

MILLS CENTER INDUSTRIAL

COMMUNITY OVERVIEW

The Village of Howard has been the fastest-growing community in Brown County for many years, owing particularly to its school system, which is a major attraction of new residents. Howard is part of the Greater Green Bay area with a population of more than 17,000.

Strategically located on several major highways, Howard's direct access to Interstate 43, US Highway 41 and State Highway 29 provides a quick and easy commute to Madison (2.5 hours), Milwaukee (2 hours), Door County (45 minutes) and Lambeau Field (5 minutes). Howard also has direct rail access into the community and is a short, ten minute commute to Green Bay's Austin Straubel International Airport. ITT Tech, UW Green Bay, and Rasmussen College all supply quality talent into the local market each year.

The 77 acre Mills Center Industrial site is located on the western outskirts of Village of Howard, with existing industrial operations located in proximity to the site.

- ✓ General surroundings fit for industrial activity
- ✓ Roadway access
- N/A Rail access
- ✓ Commercial airport access
- ✓ Freight airport access
- ✓ 77 contiguous developable acres
- ✓ American Land Trust Association (ALTA) survey
- ✓ Site not located on or adjacent to flood plain
- ✓ Flight path certifications not proximate of any airport
- ✓ Single owner with documented willingness to sell
- ✓ No significant topography issues
- ✓ No utility easements that would prevent development
- ✓ 77 contiguous acres not affected by wetlands
- ✓ No known environmental impediments to immediate industrial development
- ✓ No known archeological/historical impediments to immediate industrial development
- ✓ No known impediments to immediate development related to endangered species
- ✓ Fire insurance classification rating 4
- ✓ Industrial zoning

This site has been designated as "suitable for development"* by Deloitte Consulting and the Wisconsin Economic Development Corporation. The site meets pre-defined criteria for site size, availability of utility and transportation infrastructure, physical and technical condition, environmental assessments, support by local communities and other factors.

For more information about this Wisconsin Certified Site, please visit LocateInWisconsin.com, or contact Dave Wiese from Village of Howard at 920-434-4640.

*Site designation is based on information that has been submitted to Deloitte and WEDC, and that Deloitte and WEDC believe to be true. Deloitte and WEDC have no liability or responsibility for existing or future conditions of the sites.



COMMUNITY INTRODUCTION

REQUIREMENT	COMMENTS
<p>Community overview</p> <ul style="list-style-type: none"> General community fit for industrial activity 	<ul style="list-style-type: none"> Howard population: 17K; Brown County/Greater Green Bay population: ~250K; Labor force within the Green Bay MSA: 170K Howard has been the fastest-growing community in Brown County for many years, owing particularly to its school system, which is a major attraction of new residents ITT Tech, UW Green Bay, and Rasmussen College all supply quality talent into the local market each year
<p>Site environment overview</p>	<ul style="list-style-type: none"> 77-acre site located on western outskirts of Village of Howard. The site is not located in an industrial park environment, but existing industrial operations are located in proximity to the site Local industrial operations include Sanimax (meat rendering, HC: 200), Amerex (fire suppression chemicals), Hattiesburg Paper, Fusion Integrated (3-D modeling for the paper industry, HC: 50), and United Healthcare (insurance contact center) The nearest industrial operations to the site are Arrow Concrete (HC:15-20) and J.W. Welding (HC: 12-15), both within 2 miles from the site The site is not currently in TIF district, but Village of Howard can create one
<p>Roadway access</p>	<ul style="list-style-type: none"> Site fronts Marley St. to the west, and a small section of the northern boundary fronts County Rd. C; no other access roads in place; Marley St. is two-lane through a small residential community for one mile from Hwy. 29 to the site Future full-diamond interchange at Marley St. and Hwy. 29 may not be in place for 10-15 years, so current access to Hwy. 29 is at-grade (stop sign) ~6 miles to US 41 via Hwy 29 ~8 miles to I-43 via Hwy 29 US 41 is expected to receive federal interstate status as early as 2014
<p>Rail Access (if applicable)</p>	<ul style="list-style-type: none"> Not applicable
<p>Commercial Airport Access – Access to airport(s) with commercial air service</p> <ul style="list-style-type: none"> Driving distance to proximate commercial airport(s) and overview of service available 	<ul style="list-style-type: none"> ~12 miles to Austin Straubel International airport in Green Bay via Hwy 29E ~130 miles to Mitchell International Airport in Milwaukee via I-43S
<p>Freight Airport Access – Access to airport(s) with freight air service</p>	<ul style="list-style-type: none"> ~40 miles to Outagamie County Regional Airport in Appleton via Hwy 41S - FedEx and UPS cargo service

