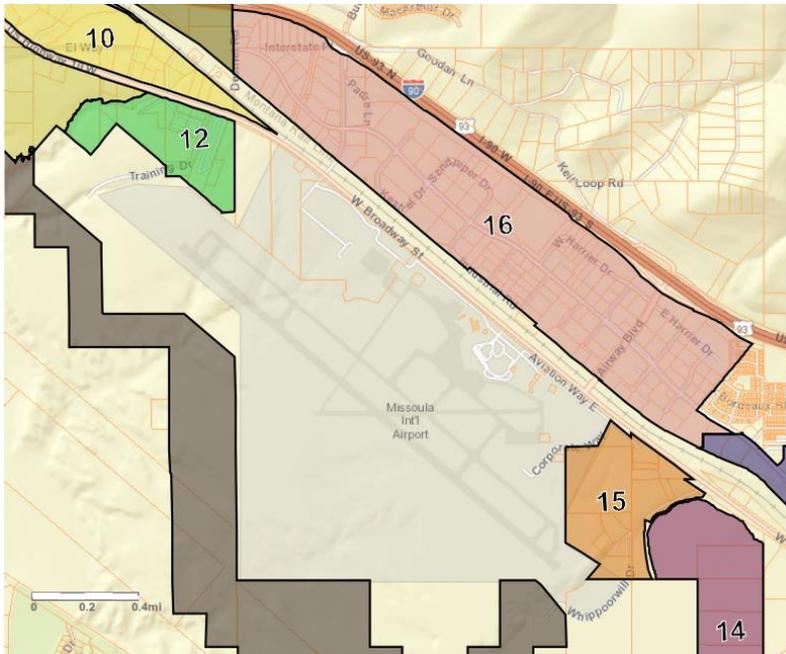


- The Wye

This area is characterized by the intersection of Interstate 90 and Highway 93. It is entirely in the County and has areas zoned Heavy Commercial, Light Industrial, and Unzoned. It is dominated by transportation related uses including trucking companies, warehouses, and scrapping operations. This area has excellent access, and is relatively close to the airport. Blocks 5 and 8 have the potential for an additional rail spur, sewer is available throughout most of the land, but water is all individual wells. Gas, power, and communication lines are available especially close to the Highway 10 corridor. Services include truck stops and a hotel/lounge/casino. This is an area that appears to be Decision Ready, especially for manufacturing that does not have high water pressure requirements. For non-industrial uses, this area does allow some opportunity because it is a mix of Light Industry and General Commercial.



