improvements, the Triangle Redevelopment Project, the Whitman Housing Project and numerous economic development projects; and

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TECHNICAL SUPPORT

WHEREAS, remaining improvements to be completed consist largely of projects related to the South Valley Connector project as approved by the Pocatello Development Authority, which improvements are in the process of being planned and completed; and

WHEREAS, sufficient funds for payment of all final project costs and administrative fees of the project will be available from revenues received from the tax year ending December 31, 2010;

WHEREAS, the Consolidated Central Corridor Revenue Allocation provision was scheduled to close at the end of the tax year 2010; and

WHEREAS, the Pocatello Development Authority has passed a Resolution requesting that an Ordinance be prepared to officially repeal the revenue allocation provisions for the East Center Street Urban Renewal Area in accordance with the scheduled termination date of December 31, 2010, and that the Consolidated Central Corridor Urban Renewal Area and Revenue Allocation Area be closed;

NOW, THEREFORE BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF POCA TELLO AS FOLLOWS:

Section 1: That, in accordance with Idaho Code Section 50-2906(1) the revenue allocation provisions heretofore adopted for the area commonly known as the Consolidated Central Corridor, more particularly described in Exhibit A, attached hereto and made a part hereto, and as depicted the Central Corridor Urban Renewal Area Map, marked Exhibit B, attached hereto and made a part hereto, are hereby repealed, effective at 11:59 p.m. on December 31, 2010, and upon publication of this Ordinance.

Section 2. That the City Clerk shall cause a copy of this Ordinance to be forwarded to each of the taxing entities within Bannock County and the Idaho State Tax Commission.

EXHIBIT "A"
Consolidated Central Corridor Legal Description

A composition of several tracts of land in Sections 8, 9, 16, 17, 18, 21, 22, 23, 24, 25, 26, 27, 35 and 36, Township 6 South, Range 34 East, Boise Meridian and Section 1, Township 7 South, Range 34 East, Boise Meridian and Sections 6, 7, 8, 16, and 17, Township 7 South, Range 35 East, Boise Meridian, in Bannock County, Idaho, more particularly described as follows:

Four areas consolidated under Ordinance No. 2614, recorded as Instrument No. 99002409 in the official records of Bannock County, Idaho

Area 1 (North City Park Area)

Beginning at a point 25 feet West of the West 1/4 corner of Section 16, T.6S., R.34E., B.M., which point being on the West Right of Way line of Philbin Road THE TRUE POINT OF BEGINNING; thence in an easterly direction along the Latitudinal centerline of Section 16, the same being the northerly Right-of-Way line of the Union Pacific Railroad (U.P.R.R) approximately 600 feet to a change in direction of said Right-of-Way line; thence in southeasterly direction continuing along said northerly Right-of-Way line of the U.P.R.R. approximately 4600 feet to a point of intersection with the Northerly boundary line of the Prospect Townsite Subdivision; thence in a Easterly direction along said Northerly boundary line of said subdivision the same being the south line of said Section 16, approximately 500 feet to a point of intersection with the southwesterly Right-of-Way line of U.S. Highway 30 North; thence in a southeasterly direction along said Southwesterly Right-of-Way line approximately 500 feet to a point 175 feet West of the East line of Section 21, T.6S., R.34E., B.M., which point being on the westerly Right-of-Way line of North Main Extension; thence in a southerly direction along said westerly Right-of-Way line of North Main Extension (formerly Hawthorne Road) and its southerly extension parallel with and 175 feet West of the East line of Section 21, T.6S., R.34E., B.M. approximately 1600 feet to a point of intersection with the southwesterly Right-of-Way line of the U.P.R.R.; thence in a northwesterly direction along said southwesterly Right-of-Way line of the U.P.R.R., of which is defined by several courses, approximately 2600 feet to a point of intersection with the North line of Section 21, Township 6 South, Range 34 East, Boise Meridian; thence in a westerly direction along said North line of Section 21, approximately 820 feet to the North 1/4 corner of said section 21; thence in a southerly direction along the Meridional centerline of

Section 21, a distance of 38 feet to the Southwesterly Right-of-Way line of Kraft Road; thence in a Southeasterly, Southerly, and Southeasterly direction following the Westerly Right of Way line of Kraft Road approximately 4000 feet to a point of intersection with the westerly Right-of-Way line of Gathe Drive; thence in a southerly direction along the westerly Right-of-Way line of Gathe Drive, approximately 2600 feet to the south line of said Section 21; thence in a easterly direction along the south line of said Section 21, a distance of 60 feet to the Southeast Corner of Section 21, the same being Northwest Corner of Section 27, T. 6 S., R. 34 E., B.M.; thence in a easterly direction along the north line of said Section 27, a distance of 1012.84 feet to a point of intersection with the Northerly extension of the Easterly right-of-way line of Aspen Lane; thence in a southerly direction along said extension and right-of-way line of Aspen Lane approximately 1200 feet to a point on the centerline of the Portneuf River channel as it existed prior to September 1965, the same being on the Southerly boundary line of City of Pocatello North City Park; thence in an easterly direction along said old Portneuf River center line alignment also being the south line of said North City Park, approximately 500 feet to the intersection with the centerline of the 1966 Portneuf River flood control project; thence in a southerly direction along said project centerline of the Portneuf River, approximately 360 feet to a point of intersection with the westerly extension of the south Right-of-Way line of North Street; thence in an easterly direction along said extension and south Right-of-Way line of North Street and its easterly extension approximately 800 ft. to the point of intersection with the south Right-of-Way line of Buell Street; thence in a northeasterly direction along said south Right-of-Way line of Buell Street approximately 520 feet to a point of intersection with the easterly Right-of-Way line of Main Street; thence in a northwesterly direction along said easterly Right-of-Way line of Main Street approximately 2500 feet to a point of intersection with the Southeasterly Right-of-Way line of Omaha Street; thence in a northeasterly direction along the said Southeasterly Right-of-Way line of Omaha Street approximately 250 feet to a point of intersection with the Easterly Right of Way line of the old North Main Street Easterly Right of Way line; thence in a Northerly and Northwesterly direction along said Easterly Right of Way line of the old Main street alignment also common with a portion of the Southwesterly Right of Way line of the Union Pacific Railroad approximately 1500 feet to the end of the public Right of Way, which point is approximately 100 feet North of the latitudinal Centerline of Section 22, T.6S., R.34E., B.M.; thence in a predominately Northwesterly direction along the Southwesterly Right of Way line of the U.P.R.R. of which is defined by several courses approximately 1400 feet to a point 72 feet left (S.E.) of the approximate Centerline Station 3+20 of the Federal Aid

Highway project F-FG-UG-1024(10) known as the North Main Extension project, which point being on the Easterly Right of Way line of said Project; thence in a Northeasterly direction following the Easterly Right of Way line of said Project of which is defined by several courses approximately 550 feet to the North 1/16 corner on the West line of said Section 22, T.6S., R.34E. B.M.; thence in a Easterly direction along the North 1/16 line of said Section 22, following the aforementioned Right of Way line, a distance of 25 feet; thence in a northerly direction along a line parallel with and 25 feet Easterly of the West line of Section 22, defining a portion of said easterly Right-of-Way line of North Main Extension (formerly Hawthorne Road) approximately 1200 feet to a point of intersection with the northeasterly Right-of-Way line of US Highway 30 North; thence in a northwesterly direction along said northeasterly Right-of-Way line of US Highway 30 North approximately 6100 feet to a point of intersection with the westerly Right-of-Way line of Philbin Road; thence in a Southerly direction along the Westerly Right of Way line of Philbin Road approximately 700 feet to THE TRUE POINT OF BEGINNING.

