

EAGLE RIDGE BUSINESS PARK – PRESCOTT

COMMUNITY OVERVIEW

Prescott is located in western Wisconsin, at the point where the St. Croix River meets the Mississippi River. Prescott is Wisconsin's oldest river town on the Mississippi River. The growing community, with a population over 4,000, is a far-range suburb of Minneapolis and St. Paul. The city is just 20 miles from downtown St. Paul and 32 miles from downtown Minneapolis via Hwy 10 and I-494W.

Prescott's location, where the St. Croix National Scenic Riverway and the mighty Mississippi River meet, makes it the northern gateway to the Wisconsin National Scenic Byway Great River Road. The location near those rivers fueled Prescott's economy and today plays a significant role in its strong tourism industry, attracting visitors from Minnesota and Wisconsin.

The 90-acre Eagle Ridge Business Park site is on the northeast side of Prescott, directly north of Prescott Industrial Park across Hwy 10.

- ✓ General surroundings fit for industrial activity
- ✓ Roadway access
- N/A Rail access
- ✓ Commercial airport access
- ✓ Freight airport access
- ✓ 90 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
- ✓ 90 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 Jayne Brand from City of Prescott at 715-262-5544.

*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"> Prescott is a far-range suburb of MSP; Population 4K; Pierce County population of ~41K; Effective labor force ~100K The current unemployment rate in Prescott is ~4.8% Prescott is ~20 miles from downtown St. Paul and ~32 miles from downtown Minneapolis via Hwy 10 and I-494W 3 Rivers in Prescott fuel strong tourism from MN and WI
<p>Site environment overview</p> <ul style="list-style-type: none"> General surroundings fit for industrial activity 	<ul style="list-style-type: none"> 90-acre Eagle Ridge Business Park site is directly north of Prescott Industrial Park across Hwy 10, on NE side of Prescott, ~2 miles from MN state line Proximate employers include Bergquist Co. (~240 employees – thermal conduction products R&D and production) and General Plastics (~50 employees) Site located in TIF District #5
<p>Roadway access</p> <ul style="list-style-type: none"> Proximity to interstate and other highways providing convenient access for labor and logistics Access roads in place to site, or plans in place to extend access road(s) to site 	<ul style="list-style-type: none"> Site fronts US Hwy 10 to the south (2-lane) and state Hwy 29/35 to the west (2-lane) Hwy 10 connects to I-494 ~12 miles NW of site; Hwy 29/35 connects to I-94 ~20 miles NE of site Dedicated right and left turn lanes onto the access road that enters the site are in place on Hwy 29/35 Construction in progress for Dexter St. (which currently ends at the southern site boundary) to cross over Hwy 10 and provide access to the site
<p>Rail Access (if applicable) – not required</p> <ul style="list-style-type: none"> feasibility of service (if site is to be marketed as rail-served) 	<ul style="list-style-type: none"> Burlington Northern Crossing (BNSF) located ~1 mile from site, but a rail spur to the site is impractical due to developed area between the site and rail line
<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"> ~22 miles to MSP International Airport via Hwy 10 to I-494W to MN-5 ~22 miles to Red Wing Regional Airport via Hwy 10/35 - general aviation only
<p>Freight Airport Access – Access to airport(s) with freight air service</p>	<ul style="list-style-type: none"> ~22 miles from MSP International Airport (see above) – cargo facilities serviced by UPS, FedEx, Emory and DHL

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"> Buildable acreage: ~90 acres; contiguous rectangular plot Master site plan for Eagle Ridge Business Park submitted – site parcels delineated with acreages and conceptual roadways Sites are platted, but can be reconfigured to best suit a new user’s needs
<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 of site and surrounding area illustrate the following surroundings: North: agricultural; South: commercial and industrial across Hwy 10; East: agricultural; West: mixed industrial/commercial and residential

<p>ALTA Survey (American Land Trust Association) inclusive of site being submitted for certification</p>	<ul style="list-style-type: none"> Completed September 2012 – Illustrates rights-of-way, utilities, and easements impacting the site
<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"> Not applicable
<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 site wholly owned by the City of Prescott and is for sale for industrial use
<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"> \$85K/acre asking price; asking price is reportedly potentially flexible depending on type and quality of jobs created

