

WEST BEND CORPORATE CENTER

COMMUNITY OVERVIEW

The City of West Bend is located in Washington County, the heart of the Kettle Moraine in Southeastern Wisconsin. West Bend is home to over 30,000 people and is less than an hour's drive north of Milwaukee. West Bend is close to numerous lakes and the area surrounding West Bend is a sportsperson's paradise. The community offers residents and visitors small town living yet you can still enjoy the fast pace of the greater metropolitan area.



West Bend is the county seat for Washington County. Centrally located in the county, West Bend is 15 minutes from interstate, rail and Lake Michigan access. Moraine Park Technical College stands ready to provide a workforce to fit the needs of any business.

The Port of Milwaukee and Mitchell International Airport are located only minutes away from West Bend. The city's federally designated regional airport provides first class aviation services, while its nationally recognized park system offers amenities envied by other cities throughout the Upper Midwest.

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| ✓ General surroundings fit for industrial activity | ✓ No significant topography issues |
| ✓ Roadway access | ✓ No utility easements that would prevent development |
| N/A Rail access | ✓ 71 contiguous acres not affected by wetlands |
| ✓ Commercial airport access | ✓ No known environmental impediments to immediate industrial development |
| ✓ Freight airport access | ✓ No known archeological/historical impediments to immediate industrial development |
| ✓ 71 contiguous developable acres | ✓ No known impediments to immediate development related to endangered species |
| ✓ American Land Trust Association (ALTA) survey | ✓ Fire insurance classification rating 4 |
| ✓ Site not located on or adjacent to flood plain | ✓ Industrial zoning |
| ✓ Flight path certifications not proximate of any airport | |
| ✓ Single owner with documented willingness to sell | |

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

*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"> West Bend city pop.: 31,200; Washington County pop.: 132,200 Site is ~45 min. drive north of Milwaukee on Hwy 45. Hwy45/41 is 4-lane highway from Milwaukee, connecting to I-94 and the I-894 bypass Historically a mfg town, current large employers include West Bend Mutual Insurance (750), Serigraph (409), Regal Ware (243), Metalcraft (240), etc. Unemployment below US and State avgs.; Many work outside of the county
<p>Site environment overview</p> <ul style="list-style-type: none"> General surroundings fit for industrial activity 	<ul style="list-style-type: none"> 93.7 total acres, 71.0 useable acres (excluding delineated wetlands) Site comprises the southern ~half of the West Bend Corporate Center business park; the northern half of the park is comprised of existing commercial, light industrial and office uses; the site is mainly farmland and forest Local farmer owns a parcel (~15 acres) at the southeast corner of the site that could provide a significant natural expansion area
<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 is visible from Hwy 45 just south of urban West Bend Access from Hwy 45 at Paradise Drive interchange (commercial strip) ~1 mile from park entrance Approach from 18th Avenue across from West Bend Mutual Campus on Corporate Center Drive; potential also exists for new access from Cnty NN on south side There are plans to potentially upgrade Hwy 41 to Interstate designation in future
<p>Rail Access (if applicable) – not required</p>	<ul style="list-style-type: none"> NA
<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"> Less than 1 hour to General Mitchell Airport, over 4-lane, limited access highways the entire way Local FBO at West Bend Municipal. Handles private and corporate craft About 1.5 hours to Dane County Airport in Madison Less than 3 hours to O’Hare
<p>Freight Airport Access – Access to airport(s) with freight air service</p> <ul style="list-style-type: none"> Driving distance to proximate freight airport(s) 	<ul style="list-style-type: none"> Same as above

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"> Designated Industrial and Business use in the comprehensive plan Zoned M3, which seems light industrial and office TIF districts 4 and 8
<p>Aerial photograph illustrating the specific site being submitted for certification as well as the surrounding properties</p>	<ul style="list-style-type: none"> Submitted aerial views from multiple vantage points

<p>ALTA Survey (American Land Trust Association) inclusive of site being submitted for certification</p>	<ul style="list-style-type: none"> • ALTA Survey of entire site illustrates location of planned future roadway easements, all utility easements on site, wetlands and other required components • Storm water easements illustrated; Platted with planned roads, but these can be altered
<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 FIRM map submitted • Nearest flood plain not proximate – on the other side of Hwy 45
<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"> • FAA map submitted; West Bend Municipal Airport is 6 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"> • Continental Properties is single owner of entire 93.7 acres • Two residential lots are carved out of the site in the southwestern section, and a farmer owns 15-20 acres adjacent on the South east (along Hwy 45)
<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"> • \$50,000/acre • \$3.55 million for entire site