SITE INTRODUCTION

REQUIREMENT	COMMENTS
<p>Master Site plan and/or site plan illustrating exact dimensions and number of parcels for the specific site being submitted for certification</p> <ul style="list-style-type: none"> Minimum of 50 contiguous developable acres 	<ul style="list-style-type: none"> 77 acres of buildable land, comprised of two adjacent parcels purchased together – no divisions or easements exist between them
<p>Aerial photograph illustrating the specific site being submitted for certification as well as the surrounding properties</p>	<ul style="list-style-type: none"> Aerial views illustrating site and surroundings submitted North: residential; South: agricultural; West: residential and agricultural; East: residential and agricultural

<p>ALTA Survey (American Land Trust Association) inclusive of site being submitted for certification</p>	<ul style="list-style-type: none"> Completed July 2012 - illustrates all roads, utilities, and easements impacting the site (along boundaries with existing roads)
<p>Flood Plain map (FEMA-produced FIRM map)</p> <ul style="list-style-type: none"> No part of the site may be located on (or directly adjacent to) a flood plain 	<ul style="list-style-type: none"> FEMA-produced FIRM map submitted – no flood plains in proximity to the site
<p>Flight path specifications (if site is within 2 miles of an airport)</p> <ul style="list-style-type: none"> Documentation (letter or map from FAA) indicating any restrictions related to airport proximity 	<ul style="list-style-type: none"> Austin Straubel Airport ~12 miles from site
<p>Ownership – entire site must be wholly controlled by a single owner with documented willingness to sell to an industrial user</p> <ul style="list-style-type: none"> Certificate of title Letter from property owner/option holder stating that site is for sale/lease 	<ul style="list-style-type: none"> Entire 77-acre site wholly owned by Village of Howard
<p>Asking Price – current asking price for sale or lease of the land must be indicated</p> <ul style="list-style-type: none"> Documentation of asking price on a per-acre basis 	<ul style="list-style-type: none"> \$20K/acre, potentially negotiable depending on job creation

SITE PHYSICAL CHARACTERISTICS

REQUIREMENT	COMMENTS
<p>Topography – no significant topography issues that could present major obstacles to industrial development of the site</p>	<ul style="list-style-type: none"> Land is flat: ~4 ft. total elevation change across the entire site
<p>Easements – site not intersected by utility or any other easement that would prevent development of 50 contiguous acres of the site</p>	<ul style="list-style-type: none"> Sewer line easement runs along northern site boundary
<p>Wetlands – demonstrate that a user can utilize 50 contiguous acres that are not affected by wetlands</p>	<ul style="list-style-type: none"> Completed May 2010 - no wetlands delineated
<p>Environmental Assessment – no known environmental impediments to immediate industrial development</p>	<ul style="list-style-type: none"> Completed April 2010- no environmental conditions or concerns were identified
<p>Geotechnical – minimum of 5 soil borings (for 50-acre site); no presence of sink holes or limestone caves; suitable water content / water table depth</p>	<ul style="list-style-type: none"> Completed March 2010- 6 borings along sewer easement along the northern boundary of the site ~50-60 ft. deep borings encountered mostly silty sand and clay after 10 ft.; no water table encountered Completed October 2012 – 6 additional borings spaced across the site advanced to 20 ft. deep. After 10 ft. primarily silty sand, clay, and sand was encountered. Water table ranged from 6.5 ft. to 16 ft. below grade.

<p>Archaeological / Historical – no known archaeological / historical impediments to immediate industrial development</p>	<ul style="list-style-type: none"> Completed May 2010 - determined that there are no previously recorded archaeological sites or historic properties within or adjacent to the project area
<p>Endangered Species – no known impediments to immediate industrial development related to endangered species</p>	<ul style="list-style-type: none"> Completed September 2012 – no actions required with regard to industrial development of the subject property
<p>Fire Protection</p> <ul style="list-style-type: none"> Fire Insurance Classification Rating Distance to the nearest servicing fire department 	<ul style="list-style-type: none"> Current rating of the site is Class 5, even though it is located in the Village of Howard (which has a rating of 3) – the difference is due to the site being located in a place to which the water main has not yet been extended The water main is already in place on County Rd. C southeast of the site, and extension along this same R-o-W will position the site to be upgraded to Class 3