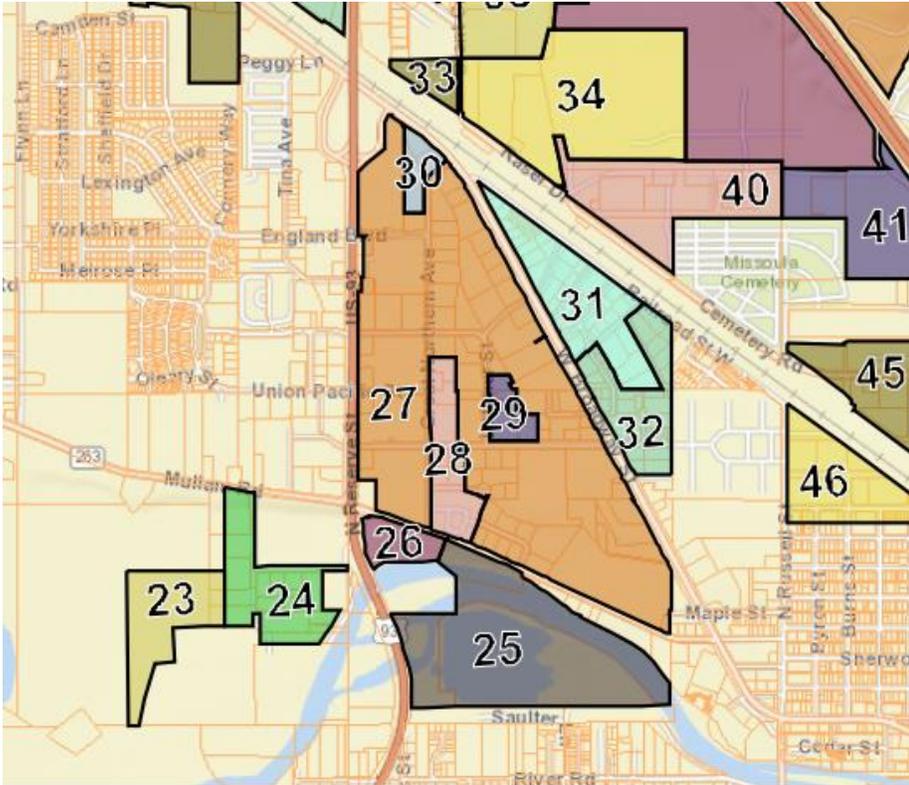
- Airport/Missoula Development Park

This area is characterized by the close proximity to the airport. There is the Missoula Development Park to the northeast of the airport and vacant lands to the southwest of the airport. The Missoula Development Park has a variety of zoning districts tailored to different uses including Light Industrial, Community Commercial, Neighborhood Commercial, and Technology; it is situated between West Broadway and Interstate 90 paralleling the rail line. All the infrastructure required for those uses except rail are available at the Development Park; a rail siding was not envisioned or constructed in conjunction with the proposed uses, however there is a spur that serves Roscoe Steel and Culvert in Block 16 and another spur used by Rainglow Services just east of the Development Park.

The area north of Highway 10 is another one identified as Decision Ready with good access to the interstate and rail, close proximity to the airport, sewer, water, gas, power, and communication lines. Even though this area is lacking in Heavy Industry zoning, it has a diverse mix of Light Industry and General Commercial along with the various zones in the Missoula Development Park. This area has flexibility of industrial and non-industrial uses.

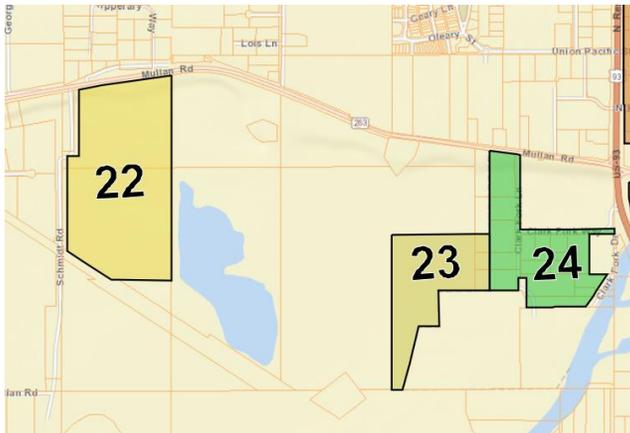
Block 13 which is southwest of the airport is an exception to the Decision Ready status. This area would be better classified as Industrial Reserve. Though it is close to the airport, there is insufficient vehicular access, no rail, sewer, water, gas power, or communication infrastructure in place. A detailed study of

Nonaviation Development was completed in 2008 as part of the Missoula International Airport Master Plan Update; however the demand for manufacturing southwest of the airport does not justify extension of infrastructure at this time.