Area 2 (South Fifth Area)

Beginning at the South 1/4 corner of Section 8, T. 7 S., R. 35 E., B.M., THE TRUE POINT OF BEGINNING; thence in a Easterly direction along the South line of said Section 8, approximately 690 feet to a point of intersection with the easterly Right-of-Way line of Interstate 15 North; thence in a southeasterly direction along said easterly Right-of-Way line of Interstate 15 North approximately 4580 feet to a point of intersection with the southerly Right-of-Way line of Hildreth Road; thence in a northeasterly direction along said southerly Right-of-Way line of Hildreth Road approximately 860 feet to a point of intersection with the westerly Right-of-Way line of South Fifth Avenue; thence in a northwesterly direction along said westerly Right-of-Way line of South Fifth Avenue, of which is defined by multiple courses, approximately 16,500 feet to a point of intersection with the westerly Right-of-Way line of South Fourth Avenue; thence continuing in a northwesterly direction along said westerly Right-of-Way line of South Fourth Avenue approximately 1900 feet to a point 25 feet North of the South line of Section 36, T.6S., R.34E., B.M.; thence in a westerly direction along a line parallel with and 25 feet North of said South line of Section 36, of which a portion defines the northerly Right-of-Way line of Fredregill Road approximately 800 feet to a point of intersection with the easterly Right-of-Way line of Second Avenue; thence in a northerly direction along said easterly Right-of-Way line of Second Avenue approximately 2300 feet to a point of intersection with the Northeasterly extension of the

southeasterly boundary line of Block 2, Park Drive Subdivision; thence in a southwesterly direction along said extension and south boundary line of Block 2, Park Drive Subdivision and its Southwesterly extension approximately 425 feet to the point of intersection with the Northeasterly Right-of-Way line of Union Pacific Railroad (U.P.R.R.); thence in a southeasterly direction along said Northeasterly Right-of-Way line of the U.P.R.R., of which is defined by multiple courses, approximately 15,500 feet to a point of intersection with the south line of Section 8, T. 7 S., R. 35 E., B.M.; thence in a easterly direction along the south line of said Section 8, approximately 1950 feet to the South 1/4 corner of said Section 8, THE TRUE POINT OF BEGINNING.

Area 3 (Alvin Ricken Area)

A tract of land being a portion of Sections 25 and 36, Township 6 South, Range 34 East, Boise Meridian and Sections 30 and 31, Township 6 South, Range 35 East, Boise Meridian, in Bannock County, Idaho, more particularly described as follows: Beginning at the Center 1/4 corner of Section 31, T.6S., R.35 E., B.M., THE TRUE POINT OF BEGINNING; thence in a westerly direction along the latitudinal centerline of said Section 31 to the intersection with the west 1/16th line of Section 31; thence in a southerly direction along said west 1/16th line of Section 31 to its intersection with the south 1/16th line of Section 31; thence in a westerly direction along the said south 1/16th line to its intersection with the easterly right-of-way line of Interstate I-15; thence northwesterly along the easterly right-of-way line and its extension being 200.0 feet northeasterly of the centerline of said I-15 to its intersection with the northerly right-of-way line of Buckskin Road; thence along the boundaries of the Idaho Power Company property recorded as Instrument No. 411920 for the following five courses: (1)thence continuing along the easterly right-of-way line of said I-15 to a point which is N. 16° 00'W. a distance of 376.71 feet from the northerly right-of-way line of Buckskin Road; (2) thence N. 48°12'E. a distance of 163.82 feet; (3) thence S. 80° 10'E. a distance of 163.82 feet; (4) thence S. 15° 58'E. a distance of 376.8 feet; (5) thence S.20° 03'W. a distance of 70.0 feet to an intersection with the northerly right-of-way line of Buckskin Road; thence easterly and northeasterly along said northerly right-of-way line of Buckskin Road to its intersection with the Meridional Centerline of Section 30, Township 6 South, Range 35, East, Boise Meridian, thence in a southerly direction along said Meridional Centerline of Section 30 and continuing along the Meridional Centerline of Section 31 approximately 5500 feet, more or less to the center quarter corner on the latitudinal centerline of Section 31,

Township 6 South, Range 35, East, Boise Meridian, THE TRUE POINT OF BEGINNING.

Area 4 (Additional Streets and Blocks)

Garrett Way, that portion which lies between the easterly Right-of-Way line of Hawthorne Road and northerly Right-of-Way line of Day Street.

First Avenue, that portion which lies between the southerly Right-of-Way line of Gould Street and northerly Right-of-Way line of Day Street.

McKinley Avenue, that portion of McKinley Avenue which lies 140' S. of the North Right-of-Way line of Oak Street.

Roosevelt Avenue, that portion of Roosevelt Avenue which lies 140' S. of the North Right-of-Way line of Oak Street.

Taft Avenue, that portion of Taft Avenue which lies between 140' S. of the North Right-of-Way line of Oak Street and the North Right-of-Way line of Oak Street.

Wilson Avenue, that portion which lies between the northerly Right-of-Way line of Oak Street and northerly Right-of-Way line of Maple Street.

Day Street, that portion which lies between the westerly Right-of-Way line of First Street and to the southerly Right-of-Way line of the Federal Aid Highway project for Oak Street being project Number FU-1024(27) .

Gould Street, that portion which lies between the easterly Right-of-Way line of Garrett Way and westerly Right-of-Way line of U.P.R.R.

Oak Street, that portion which lies between the easterly Right-of-Way line of McKinley Avenue and westerly Right-of-Way line of Wilson Street.

ALSO:

Block 2, Block 8 and Block 9 of the North Pocatello Townsite and that portion of the vacated Elm Street lying between Blocks 2 and 9 of said North Pocatello Townsite.

ALSO:

King Street, that portion which lies between the easterly Right-of-Way line of Main Street and the westerly Right-of-Way line of Harrison Avenue.

Gibson Street, that portion which lies between the easterly Right-of-Way line of Main Street and westerly Right-of-Way line of Harrison Avenue.

Buell Street, that portion which lies between the easterly Right-of-Way line of Main Street and westerly Right-of-Way line of Harrison Avenue.