ZONING

REQUIREMENT	COMMENTS
<p>Industrial zoning (or equivalent) currently in place, or zoning change procedure underway as of field investigation</p> <ul style="list-style-type: none"> Zoning certificate and relevant ordinance; or, letter from municipal authorities communicating status of zoning change procedure as of field investigation date 	<ul style="list-style-type: none"> Hearing on rezoning to I-4 (from Rural Residential) passed with unanimous support in July 2012 Village's Comprehensive Plan was amended October 2012 to reflect a future use of General Industrial
<p>Surrounding area zoning – zoning of surrounding properties compatible with industrial development of site</p> <ul style="list-style-type: none"> Comprehensive Plan of area (if applicable) Zoning map of area including site (if applicable) Existing/planned zoning of surrounding land Codes, Covenants, and Restrictions on site and surrounding sites, as applicable 	<ul style="list-style-type: none"> No covenants or restrictions currently in place for the site, but the Village of Howard provided the existing Covenants & Restrictions for the Brookfield Industrial Park in Howard (also zoned I-4) as a reference for what a future set of covenants might look like Surrounding area zoning: North: R-5 residential zoning; South: R-5 residential zoning, A-1 exclusive agricultural zoning; West: A-1 exclusive agricultural zoning; East: R-5 residential zoning

ELECTRIC UTILITY INFRASTRUCTURE

REQUIREMENT	COMMENTS
<p>Proximate electric power infrastructure availability and capacities</p> <ul style="list-style-type: none"> Utility maps indicating location and current size / capacity of proximate transmission lines, distribution lines, and substations; Available capacity that could be provided to the site for each of the above 	<ul style="list-style-type: none"> WPS Maplewood Substation ~2 miles SW of site; fed by 138kV ATC transmission line (150 MW); 24.9kV distribution line (26 MW total delivery capacity) can currently deliver 5-10 MW to site over Feeder 241 A separate Feeder 242 from Maplewood would require extension of ~0.5 mile north to site along Marley St., which could reportedly enable delivery of at least 15 MW to the site

<p>Detailed description of dual feed potential (current or proposed redundant service)</p> <ul style="list-style-type: none"> Overview (and map) illustrating dual feed electric service routes, including location, size and capacity of each node of delivery (substation, distribution line, etc.) 	<ul style="list-style-type: none"> Howard Substation ~7 miles from site has 24.9kV line extending to ~12K ft. SE of site; can handle 22MVA, currently loaded at ~10MVA
<p>Introduction of any proposed improvements to / extensions of electric service to the site</p> <ul style="list-style-type: none"> Cost, timing, and funding responsibility of any improvements required to provide proposed service to the site 	<ul style="list-style-type: none"> Extension of the distribution line ~12,000 feet to the site to enable service from Howard Substation would require funding by the end user of ~\$100K per mile

GAS, WATER & WASTEWATER UTILITY INFRASTRUCTURE

NATURAL GAS

REQUIREMENT	COMMENTS
<p>Proximate natural gas infrastructure availability and capacities</p> <ul style="list-style-type: none"> Utility maps indicating location and current size / capacity of proximate transmission lines, distribution lines, delivery points, etc; Available capacity that could be provided to the site for each of the above 	<ul style="list-style-type: none"> WPS has a 4" 15-60 psi polyethylene/wrapped steel line running along Glendale Ave/ County Rd. C north of site Another 4" wrapped steel 150 psi line runs along Sunny Brook Dr. and Glendale Ave. ~2,800 ft. east of site – this line could be extended to the site boundary via Glendale Ave/County Rd. C 2" 15-60 psi wrapped steel line runs along Marley St. on western site boundary serving small residential users on Marley St. With no reinforcement of the 10-60 psig system at the site 50,000 cfh can be made available
<p>Introduction of any proposed improvements to / extensions of natural gas service to the site</p>	<ul style="list-style-type: none"> 4" wrapped steel 150 psi line running along Sunny Brook Dr. and Glendale Ave. ~2,800 ft. east of site could be extended to the site boundary via Glendale Ave/County Rd. C

WATER & WASTEWATER

REQUIREMENT	COMMENTS
<p>Proximate water and wastewater infrastructure availability and capacities</p>	<ul style="list-style-type: none"> Water: 16" 60 psi water main runs along County Rd. C ~1 mile SE of site; extension to site would require ~\$400K (3,000-4,000 GPM capacity available); the design for this extension is planned, but the permits are not yet in place Howard has 6.5M GPD total built-out water capacity, and current peak ~4.5 GPD Wastewater: 30" sewer line runs along northern site boundary with four access points at the site; connects to lift station north of site Capacity of 151,000 gal/day for the site per agreement with sewage district ~38K ft. from site to an interceptor at Hwy 41 The Waste Water system is built to handle residential wastewater; an industrial strength user will need to pre-treat any effluent above normal domestic strength – regional system cannot handle more BOD and Suspended Solid loads
<p>Introduction of any proposed improvements to / extensions of water and/or wastewater service to the site</p>	<ul style="list-style-type: none"> Project to extend 16" water main along County Rd. C ~1 mile to the site was approved by the DNR in Oct 2012 and planned for completion in 2013