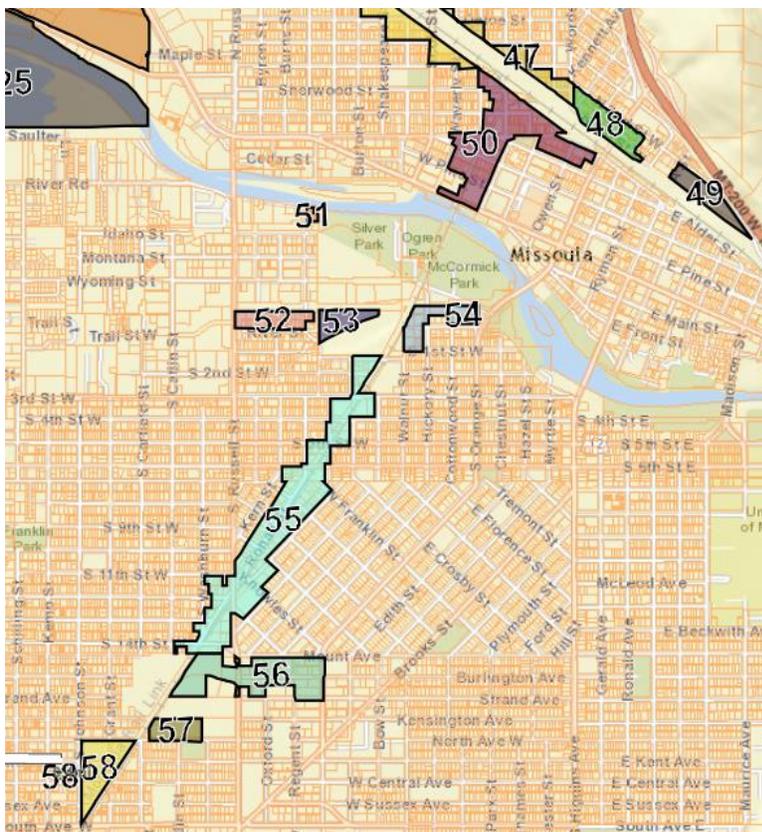


- Central Reserve Street

This area is characterized by “Big Box” stores and is based on easy access to the business loop of Highway 93. In addition to easy access to Interstate 90 and Highway 12, sewer, water, gas, power, and communication lines there is a rail spur that serves Pacific Recycling and Northern Energy. This area is largely built out, is primarily in the City and has a mix of Light Industrial and General Commercial uses. The Enterprise Commercial zoning district standards apply in portions of this area which affect developments over 30,000 s.f. There is a fair amount of vehicular congestion on Reserve Street certain times of day. Even though this area has all the infrastructure in place for new industrial and non-industrial uses and has good access and does fit the Decision Ready status it does not rank highly for new industrial development because of the lack of available vacant land in this area, especially for uses with large space requirements.

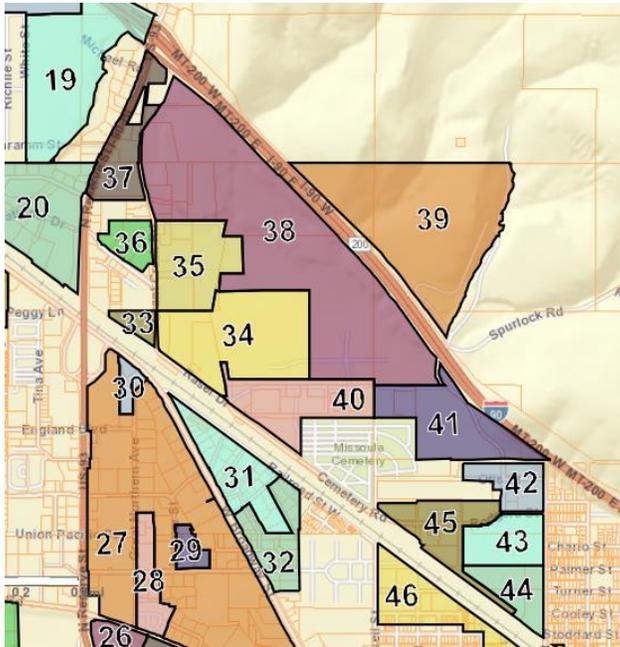


- Mullan Road
 This area is characterized by proximity to the sewage treatment plant. Though these lands have reasonable access to transportation, sewer, water, gas, power, and communication lines, much of the land is in the floodplain and has been used for gravel mining. This would fall into the Industrial Reserve category.



- Urban Core
 These areas are characterized by proximity to either existing rail lines (such as the Bitterroot Branch) or former rail line (such as the Milwaukee Line). Generally these parcels tend to be smaller and ideal for small manufacturing operations that do not have large space requirements. Because of the congestion of urban traffic, businesses that require moving large loads are not well suited to these areas. Convenient proximity to services is one advantage of these properties. Many of these properties are located in Urban Renewal

Districts 2 and 3. This area is Decision Ready, but similar to the Central Reserve in that even though it fits the Decision Ready status it does not rank highly for new industrial development because of the lack of available vacant land in this area, especially for uses with large space requirements.



• North Reserve/Scott Street

This area is characterized by some of the most heavy industrial uses in the urbanized area such as Conoco Phillips Petroleum and Roseburg Wood Products on the Reserve Street side of the area and the area northeast of the cemetery where Zip Beverage, and the City Shops site is located. This area has easy access to transportation, sewer, water, and power infrastructure. Another characteristic of this area is the close proximity of non-industrial

uses such a residential and commercial which are adjacent to heavy industrial uses which appear to be the result of a lack of “transition” zoning districts. This area also has a recently created North Reserve/Scott Street Urban Renewal District.

This area has three distinct sub districts; on the west end, fronting on Reserve Street at the intersection of Howard Raser Drive there are Highway Heavy Commercial and Light Industrial uses including hotels, restaurants, small manufacturing operations and offices. When you get east of Grant Creek Road the uses change to Heavy Industrial uses with the Conoco pipeline transfer facility, Roseburg Wood Products, and a Borden glue plant. These are some of the heaviest industrial uses in the Missoula Valley along with the landfill north of Interstate 90 that used to be outside of town and now are in the center of town and remain in Missoula County.

