

## COMMUNITY OVERVIEW

Menomonie is strategically located between the Twin Cities of Minnesota and Eau Claire and Chippewa Falls along I-94. With a population of more than 16,000, the city has a thriving industrial base.

Menomonie's Main Street has been designated a national Downtown Historic District. Lake Menomin is in the heart of the city, providing residents year-round recreational and community event opportunities.

UW-Stout has an international reputation for its excellent degree programs in business, industry, technology, education, human development, and art and design. Chippewa Valley Technical College, Menomonie Campus, is located in the adjacent Stout Technology Park.

The site is located in Menomonie Industrial Park, which is part of a developed industrial section of the city, located within city limits around Menomonie Municipal Airport, I-94, and Union Pacific Railroad.

- ✓ General surroundings fit for industrial activity
- ✓ Roadway access
- ✓ Rail access
- ✓ Commercial airport access
- ✓ Freight airport access
- ✓ 132 developable acres split between two sites
- ✓ 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
- ✓ 132 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 3
- ✓ Industrial zoning

This site has been designated as "suitable for development"\* by Deloitte Consulting and the Wisconsin Economic Development Corporation (WEDC). 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](http://LocateInWisconsin.com) or contact Eric Atkinson from the City of Menomonie at 715.232.2221.

\*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><b>Community overview</b></p> <ul style="list-style-type: none"> <li>General community fit for industrial activity</li> </ul>	<ul style="list-style-type: none"> <li>Menomonie population: 16K; Dunn County population ~44K (unemployment rate of ~6.9%); overall region within ~30 minute drive-time has a population of ~100K</li> <li>The effective labor shed encompasses Eau Claire and Chippewa Falls</li> <li>Major employers include Wal-Mart DC (HC: 900), 3M (HC: 600), ConAgra (HC: 300), Philips Plastics (HC: 300); Andersen Windows (HC: 350); Cardinal Float Glass (HC: 150)</li> <li>UW Stout campus ~6 miles SW of site; 9,400 students; 3rd in state for innovative funding</li> </ul>
<p><b>Site environment overview</b></p> <ul style="list-style-type: none"> <li>General surroundings fit for industrial activity</li> </ul>	<ul style="list-style-type: none"> <li>Site is located in Menomonie Industrial Park, which is part of a developed industrial section of the city, located within city limits around Menomonie Municipal Airport and</li> <li>I-94 (~65 miles east of Minneapolis-St. Paul)</li> <li>Chippewa Valley Tech College, Menomonie Campus is located in the proximate Stout Technology Park</li> <li>Park is located within TIF District #13</li> </ul>
<p><b>Roadway access</b></p> <ul style="list-style-type: none"> <li>Proximity to interstate and other highways providing convenient access for labor and logistics</li> <li>Access roads in place to site, or plans in place to extend access road(s) to site</li> </ul>	<ul style="list-style-type: none"> <li>Site fronts County Rd. B, &lt;0.5 mile north of I-94 full diamond interchange</li> <li>Access roads are in place: 59th St. divides two separate sites from north to south; both sites evaluated for certification</li> </ul>
<p><b>Rail Access</b> (if applicable) – not required</p> <ul style="list-style-type: none"> <li>feasibility of service (if site is to be marketed as rail-served)</li> </ul>	<ul style="list-style-type: none"> <li>Union Pacific RR lies south of site along I-94; a spur runs towards the SW of the site to serve Banks Hardwoods and Ambassador Steel</li> <li>Union Pacific can reportedly split another spur from the existing spur to be used as a loading yard ¼ mile south of the site (but cannot run new spur entire way to site)</li> </ul>
<p><b>Commercial Airport Access</b> – Access to airport(s) with commercial air service</p> <ul style="list-style-type: none"> <li>Driving distance to proximate commercial airport(s) and overview of service available</li> </ul>	<ul style="list-style-type: none"> <li>~72 miles to MSP International Airport via I-94</li> <li>~22 miles to Chippewa Valley Regional Airport via I-94 (provides direct flights to Chicago)</li> <li>~1 miles to Menomonie Municipal Airport; general aviation</li> </ul>

**Freight Airport Access** – Access to airport(s) with freight air service

- ~72 miles to MSP International Airport via I-94; cargo facilities serviced by UPS,
- FedEx, Emory and DHL
- Chippewa Valley Regional Airport accessible via three separate access route from the site (~22 miles away) – not clear which (if any) freight providers present