Connor Street, that portion which lies between the center line of the alley way between Arthur and Garfield Avenues to the westerly Right-of-Way line of Shoshone Avenue.

Gould Street, that portion which lies between the center line of the alley way between Arthur and Garfield Avenues and the westerly Right-of-Way line of Garrett Way.

Day Street, that portion which lies between the center line of the alley way between Arthur and Garfield Avenues and the westerly Right-of-Way line of Shoshone Avenue.

Greeley Street, that portion which lies between the easterly Right-of-Way line of Arthur Avenue and westerly Right-of-Way line of Shoshone Avenue.

Young Street, that portion which lies between the easterly Right-of-Way line of Arthur Avenue and westerly Right-of-Way line of Shoshone Avenue.

Custer Street, that portion which lies between the easterly Right-of-Way line of Arthur Avenue and westerly Right-of-Way line of Shoshone Avenue.

Sherman Street, that portion which lies between the easterly Right-of-Way line of Arthur Avenue and westerly Right-of-Way line of Shoshone Avenue.

Sublette Street, that portion which lies between the easterly Right-of-Way line of Arthur Avenue and the westerly Right-of-Way line of Shoshone Avenue.

Bridger Street, that portion which lies between the easterly Right-of-Way line of Arthur Avenue and the westerly Right-of-Way line of Shoshone Avenue.

Hayden Street, that portion which lies between the easterly Right-of-Way line of Garfield Avenue and the westerly Right-of-Way line of Harrison Avenue.

Wyeth Street, that portion which lies between the easterly Right-of-Way line of Garfield Avenue and the westerly Right-of-Way line of Harrison Avenue.

Fremont Street, that portion which lies between the easterly Right-of-Way line of Hayes Avenue and the westerly Right-of-Way line of Harrison Avenue.

Lander Street, that portion which lies between the easterly Right-of-Way line of Hayes Avenue and the westerly Right-of-Way line of Harrison Avenue.

Clark Street, that portion which lies between the easterly Right-of-Way line of Hayes Avenue and the westerly Right-of-Way line of Union Pacific Avenue.

Center Street, that portion which lies between the easterly Right-of-Way line of Hayes Avenue and the westerly Right-of-Way line of First Avenue.

Lewis Street, that portion which lies between the easterly Right-of-Way line of Hayes Avenue and the westerly Right-of-Way line of Union Pacific Avenue.

Bonneville Street, that portion which lies between the easterly Right-of-Way line of Garfield Avenue to a point 300 feet east along the center line of Bonneville Street from the easterly Right-of-Way line of Main Street.

Whitman Street, that portion which lies between the easterly Right-of-Way line of Garfield Avenue and the westerly Right-of-Way line of Union Pacific Avenue.

Benton Street, that portion which lies between the easterly Right-of-Way line of Garfield Avenue and the westerly Right-of-Way line of First Avenue.

Halliday Street, that portion which lies between the center line of the alley way between Arthur and Garfield Avenues and the westerly Right-of-Way line of First Avenue.

Shoshone Avenue, that portion which lies between the northerly Right-of-Way line of Connor Street and the southerly Right-of-Way line of Bridger Street.

Harrison Avenue, that portion which lies between the northerly Right-of-Way line of King Street and the northerly Right-of-Way line of Wyeth Street.

Main Street, that portion which lies between the northerly Right-of-Way line of Buell Street and the northerly Right-of-Way line of Wyeth Street.

Arthur Avenue, that portion which lies between the northerly Right-of-Way line of Buell Street and the northerly Right-of-Way line of Clark Street.

Garfield Avenue, that portion which lies between the northerly Right-of-Way line of Hayden Street and a point 100 feet south of the southerly Right-of-Way line of Clark Street.

Hayes Avenue, that portion which lies between the northerly Right-of-Way line of Lander Street and the southerly Right-of-Way line of Lewis Street.

ALSO:

Blocks 428, 429, 430, 431, 432, 433, 434, 435, 436, 448, 449, 450, 451, 452, 453, 454, 455, 456, 459, 460, 482, 483, 484, 485, 486, 487, 488, 489, 490, 502, 503, 504, 505 of the Pocatello Townsite Plat.

ALSO:

The platted alley ways of Blocks 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 437, 447, 457, 458, 461, 462, 463, 464, 466, and 467 of the Pocatello Townsite Plat.

ALSO:

The area bounded on the northerly side by the southerly Right-of-Way line of Wyeth Street extended, on the easterly side by the westerly Right-of-Way line of the U.P.R.R., on the southerly side by the southerly Right-of-Way line of Bonneville Street extended and on the westerly side by the westerly Right-of-Way line of Union Pacific Avenue.

ALSO:

Young Street, that portion which lies between the easterly Right-of-Way line of Seventh Avenue and the westerly Right-of-Way line of Eighth Avenue.

Custer Street, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and the westerly Right-of-Way line of Eighth Avenue.

Sherman Street, that portion which lies between the easterly Right-of-Way line of Fifth Avenue and the westerly Right-of-Way line of Eighth Avenue.

Sublette Street, that portion which lies between the easterly Right-of-Way line of Fourth Avenue and the westerly Right-of-Way line of Eighth Avenue.

Bridger Street, that portion which lies between the easterly Right-of-Way line of Fourth Avenue and the westerly Right-of-Way line of Fifth Avenue.

Hayden Street, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and the westerly Right-of-Way line of Fifth Avenue.

Wyeth Street, that portion which lies between the easterly Right-of-Way line of Fourth Avenue and the westerly Right-of-Way line of Fifth Avenue.

Fremont Street, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and the westerly Right-of-Way line of Third Avenue; also that portion which lies between the easterly Right-of-Way line of Fourth Avenue and the westerly Right-of-Way line of Seventh Avenue.

Lander Street, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and the westerly Right-of-Way line of Fifth Avenue.

Clark Street, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and the westerly Right-of-Way line of Sixth Avenue.

Center Street, that portion which lies between the easterly Right-of-Way line of First Avenue and the westerly Right-of-Way line of Sixth Avenue.

Lewis Street, that portion which lies between the easterly Right-of-Way line of First Avenue and the westerly Right-of-Way line of Fifth Avenue.

Bonneville Street, that portion which lies between the easterly Right-of-Way line of First Avenue and the westerly Right-of-Way line of Fourth Avenue.

Whitman Street, that portion which lies between the easterly Right-of-Way line of First Avenue and the westerly Right-of-Way line of Fourth Avenue.

Benton Street, that portion which lies between the easterly Right-of-Way line of First Avenue and the westerly Right-of-Way line of Fifth Avenue.

Halliday Street, that portion which lies between the easterly Right-of-Way line of First Avenue and the westerly Right-of-Way line of Fifth Avenue.

Carter Street, that portion which lies between the easterly Right-of-Way line of First Avenue and the westerly Right-of-Way line of Fifth Avenue.