East of this Heavy Industrial use area fronting Scott Street is an area that holds some promise for redevelopment which could include a mix of light industrial, commercial, or mixed use residential development since it is in the City and has pyramidal zoning. This area has diverse mix of uses that includes the cemeteries, warehousing and distribution facilities, the City Shops, abandoned manufacturing sites and multi-family housing. The White Pine Sash site is required by the Department of Environmental Quality to have a portion of the site cleaned up to residential standards. There are several Montana Rail Link Spurs

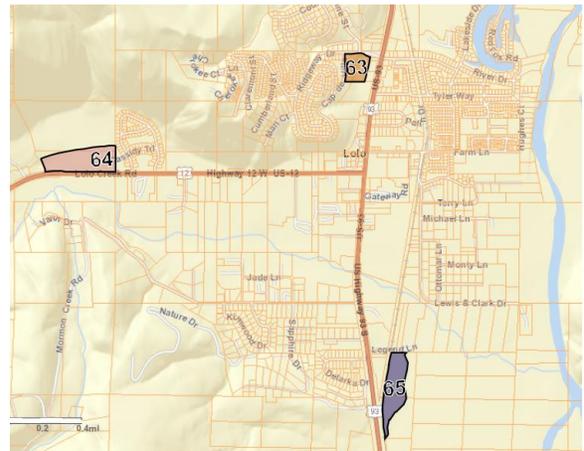
that serve Roseburg Wood Products, Conoco, and smaller wood processing facilities north of the cemetery.

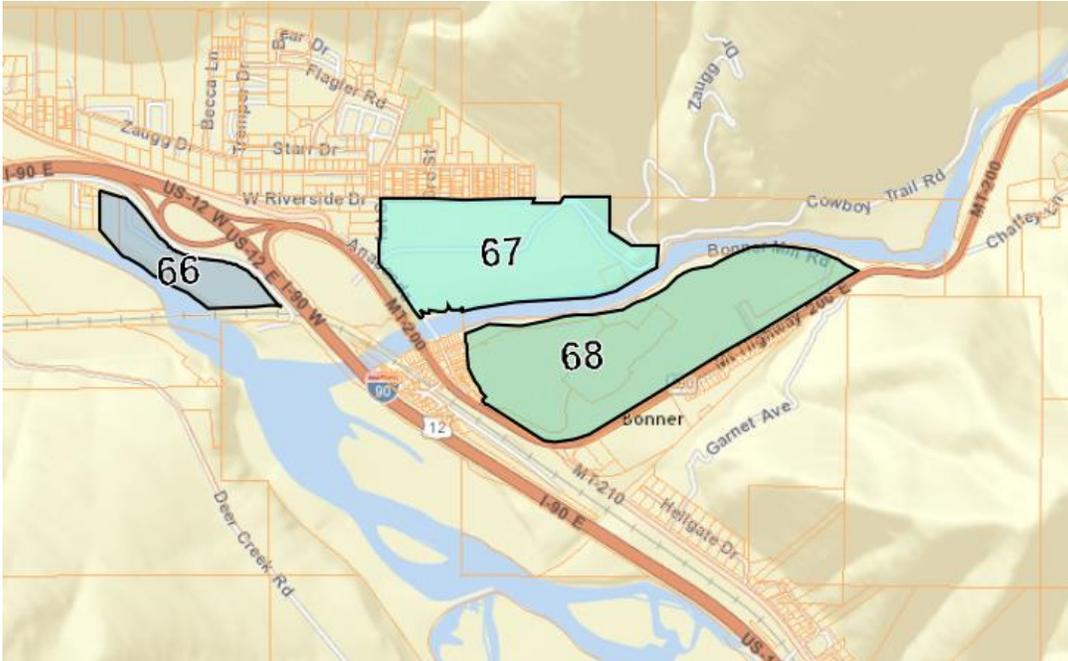
This entire area would fall into the category of Decision Ready; however, the eastern portion of the site is mostly suited for commercial uses such as the Consumer Direct medical services office building being constructed on Howard Raser Drive. The middle of the property is owned by a small group of heavy industrial property owners that will not likely want to sell off land. The eastern portion of the property holds the most potential for developing a new industrial or non-industrial uses.



- South Reserve Street
This area is relatively small and primarily consists of commercial uses on Reserve St/Hwy. 93 which are located on lands zoned for light industrial use.

- Lolo
The industrial lands in Lolo are in the County and are not zoned; however they have land use designation of Light Industrial and are located fronting Hwy. 93, Hwy. 12, and the Bitterroot Branch rail line.