# SITE INTRODUCTION

REQUIREMENT	COMMENTS
<p><b>Master Site plan</b> 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"> <li>• Minimum of 50 contiguous developable acres</li> </ul>	<ul style="list-style-type: none"> <li>• Site 1: 73 acres; Site 2: 59 acres</li> <li>• The two sites are divided by 59th St., which runs north-south between them</li> <li>• 3M owns a ~600 acre parcel west of the site</li> <li>• 24" storm sewer line takes drainage to regional retention pond for the Park</li> </ul>
<p><b>Aerial photograph</b> illustrating the specific site being submitted for certification as well as the surrounding properties</p>	<ul style="list-style-type: none"> <li>• Aerial views illustrating site and surroundings submitted</li> <li>• Located in Menomonie Industrial Park: West: conservancy (wetland); East: agricultural land; North: agricultural land; South: Industrial, occupied by Banks</li> <li>• Hardwoods, Ambassador Steel, Cardinal FG, Badger Iron</li> </ul>
<p><b>ALTA Survey</b> (American Land Trust Association) inclusive of site being submitted for certification</p>	<ul style="list-style-type: none"> <li>• Completed September 2012 – Illustrates rights-of-way, utilities, and easements impacting the site</li> </ul>
<p><b>Flood Plain map</b> (FEMA-produced FIRM map)</p> <ul style="list-style-type: none"> <li>• No part of the site may be located on (or directly adjacent to) a flood plain</li> </ul>	<ul style="list-style-type: none"> <li>• FEMA-produced FIRM map submitted – AE zone ends in conservancy area west of site; No flood zone located on or immediately adjacent to site due to the sloping topography</li> </ul>
<p><b>Flight path specifications</b> (if site is within 2 miles of an airport)</p> <ul style="list-style-type: none"> <li>• Documentation (letter or map from FAA) indicating any restrictions related to airport proximity</li> </ul>	<ul style="list-style-type: none"> <li>• Site is ~1 mile north of Menomonie Municipal Airport</li> <li>• Flight path height restrictions allow for ~140 ft. high buildings on site (Industrial zoning allows for only 45 ft. high buildings)</li> <li>• State Bureau of Aeronautics approved the height restrictions presented by the community</li> </ul>
<p><b>Ownership</b> – 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"> <li>• Certificate of title</li> <li>• Letter from property owner/option holder stating that site is for sale/lease</li> </ul>	<ul style="list-style-type: none"> <li>• Entire 132 acres (Sites 1&amp;2) are wholly owned by City of Menomonie</li> <li>• TIF #13 has funded road, water, and waste water construction although no tax increments have been generated</li> </ul>

**Asking Price** – current asking price for sale or lease of the land must be indicated

- Documentation of asking price on a per-acre basis

- \$40K/acre stated asking price for industrial park; negotiations considered project-by-project
- \$15K/acre (inclusive of TIF land assistance) minimum price

# SITE PHYSICAL CHARACTERISTICS

REQUIREMENT	COMMENTS
<p><b>Topography</b> – no significant topography issues that could present major obstacles to industrial development of the site</p>	<ul style="list-style-type: none"> <li>• Slightly rolling topography; Total ~10 ft. grade differential across both sites</li> </ul>
<p><b>Easements</b> – 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"> <li>• Water, sewer and storm water run along 59th St. between the two sites</li> <li>• Storm water drainage lines run from both sites to the drainage pond south of Site 2</li> <li>• Useable acreage on both sites excludes ROWs on both east and west boundaries</li> </ul>
<p><b>Wetlands</b> – demonstrate that a user can utilize 50 contiguous acres that are not affected by wetlands</p>	<ul style="list-style-type: none"> <li>• Completed August 2012 - No potential wetland features were identified</li> <li>• Storm pond was designed and constructed to handle drainage for the entire park</li> </ul>
<p><b>Environmental Assessment</b> – no known environmental impediments to immediate industrial development</p> <ul style="list-style-type: none"> <li>• Phase I within the past 2 years; Remediated sites provide completed Phase II and documentation of liability protection</li> </ul>	<ul style="list-style-type: none"> <li>• Completed May 2012 – No evidence of recognized environmental conditions</li> </ul>
<p><b>Geotechnical</b> – 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"> <li>• 10 additional borings completed in September 2012 yielded similar results; primarily sand mixed with gravel with no measurable ground water</li> <li>• Previous borings identified mostly sand, no indications of ground water or bedrock concerns</li> </ul>
<p><b>Archaeological / Historical</b> – no known archaeological / historical impediments to immediate industrial development</p>	<ul style="list-style-type: none"> <li>• Completed June 2005 - determined that there are no previously recorded archaeological sites or historic properties within or adjacent to the project area</li> </ul>

<p><b>Endangered Species</b> – no known impediments to immediate industrial development related to endangered species</p>	<ul style="list-style-type: none"> <li>Completed November 2004 - no actions required with regard to industrial development of the subject property</li> <li>Bald Eagle and Karner Blue Butterfly were identified within a 15 mile radius of the site, but none on the site itself</li> </ul>
<p><b>Fire Protection</b></p> <ul style="list-style-type: none"> <li>Fire Insurance Classification Rating</li> <li>Distance to the nearest servicing fire department</li> </ul>	<ul style="list-style-type: none"> <li>Class 3, ~5.5 miles from paid, on-staff station in City of Menomonie</li> </ul>