Lovejoy Street, that portion which lies between the easterly Right-of-Way line of First Avenue and the westerly Right-of-Way line of Fifth Avenue.

Terry Street, that portion which lies between the easterly Right-of-Way line of First Avenue and the westerly Right-of-Way line of Fifth Avenue.

Putnam Street, that portion which lies between the easterly Right-of-Way line of First Avenue and the westerly Right-of-Way line of Fifth Avenue.

Dillon Street, that portion which lies between the easterly Right-of-Way line of First Avenue and the westerly Right-of-Way line of Fifth Avenue.

Humbolt Street, that portion which lies between the easterly Right-of-Way line of First Avenue and westerly Right-of-Way line of Fifth Avenue.

Sutter Street, that portion which lies between the easterly Right-of-Way line of First Avenue and the westerly Right-of-Way line of Fifth Avenue.

Dunn Street, that portion which lies between the easterly Right-of-Way line of Second Avenue and the westerly Right-of-Way line of Fifth Avenue.

Lawton Street, that portion which lies between the easterly Right-of-Way line of Second Avenue and the westerly Right-of-Way line of Fifth Avenue.

Logan Street, that portion which lies between the easterly Right-of-Way line of Fourth Avenue and the westerly Right-of-Way line of Fifth Avenue.

Stansbury Street, that portion which lies between the easterly Right-of-Way line of Second Avenue and the westerly Right-of-Way line of Fifth Avenue.

Barton Road, that portion which lies between the easterly Right-of-Way line of Fifth Avenue and the easterly Right-of-Way line of Interstate 15 North.

Eighth Avenue, that portion which lies between the northerly Right-of-Way line of Young Street and the southerly Right-of-Way line of Sublette Street.

Seventh Avenue, that portion which lies between the northerly Right-of-Way line of Young Street and the southerly Right-of-Way line of Sublette Street.

Sixth Avenue, that portion which lies between the northerly Right-of-Way line of Clark Street and the southerly Right-of-Way line of Center Street.

Pocatello Avenue, that portion lying between the westerly extension of the northerly Right-of-Way line extension of Custer Street and the northerly Right-of-Way line of Sublette Street.

Fifth Avenue, that portion lying between the northerly Right-of-Way line of Bridger Street and also that portion which lies between the southerly Right-of-Way line of Whitman Street and the westerly extension of the northerly Right-of-Way line of Swisher Road.

Fourth Avenue, that portion which lies between the northerly Right-of-Way line of Sublette Street and the northerly Right-of-Way line of Bonneville Street, and also between the southerly Right-of-Way line of Whitman Street and the intersection with the westerly Right-of-Way line of Fifth Avenue.

Third Avenue, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and the southerly Right-of-Way line of Whitman Street, and also between the northerly Right-of-Way line of Benton Street and the southerly Right-of-Way line of Stansbury Street.

Second Avenue, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and the southerly Right-of-Way line of Stansbury Street.

Pocatello Avenue, that portion which lies between the westerly Right-of-Way line of Fourth Avenue and the westerly Right-of-Way line of First Avenue.

First Avenue, that portion which lies between the westerly Right-of-Way line of Pocatello Avenue and its intersection with the westerly extension of the southerly boundary line of Park Drive Subdivision.

ALSO:

Blocks 217, 218, 219, 226, 227, 275, 276, 342, 343, 345, 346, 372, and 373 of the Pocatello Townsite Plat.

Lots 9, 10, 11, 12, 13, 14, 15, 16, and the south 10 feet of Lot 8 and the south 10 feet of Lot 17, Block 231; and the east 51.3 feet of Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10, Block 271, of the Pocatello Townsite Plat; and the vacated Right-of-Way of Sixth Avenue between the southerly Right-of-Way line of Wyeth Street and to the northerly Right-of-Way line of Fremont Street.

Lots 11, 12, 13, 14, and the south 24 feet of Lot 15, Block 270, of the Pocatello Townsite Plat.

Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and Lots 17, 18, 19, and 20, Block 293, of the Pocatello Townsite Plat.

Lots 1, 2, 3, 4, and 5, Block 327, Lots 8, 9, 10, 11, 12, 13, and 14, Block 328 of the Pocatello Townsite Plat, and the vacated Right-of-Way of Fremont Street between Fourth Avenue and the centerline of the alley way of Blocks 327 and 328.

ALSO:

The platted alley ways of Blocks 290, 291, 292, 294, 295, 296, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 317, 318, 319, 320, 323, 324, 325, 326, 344, 345, 346, 347, 348, 351, 352, 353, 354, 355, 356, 357, 358, 363, 364, 365, 366, 367, 371, 372 of the Pocatello Townsite Plat.

The platted alley ways of Blocks 1, 2, 3, 4, 5, and 6 of the Keystone Townsite Plat.

TOGETHER WITH the following two parcels included under Ordinance No. 2740, recorded as Instrument No. 20413401 in the official records of Bannock County, Idaho

PARCEL 1 (Hospital/Center/Clark Area)

A tract of land in Section 25 and the West half of Section 26, and the South 1/2 of the Southeast 1/4 of Section 24, and the Southeast 1/4 of the Southwest 1/4 of Section 24, Township 6 South, Range 34 East, Boise Meridian, more particularly described as follows:

Beginning at the North 1/4 corner of Section 25, T.6S., R.34E., B.M., the same being the Northeast corner of the Pocatello Original Townsite, THE TRUE POINT OF BEGINNING; thence in a Southerly direction along the Meridional Centerline of Section 25, also common with the east boundary line of said Townsite approximately 635 feet to the Southwesterly Right-of-Way line of the Center Street Interchange per Federal Aid Interstate Hwy