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"> Rolling topography: ~80 ft. total elevation change (860 ft. at west of site to 940 ft. at east of site); two relative peaks present in the eastern section of the 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"> N. Acres Rd. intersects Hwy 29/35 and then the western site boundary at the northwestern corner of the site and then travels southward along the western site boundary, providing the primary ingress/egress to the site; the R-o-W for this access road extends eastward into the center of the park, but the road and water/sewer lines along it have only been subbed in from the western boundary of the site A conceptual storm water retention pond has been illustrated on the site plan at the NW corner of the site
<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 August 2012 – a storm water retention pond dug in 2010 in the northwestern corner of the site was delineated as a wetland. No other wetlands were identified. Acreage for the pond is not included in the site total.
<p>Environmental Assessment – no known environmental impediments to immediate industrial development</p> <ul style="list-style-type: none"> Phase I within the past 2 years; Remediated sites provide completed Phase II and documentation of liability protection 	<ul style="list-style-type: none"> Completed July 2012 – 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 2007 – 17 borings within site • Borings went down ~20-30 ft.; encountered mainly silty sand underlain by sandstone to the termination depths of the borings; no ground water encountered • Borings at SW of site encountered bedrock at 6 ft. (at ~20 ft. in higher grades) • Borings in center of site encountered weathered sandstone at 15 ft. and auger refusal at 18 ft.
<p>Archaeological / Historical – no known archaeological / historical impediments to immediate industrial development</p>	<ul style="list-style-type: none"> • Completed August 2012 – 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 August 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"> • Class 4, site is located in city, ~1 mile from volunteer fire station

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"> • I-3: Mixed Industrial/Commercial; prohibits Heavy Industrial and any use that creates noise, dust, smoke, or hazardous pollution
<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"> • North: agricultural; South: (across Hwy 10) C-2 Highway Commercial and I-2 Heavy Industrial; East: agricultural; West: I-3 Mixed Industrial/Commercial and R-1 Mixed Residential • Building design review committee approves construction and design requirements • Covenants indicate that a long unbroken wall facing Hwy 10 is not favorable

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"> • Xcel Energy provides electric power; responsible for distribution and transmission • Prescott Substation is located ~2 miles south of site; two 12.9kV distribution lines run from substation toward site along Hwy 25/39 (can each deliver 2-3 MW to site); the substation has a 10-15 MVA transformer; current peak load is ~11MVA; could handle ~2-3 MW of new demand
<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"> • Pierce Peppin Electric Cooperative serves the territory to the east of site – this offers potential to service from eastern boundary • Proximate generation sources include: the nuclear power plant in Red Wing and the Black Dog Coal Plant
<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"> • New transformer required for Prescott Substation to serve a >2 MW customer: 18 month lead time, \$150K/mile for new distribution line for delivery of >3 MW • Xcel Energy would reportedly fund a new substation; credits for a larger user would likely cover the extension of a dedicated aerial feed to new user

GAS, WATER & WASTEWATER UTILITY INFRASTRUCTURE

NATURAL GAS

REQUIREMENT	COMMENTS
<p>Proximate natural gas infrastructure availability and capacities</p> <p>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</p>	<ul style="list-style-type: none"> • St. Croix Gas has a 6" steel line running along Hwy 29/35 (western site boundary) that serves many end-users in Prescott • 3" plastic 50 psi line is stubbed into park along N. Acres Rd. on western site boundary – 95 MCF/hour available • This 3" line is served by a gas regulating station across the street from the site on Hwy 29/35 – this station is fed by a 2-inch 900 psi line from Northern Natural
<p>Introduction of any proposed improvements to / extensions of natural gas service to the site</p>	

WATER & WASTEWATER

REQUIREMENT	COMMENTS
Proximate water and wastewater infrastructure availability and capacities	<ul style="list-style-type: none"> • Water: 12" 70-80 psi main runs along N Acres Rd and is stubbed into the site at the western boundary, capable of serving the site at 1,100 – 1,200 GPM • Jordan Sandstone and St. Lawrence-Fraconia aquifers serve 3 wells in Prescott with a total capacity of ~2,500 GPM; Additional 500K gallons stored in two aerial tanks; Total system current average use is 500K GPD, but peak use can exceed 1M GPD; the current total pumping capacity in the system is ~3.6M GPD • Wastewater: 8" gravity line runs along N Acres Rd. and is stubbed into the site at the western boundary • Treatment plant at ~75% capacity
Introduction of any proposed improvements to / extensions of water and/or wastewater service to the site	<ul style="list-style-type: none"> • Wastewater: Expansion of treatment plant in progress; will increase capacity from 100,000 to 150,000 GPD