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"> • Topographic map with clearly defined contour intervals of 2' or less 	<ul style="list-style-type: none"> • Rolling terrain inclusive of upland woods and low-lying kettles with wetlands; Elevation change would generally not present significant challenges to development, especially for users interested in utilizing various elevations (as in a small campus setting)
<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"> • Maps of all utility infrastructure directly proximate to (or intersecting) the site 	<ul style="list-style-type: none"> • Utility easements exist along developed roadways at northern end of the site, and along roadways at western and southern boundaries of site. Storm water easements exist in northern section to allow for drainage to existing retention ponds, but a new storm water drainage plan for the larger park would override • Roads are only in plat for design purpose (except one stubbed in) and can be changed
<p>Wetlands – demonstrate that a user can utilize 50 contiguous acres that are not affected by wetlands</p> <ul style="list-style-type: none"> • Wetlands delineation report conducted on the site, demonstrating that impacts to protected waters will be avoided (or approved mitigation plans) 	<ul style="list-style-type: none"> • Wetlands delineation submitted, indicating two areas: one in the eastern section of the site (east of Corporate Center Drive ingress/egress) along the site boundary at Hwy. 45, and a smaller wetland on the western section of the site along 18th avenue; The acreage of these delineated wetlands is not included in the useable acreage calculation

<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 June 7, 2012 – no evidence of any environmental concerns discovered
<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"> Study completed September, 1997 included 12 soil borings at 25' deep on several different parcels comprising the site; Only encountered sand, gravel, silty loam; Water table is estimated to be ~30ft below average elevation
<p>Archaeological / Historical – no known archaeological / historical impediments to immediate industrial development</p>	<ul style="list-style-type: none"> Completed July 23, 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 July 12, 2012 – No concerns with or impediments to site development identified
<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 Closest station is Main St. Fire Station – 1.6 miles from site

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"> M3 – Planned Business Park includes light industrial, and most other manufacturing, but the description seems to keep out anything that produces external effects such as noise, odors, emissions, vibrations, etc.; however, the code does not clearly list prohibited uses TIF District 4 has full set of covenants, but this only comprises the far northeastern corner of the site; TIF 8, which comprises the vast majority of the site does not yet have covenants & restrictions Covenants of TIF 4 prohibit all of the following: nuisance, offensive or noxious odors, lighting, fumes, dust, smoke, noise, vibration, pollution, glare or other nuisance, or hazardous uses
<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"> Northern (developed) portion of the park comprised of light industrial, some office uses Nearby commercial development on Paradise Upscale residential neighborhood across County Road NN, along southern boundary of site Older residential on western boundary (18th) Hwy 45 on eastern boundary The intention of the Comprehensive Plan for the area is that the southern half of the site could be converted to M2 zoning, which allows for heavier uses However, the southern portion of the site is across the road from an upscale residential area. Any heavier use in this section would likely require substantial berm construction if such a use could receive approval The rezoning process would require 30 days, under local land use control

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"> Electric service provider: WE Energies 24.9 KV aerial distribution line adjacent to the site along 18th Ave. (western boundary of site) 8 MW of capacity currently available to the site along this 24.9 KV dist. line from the Pleasant Valley Substation 3.9 miles south of 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"> Secondary feed from a different substation would be challenging, and likely costly, because no distribution currently exists to the site from any substation other than Pleasant Valley Pleasant Valley does have two transformers (both fed by 138KV transmission) capable of serving a new user at up to 8MW, but there are not totally diverse distribution feeds from pleasant Valley to the site Barton Substation is ~5 miles north of the site (on the other side of urban West Bend) , but extending an alternate distribution feed to the site from Barton could be cost prohibitive (see below)
<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 an alternate distribution feed from a separate substation would likely require a significant capital investment by a new end-user. A distribution feed from Barton Substation would need to be placed underground through urban West Bend due to right of way issues We Energies indicated that the cost of doing so can vary widely and cannot be estimated until more detailed load information of an end-user is available Construction of a new feed from Barton would reportedly take 6 – 8 months, including right of way acquisition and permitting

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, delivery points, etc; Available capacity that could be provided to the site for each of the above 	<ul style="list-style-type: none"> Existing 4” gas line at 35psi has very limited capacity available. The line could reportedly support a new user of gas for building heating or very minimal industrial use only, as the maximum capacity currently available without system upgrades is 20mscfh WE Energies reports that any new customer requiring more than the available capacity on that line would be required to fund improvements to the system to enable delivery of the required load
<p>Introduction of any proposed improvements to / extensions of natural gas 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"> A theoretical user of 32.5 mscfh would be require to fund ~\$240,000 in system improvements to get that capacity to the property line, which would require ~6 months from commitment to turn-on without expedited permitting There is a possibility that community TIF money could be contributed to fund such a system upgrade

WATER & WASTEWATER

REQUIREMENT	COMMENTS
<p>Proximate water and wastewater infrastructure availability and capacities</p> <ul style="list-style-type: none">• Utility maps indicating location and current size / capacity of proximate mains, distribution lines, lift stations, etc; Available capacity that could be provided to the site for each of the above	<ul style="list-style-type: none">• Strong water system; plenty of capacity and low rates• 12" water main at 40psi extends into site along Corporate Center Drive (stubbed into Northern half of site)• Two 12" sewer lines also extend into site along Corporate Center Drive (stubbed into Northern half of site); Plenty of water treatment capacity
<p>Introduction of any proposed improvements to / extensions of water and/or wastewater service to the site</p> <ul style="list-style-type: none">• Cost, timing, and funding responsibility of any improvements required to provide proposed services to the site	<ul style="list-style-type: none">• Strong system-wide Water capacity as well as on line serving site – it is possible to loop the 12" line with another line proximate to the park• The aquifer reportedly has little impact over last 20 years