project I-15-1(13)66, being 515.84 Left of Interstate Hwy 15 centerline Station 198+00.0 ; thence in a Southeasterly direction along said Center Street interchange Right-of-Way line defined by several courses approximately 945 feet to a point on the North 1/16 line of said Section 25, being 155.96 feet Left of centerline Station 189+51.87 per said Interstate Hwy plans; thence in a Southerly direction following the Westerly Right-of-Way line of said Interstate Hwy 15 defined by several courses approximately 2400 feet, to a point of intersection with the Southerly Right-of-Way line of Terry Street, being 200 feet Left of centerline Station 165+48.44 per said Interstate Hwy 15 survey; thence in an Easterly direction along the Easterly extension of the Southerly Right-of-Way line of Terry Street approximately 404 feet to a point 200 feet Right of said Interstate Hwy 15 centerline Station 164+88.98; thence in Northerly direction along the Easterly Right-of-Way line of said Hwy parallel with and 200 feet Right of the centerline of said Interstate Hwy 15 approximately 81 feet to a point opposite of centerline Station 165+69.86 on the Northerly Right-of-Way line of Terry Street also known as Buckskin Road, which corner also being the Southwest corner of the Idaho Power Company property described in Instrument No. 411920; thence in a Northwesterly direction along the Easterly Right-of-Way line of said Interstate Highway 15 of which a portion is common with the Westerly Boundary line of said Idaho Power Company property parallel with and 200 feet Easterly of the centerline of said Highway approximately 2230 feet to a point on the Easterly Right-of-Way line of the Center Street Interchange opposite of centerline Station 188+00.00 of said Highway survey; thence in a Northerly and Northeasterly direction along said Interchange Right-of-Way line defined by several courses approximately 1319 feet to point on the Easterly approach for East Center Street, the same being 680 feet Right of Centerline Station 199+40.0 per said Interstate Highway survey also being 40.77 feet Right of Centerline Station 26+93.07 of the DB Road (Center Street connector) survey per said Interstate Highway plans; thence in a Northerly direction along said Interchange Easterly approach approximately 7.0 feet to a point on the Southerly Right-of-Way line of Center Street; thence in a Northeasterly direction along said Southerly Right-of-Way line of Center Street approximately 1370 feet to a point 60 feet Easterly of the centerline of Hospital Way; thence in Northwesterly direction on a line parallel with and 60 feet Easterly of said centerline of Hospital Way and its Northwesterly extension 80 feet to a point of intersection with the Northerly Right-of-Way line of Center Street; thence in a Southwesterly direction along the Northwesterly Right-of-Way line of Center Street approximately 1375 feet to the right of way line of the Easterly approach to the Center Street

Interchange per Federal Aid Interstate Hwy project I-15-1(13)66; thence continuing in a Southwesterly direction along the Northerly Right-of-Way line of said Interstate Hwy approach approximately 310 feet to a change in direction of said Right-of-Way line of the Center Street Interchange, which point being 350 feet Right of said Interstate Hwy centerline Station 200+00.0; thence in a Northwesterly direction along the easterly Right-of-Way line of said Interstate Hwy approximately 1675 feet to a point of intersection with the South 1/16 line of Section 24, T.6S., R.34E., B.M.; thence in a Westerly direction along the South 1/16 line of said Section 24, approximately 427 feet to the Westerly Right-of-Way line of said Interstate Hwy 15; thence in a Southerly direction along the Westerly Right-of-Way line of said Interstate Hwy 15 approximately 1404 feet to a point opposite of and 304.69 feet Left of the Highway plans centerline Station 203+98.61, the same being the North 1/4 corner of Section 25, T.6S., R.34E., B.M., THE TRUE POINT OF BEGINNING.

TOGETHER WITH:

All That portion of Right-of-Way within the Center Street Interchange per Federal Aid Interstate Hwy project I-15-1(13)66 lying West of the Meridional Centerline of Section 25, T.6S., R.34E., B.M. in the Pocatello Original Townsite, Bannock County, Idaho. (Which Right-of-Way mentioned above extending westward from said Meridional Centerline to connect with Clark Street at the Northeasterly Right-of-Way line of Nineteenth Avenue and with Center Street at the Easterly Right-of-Way lines of the alley ways of Blocks 6 and 7, of the Pocatello Original Townsite.)

ALSO TOGETHER WITH:

All that portion of Clark Street extending Northeast from the Westerly Right-of-Way line of 6th Avenue approximately 4740 feet to the Northeasterly Right-of-Way line of Nineteenth Avenue, in the Pocatello Original Townsite, Bannock County, Idaho. And all that portion of Center Street extending Northeast from the Westerly Right-of-Way line of 6th Avenue approximately 4890 feet to the Easterly Right-of-Way lines of the alley ways of Blocks 6 and 7, in the Pocatello Original Townsite, Bannock County, Idaho.

And all of Hospital Way extending Northerly from the Northerly Right-of-Way line of East Terry Street (also known as Buckskin Road) approximately 4325 feet to the Southerly Right-of-Way line of East Center Street.

PARCEL #2 (Connector Area)

A tract of land in the South 1/2 of the Northwest 1/4 and the North 1/2 of the Southwest 1/4 of Section 7, T.7S., R.35E., B.M., more particularly described as follows:

Beginning at the Northwest 1/16 corner of Section 7, T.7S., R.35E., B.M., THE TRUE POINT OF BEGINNING; thence in Southerly direction along the West 1/16 line of said Section 7, approximately 771 feet to the Southeast corner of a parcel of land described in Instrument No. 97021090 of the official Records of the County of Bannock and conveyed to Ruth A. Frank (Trustee); thence in a Westerly direction along the South boundary line of said parcel being parallel with and 528 feet north of the Latitudinal Centerline of said Section 7, approximately 1070 feet to the Northeast corner of a parcel of land described in Instrument No. 99022944 of said County Records and conveyed to Lynda K. Armstrong; thence in a Southerly direction along a line defining the Easterly boundary line of said parcel and the Easterly boundary line of a second parcel of land described in Instrument No. 92018792 of said County Records and conveyed to Gino Endo approximately 140 feet to the Southeast corner of said Endo property; thence in Westerly direction along the Southerly boundary line of said parcel described in Instrument No. 92018792 approximately 158 feet to a point 33 feet East of the West line of said Section 7, the same being the East Right-of-Way line of Tech Farm Road; thence in a Southerly direction along said Right-of-Way line of Tech Farm Road parallel with and 33 feet East of the West line of said Section 7, approximately 250 feet to a point of intersection with the Northeasterly Right-of-Way line of Bannock Highway; thence in a Southeasterly direction along said Bannock Highway Right-of-Way line approximately 215 feet to a point 25 feet South of the Latitudinal Centerline of said Section 7, the same being the most Westerly corner of lot 34 of Cedarvale Tracts Subdivision; thence in an Easterly direction along the North boundary line of said lot 34 parallel with and 25 feet South of said latitudinal Centerline 220.32 feet to the northeast corner of said lot 34; thence in a Southerly direction along the Easterly boundary line of said lot 34, a distance of 274.5 feet to the most Southerly corner of said lot 34, which point being on the Northeasterly Right-of-Way line of Bannock Highway; thence in a Southeasterly direction along said Right-of-Way line also common with the Southwesterly boundary line of lot 32 of said Cedarvale Tracts Subdivision, 31.1 feet to the most Westerly corner of lot 36 of said Subdivision; thence in an Easterly direction along the North line