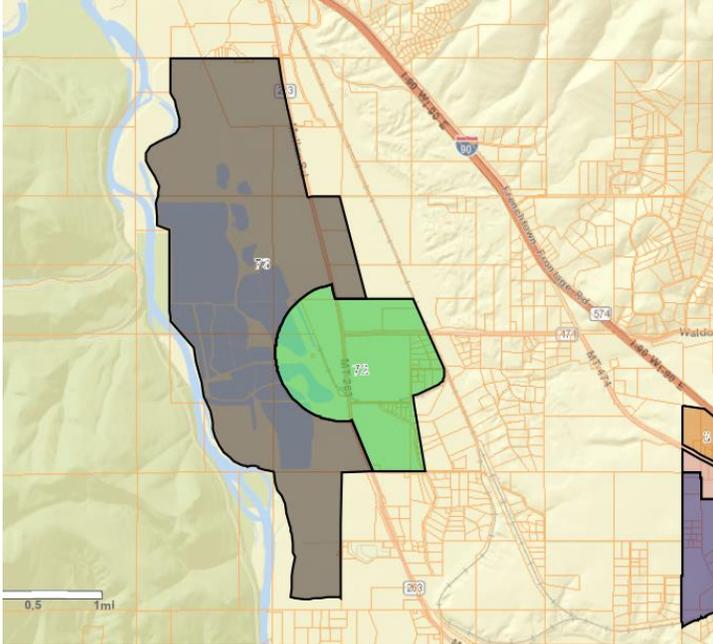
- Bonner

This area is probably the most decision ready site for large scale industrial/manufacturing businesses so long as they didn't require municipal sewer. There is easy access to rail, interstate, and an ample supply of water and power. A sewer project could provide additional benefit to address the need for sewer in West Riverside located just west of the millsite. Due to the proximity to the interstate and a rail siding, this is an ideal location for a new shipping transloader facility. This property is probably the best example of an industrial cluster including Bonner Transfer and Storage Co., Montainer, Northwest Paint, Willis Enterprises, ALCOM, and Kettlehouse Brewing.



- Clinton

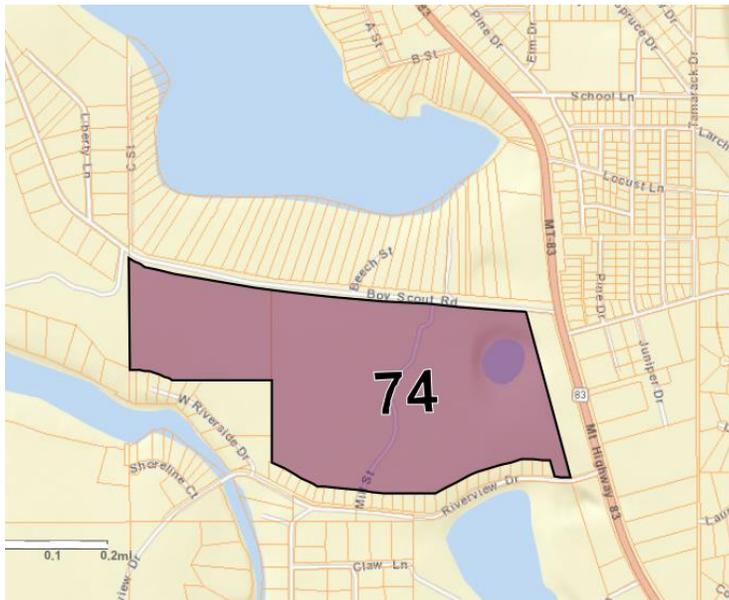
This area is unzoned with a land use designation of Heavy Industrial on either side of the frontage road. It has good access to the interstate and a rail spur, and access to power, but access to sewer, water, and gas is limited.



- Frenchtown

The former Smurfit-Stone Container plant consists of two areas; one area, Block 72 is relatively free of environmental contamination is 690.65 acres, has good access to roadways, rail, power, water, power, gas and communication lines. The other portion of the property, Block 73, has a myriad of settling ponds, some of which contain hazardous

contaminants that have pushed the MT DEQ to consider making it a Superfund site. Block 72 is Decision Ready, it has large acreage, the potential for additional rail spurs, and like the Bonner Mill site has enormous potential for industrial development.



- Seeley Lake

The Pyramid Mountain Lumber mill has been active since 1949 at the south end of Seeley Lake. There is access to Hwy. 83, a municipal water system, power and internet access; however lack of a sewage treatment is the biggest infrastructure need that Seeley Lake is trying to overcome.