of lot 36 of said Cedarvale Tracts Subdivision 208.8 feet to the Northeast corner of said lot 36; thence in a Southerly direction along the Easterly boundary line of said lot 36 a distance of 200.0 feet to the Southernmost corner of said lot 36, the same being on the Northeasterly Right-of-Way line of Bannock Highway; thence in a Southwesterly direction along a line which is right angles to the centerline of said Bannock Highway 30.0 feet to a point on said centerline; thence in a Southeasterly direction following said centerline of Bannock Highway approximately 320.0 feet to the intersection with the Southwesterly extension of the South boundary line of lot 6 of said Cedarvale Tracts Subdivision; thence in a Northeasterly direction along said extension and lot line 373.03 feet to a change in direction of the South boundary line of said lot 6; thence in an Easterly direction along said boundary line of lot 6 a distance of 175.36 feet to the Easterly boundary line of said lot 6, the same being the West 1/16 line of Section 7, T.7S., R.35E., B.M.; thence in a Northerly direction along said lot line and 1/16 line 154.43 feet to the Southeast corner of lot 12 of said Cedarvale Tracts Subdivision; thence in a Westerly direction along the Southerly boundary line of said lot 12 and lots 14 and 16 of said Subdivision approximately 237 feet to the Southwest corner of lot 16; thence in a Northerly direction along Westerly boundary line of lot 16 a distance of 300.0 feet to the Northwest corner of said lot 16, which corner being 25 feet South of the Latitudinal Centerline of said Section 7; thence in an Easterly direction along the North boundary lines of said lot 16 and lots 14 and 12 parallel with and 25 feet Southerly of Latitudinal Centerline of said Section 7, approximately 235.11 feet to the West 1/16 line of said Section 7; thence in a Northerly direction along said West 1/16 line 227.15 feet to the Southwest corner of a parcel of land described in Instrument No. 532303 of the official Records of the County of Bannock and conveyed to the City of Pocatello; thence in an Easterly direction along the Southerly boundary line of said parcel also common with a portion of the North boundary line of Indian Hills 5th Addition Subdivision 347.85 feet to the Southwest corner of a parcel of land conveyed to Bannock County and described in Instrument No. 720839 of the said County Records; thence continuing in an Easterly direction following the Southerly boundary line of said Bannock County property also common with the North boundary lines of Indian Hills 5th Addition and a portion of the 6th Addition 723.33 feet to the Westerly Right-of-Way line of the 1966 Portneuf River Flood Control project; thence in a Northerly direction on a line parallel with the West 1/16 line of said Section 7, T.7S., R.35E., B.M. approximately 450 feet to the Northeasterly Right-of-Way line of the Union Pacific Railroad

(UPRR); thence in a Northwesterly direction along said Right-of-Way line approximately 860 feet to the North 1/16 line of Section 7, T.7S., R.35E., B.M., which point also being on the Southwesterly Right-of-Way line of South 2nd Avenue; thence in a Westerly direction along said North 1/16 line approximately 476 feet to the Northwest 1/16 corner of Section 7, T.7S., R.35E., B.M., THE TRUE POINT OF BEGINNING.

TOGETHER WITH

A tract of land in the Southeast 1/4 of Section 7, and in the Southwest 1/4 of the Southwest 1/4 of Section 8, T.7S., R.35E., B.M., more particularly described as follows:

Beginning at the Southwest corner of Section 8, T.7S., R.35E., B.M., THE TRUE POINT OF BEGINNING; thence in an Easterly direction along the South line of said Section 8 approximately 640 feet to the Northeasterly Right-of-Way line of the Union Pacific Railroad; thence in a Northwesterly direction along said Right-of-Way line approximately 3740 feet to a point of intersection with the Northwesterly Right-of-Way line of Cheyenne Avenue; thence in a Southwesterly and Southerly direction following said Right-of-Way line and its Southerly extension defined by several courses approximately 2500 feet to a point on the southwesterly Right-of-Way line of the Bannock Highway; thence in a Southeasterly direction along said Right-of-Way line approximately 410 feet to the South line of Section 7, T.7S., R.35E., B.M.; thence in an Easterly direction along the South line of Section 7, T.7S., R.35E., B.M., approximately 2250 feet to the Southwest corner of said Section 8, the same being the Southeast corner of Section 7, THE TRUE POINT OF BEGINNING.

(UPRR); thence in a Northwesterly direction along said Right-of-Way line approximately 860 feet to the North 1/16 line of Section 7, T.7S., R.35E., B.M., which point also being on the Southwesterly Right-of-Way line of South 2nd Avenue; thence in a Westerly direction along said North 1/16 line approximately 476 feet to the Northwest 1/16 corner of Section 7, T.7S., R.35E.,B.M., THE TRUE POINT OF BEGINNING.

TOGETHER WITH

A tract of land in the Southeast 1/4 of Section 7, and in the Southwest 1/4 of the Southwest 1/4 of Section 8, T.7S., R.35E., B.M., more particularly described as follows:

Beginning at the Southwest corner of Section 8, T.7S., R.35E., B.M., THE TRUE POINT OF BEGINNING; thence in an Easterly direction along the South line of said Section 8 approximately 640 feet to the Northeasterly Right-of-Way line of the Union Pacific Railroad; thence in a Northwesterly direction along said Right-of-Way line approximately 3740 feet to a point of intersection with the Northwesterly Right-of-Way line of Cheyenne Avenue; thence in a Southwesterly and Southerly direction following said Right-of-Way line and its Southerly extension defined by several courses approximately 2500 feet to a point on the southwesterly Right-of-Way line of the Bannock Highway; thence in a Southeasterly direction along said Right-of-Way line approximately 410 feet to the South line of Section 7, T.7S., R.35E., B.M.; thence in an Easterly direction along the South line of Section 7, T.7S., R.35E., B.M., approximately 2250 feet to the Southwest corner of said Section 8, the same being the Southeast corner of Section 7, THE TRUE POINT OF BEGINNING.



OFFICIAL RECORD BK# 938
BANNOCK COUNTY IDAHO

RECORDED AT REQUEST OF
FEE \$ DEPUTY 209

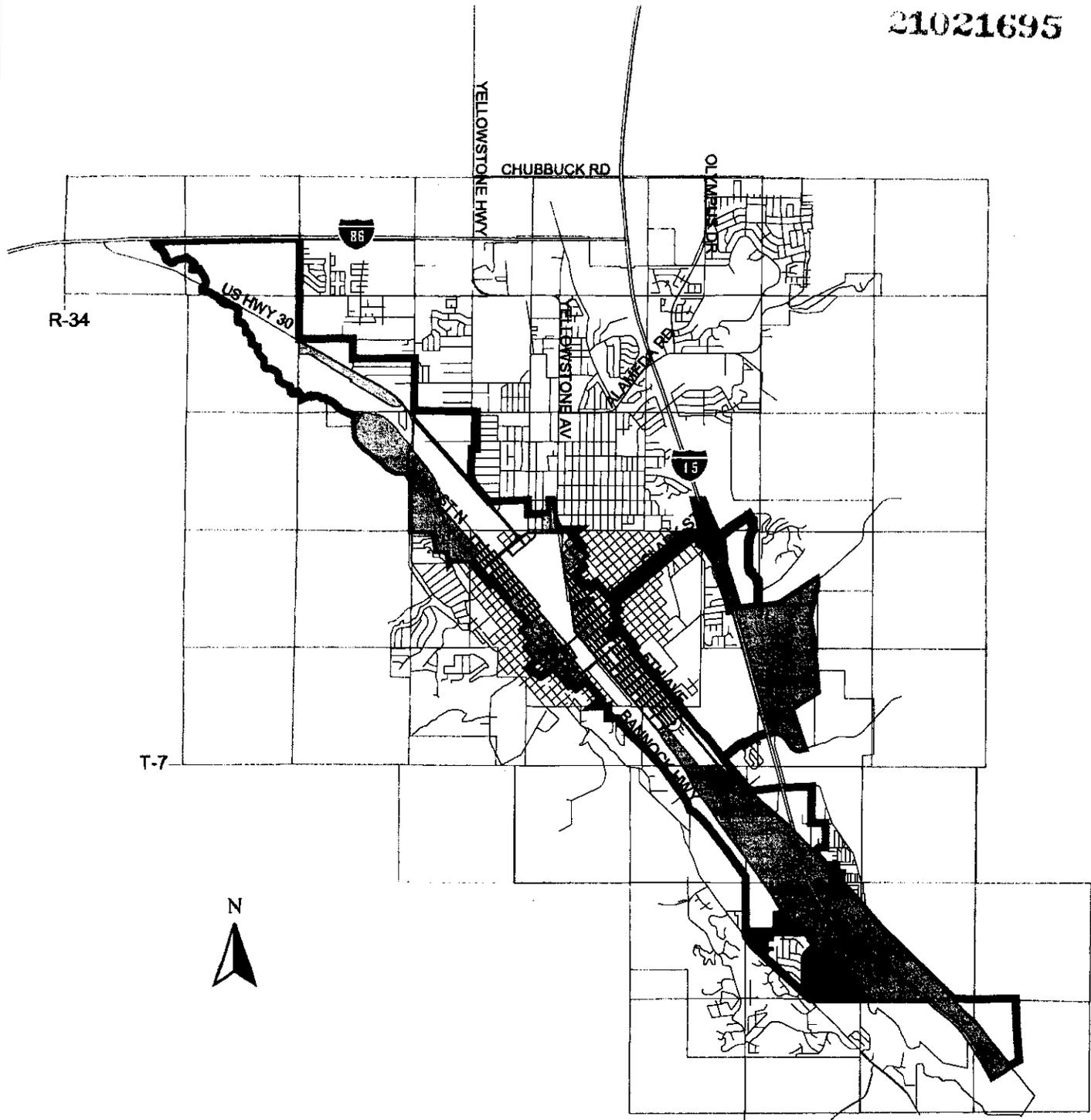
City of Pocatello

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2010 DEC 23 P 3:08

21-21

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Consolidated Revenue Allocation District

-  Urban Renewal Area
-  Original Area
-  February 2004 Proposed Modification

Central Corridor Urban Renewal Area

1:80000

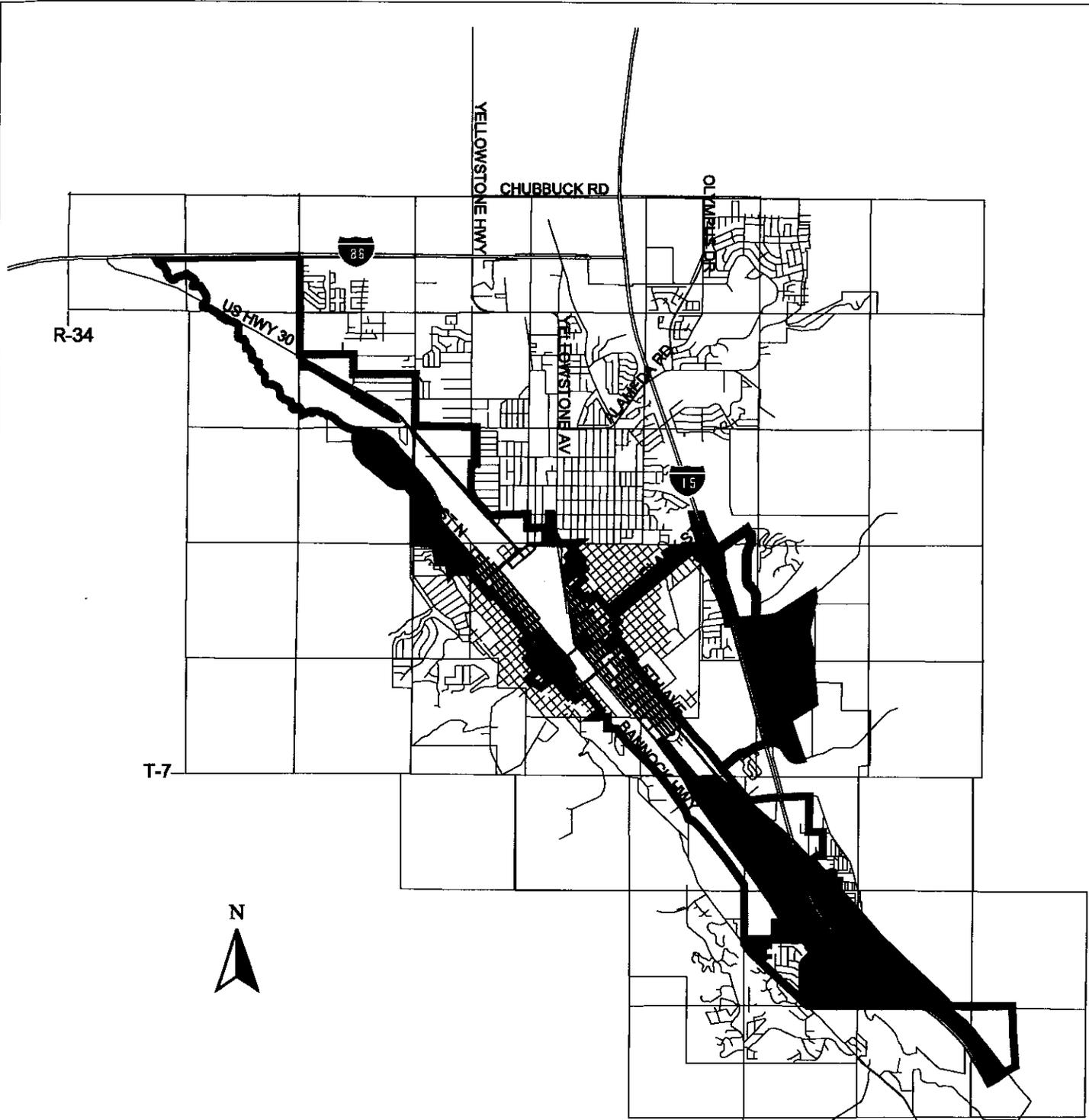
EXHIBIT

B

No reproduction of this material in any form is authorized without written consent of the City of Pocatello.

The City of Pocatello does not guarantee the information contained in this map to be an accurate representation of existing conditions





Consolidated Revenue Allocation District

-  Urban Renewal Area
-  Original Area
-  February 2004 Proposed Modification

Central Corridor Urban Renewal Area

1:80000



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The City of Pocatello does not guarantee the information contained in this map to be an accurate representation of existing conditions



CITY CLERK'S OFFICE
911 North 7th Avenue
P.O. Box 4169
Pocatello, Idaho 83205
(208) 234-6215
Fax: (208) 234-6572

STATE OF IDAHO)
) ss
County of Bannock)

I hereby certify that the foregoing is a full, true, and correct copy of Ordinance No. 2892, and the same now remains on file and of record in my office.

WITNESS my hand official seal hereto affixed this 23rd day of December, 2010.

RHONDA L. JOHNSON, MMC, City Clerk
CITY OF POCATELLO, IDAHO

RESOLUTION NO. 2010-3

RECEIVED

FEB 23 2010

TEC SUPPORT

A RESOLUTION OF THE POCATELLO DEVELOPMENT AUTHORITY, AN URBAN RENEWAL AGENCY ORGANIZED UNDER THE LAWS OF THE STATE OF IDAHO; RECOMMENDING TO THE CITY COUNCIL THAT THE REVENUE ALLOCATION PROVISION FOR THE URBAN RENEWAL AREA KNOWN AS THE CONSOLIDATED CENTRAL CORRIDOR URBAN RENEWAL AREA BE TERMINATED; RECOMMENDING FURTHER THAT THE CITY COUNCIL PASS AN ORDINANCE DISSOLVING THE REVENUE ALLOCATION PROVISION AND RETURNING THE REVENUE ALLOCATION AREA TO THE REGULAR TAX ROLL EFFECTIVE TAX YEAR 2011.

WHEREAS, the Consolidated Central Corridor Urban Renewal Area and Revenue Allocation Area was created by City of Pocatello Ordinance No. 2614, published on the 23rd day of December, 1998, and recorded on the 4th day of February, 1999; and

WHEREAS, Ordinance No. 2614 was subsequently amended by Ordinance Nos. 2701, 2740 and 2844 in accordance with State law to address modifications to the Urban Renewal Plan for the Consolidated Central Corridor Urban Renewal/Revenue Allocation Area; and

WHEREAS, the Urban Renewal Plan for the Consolidated Central Corridor Urban Renewal/Revenue Allocation Area was designed create a proactive approach to development and redevelopment projects in the central area of Pocatello by aggressively engaging in redevelopment of underutilized areas, targeting areas in need of public infrastructure improvements, enhancing new commercial investment and job creation, and reducing deteriorating conditions which contributed to economic under-development of the area and impaired the sound and continued growth of the City; and

WHEREAS, improvements to the Consolidated Central Corridor Urban Renewal Area, which included but were not limited to major infrastructure improvements to the water line and storm sewer line in Old Town, the Halliday Street storm sewer line project,

commercial property acquisitions and improvements, street improvements in Old Town and other areas in the district, and numerous economic development projects have been completed by utilizing the tax increment financing funds accrued under the Urban Renewal/Revenue Allocation Area Plan; and

WHEREAS, the budget for the Consolidated Central Corridor fund includes funding for future expenditures from the district for additional work on the South Fifth Connector project, which work is anticipated to be conducted in fiscal year 2011; and

WHEREAS, sufficient funds for payment of all the budgeted project costs and administrative fees of the Consolidated Central Corridor district are anticipated to be collected by the end of the tax collection year ending on December 31, 2011; and

And WHEREAS, the Consolidated Central Corridor revenue allocation provision is scheduled to expire at the end of tax year 2010;

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE POCATELLO DEVELOPMENT AUTHORITY (PDA) AS FOLLOWS:

1. That the revenue allocation district known as the Consolidated Central Corridor Revenue Allocation Area shall terminate under the laws of the State of Idaho.
2. That the monthly financial statements and approved budget for Fiscal Year 2011 of the Pocatello Development Authority show the expenditures to be made with funds from said Revenue Allocation Area and the budgeted expenditures for additional tax increment funds received in the year 2011 for the tax year ending December 31, 2010;
3. That a copy of this Resolution be sent to the Pocatello City Council with a request that the City Council pass an Ordinance in accordance with Idaho Code Section 50-2903(5) which ends the revenue allocation provisions for the Consolidated Central Corridor

Urban Renewal/Revenue Allocation Area upon publication of the Pocatello City Council Ordinance providing therefore.

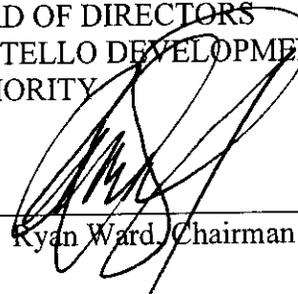
4. That no outstanding bonded indebtedness shall remain after Fiscal Year 2011 as a result of the implementation of the Consolidated Central Corridor Urban Renewal/Revenue Allocation Area projects which would require continuing the above-named Revenue Allocation Area.

5. That a copy of this Resolution be sent to the Bannock County Assessor's Office and the Idaho State Tax Commission to provide notice of termination of the Revenue Allocation Area effective at 11:59 p.m. on December 31, 2010.

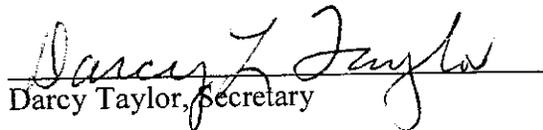
RESOLVED this 17th day of November, 2009.

BOARD OF DIRECTORS
POCATELLO DEVELOPMENT
AUTHORITY

By: _____


Ryan Ward, Chairman

ATTEST:


Darcy Taylor, Secretary



PLANNING & DEVELOPMENT SERVICES

911 North 7th Avenue P.O. Box 4169
Pocatello, Idaho 83205-4169

December 21, 2010

RECEIVED

DEC 21 2010

TECHNICAL SUPPORT

Idaho State Tax Commission
800 Park Boulevard, Plaza IV
Boise, ID 83722

RE: Consolidated Central Corridor Urban Renewal Area and Revenue Allocation Area

Dear Sir or Madam:

Enclosed please find copies relating to the closeout of the Consolidated Central Corridor Urban Renewal Area and Revenue Allocation Area including:

1. Adopted Ordinance repealing the revenue allocation provisions;
2. Revenue Allocation Area map;
3. Resolution of the Pocatello Development Authority recommending the termination of the revenue allocation provisions for the Consolidated Central Corridor Urban Renewal Area and Revenue Allocation Area.

This information is being provided to notify you of this change and to assist you in making any necessary modifications within your agency to evaluate tax implications that may have been affected by the termination of this revenue allocation district. If you have any questions, please contact me at (208) 234-6184.

Sincerely,

Robert E. Chambers, Acting Director
Pocatello Development Authority

Enclosures

**Plan Review/
Planning Services**
Phone: (208) 234-6161
Fax: (208) 234-6257
(208) 234-6586

**Neighborhood &
Community Services**
Phone: (208) 234-6185
Fax: (208) 234-6586