# ZONING

REQUIREMENT	COMMENTS
<p><b>Industrial zoning</b> (or equivalent) currently in place, or zoning change procedure underway as of field investigation</p> <ul style="list-style-type: none"> <li>Zoning certificate and relevant ordinance; or, letter from municipal authorities communicating status of zoning change procedure as of field investigation date</li> </ul>	<ul style="list-style-type: none"> <li>I1 – Restricted Industrial District (includes entire north of park); least restrictive zoning in city, includes most industrial/manufacturing uses</li> <li>No covenants or restrictions are currently in place for the park; no building design requirements or approvals have been developed for the park</li> </ul>
<p><b>Surrounding area zoning</b> – zoning of surrounding properties compatible with industrial development of site</p> <ul style="list-style-type: none"> <li>Comprehensive Plan of area (if applicable)</li> <li>Zoning map of area including site (if applicable)</li> <li>Existing/planned zoning of surrounding land</li> <li>Codes, Covenants, and Restrictions on site and surrounding sites, as applicable</li> </ul>	<ul style="list-style-type: none"> <li>Entire Northern area of park (inclusive of the site) is zoned I1</li> </ul>

# ELECTRIC UTILITY INFRASTRUCTURE

REQUIREMENT	COMMENTS
<p>Proximate electric power infrastructure availability and capacities</p> <ul style="list-style-type: none"> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Xcel Energy's Red Cedar Substation is &lt;1 mile south of site; served by 4 transmission lines: a 161kV line running east/west along the southern site boundary (then south to the substation) and two 69kV lines running into the substation from the north and east</li> <li>Red Cedar Substation has two 28MVA transformers, both at &lt;50% capacity; 12.5 kV distribution lines from Red Cedar serve the Park, and one of those lines runs along Packer Dr., 200 yards south of the sites</li> <li>Direct transmission feed customers receive 7% discount off energy usage rate</li> <li>Menomonie has two hydro power dams</li> </ul>
<p>Detailed description of dual feed potential (current or proposed redundant service)</p> <ul style="list-style-type: none"> <li>Overview (and map) illustrating dual feed electric service routes, including location, size and capacity of each node of delivery (substation, distribution line, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>Rusk Substation (potential secondary service) is ~1.5 miles east of the Park and has one 10 MVA transformer; Rusk has a 12.5 kV distribution feeder (totally diverse from that from Red Cedar) running along eastern boundary of Site 2, which could provide 1MW to a new user at the sites today</li> </ul>
<p>Introduction of any proposed improvements to / extensions of electric service to the site</p> <ul style="list-style-type: none"> <li>Cost, timing, and funding responsibility of any improvements required to provide proposed service to the site</li> </ul>	<ul style="list-style-type: none"> <li>Xcel is reportedly planning to expand the Red Cedar Substation to include another transformer</li> <li>A new 20MW customer would need to wait ~18 months for a new transformer to be added at Red Cedar Substation</li> </ul>

# 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"> <li>• Xcel regulating station at SE corner of site, served by a 6" steel 300 psi main running down County Rd. B</li> <li>• 6" steel 150 psi line runs from Xcel station along southern boundary of the site to feed another regulating station at the 3M plant (3M station cannot support secondary feed)</li> <li>• 4" plastic 60 psi line runs along northern site boundary</li> </ul>
<p>Introduction of any proposed improvements to / extensions of natural gas service to the site</p>	

## WATER & WASTEWATER

REQUIREMENT	COMMENTS
<p>Proximate water and wastewater infrastructure availability and capacities</p>	<ul style="list-style-type: none"> <li>• <b>Water:</b> 20" main serves the sites along 59th St. (between sites 1 and 2) ; 3,465 GPM capacity at 20 psi</li> <li>• City owns 3 wells with 5.4M GPD total capacity (at 40% capacity; 2.1M GPD average) and 3 elevated water tanks with 1.9M gallons total capacity</li> <li>• <b>Wastewater:</b> 10" gravity sewer line runs with water main between the two sites to a lift station south of site (at potential rail loading yard), then west to the treatment plant along ~4 miles of mostly gravity lines</li> <li>• Treatment plant has capacity of 2.88M GPD; currently operating at 55% capacity</li> </ul>
<p>Introduction of any proposed improvements to / extensions of water and/or wastewater service to the site</p>	<ul style="list-style-type: none"> <li>• <b>Wastewater:</b> City would require pre-treatment for an operation like a typical food processor; TIF funding can reportedly be used for pre-treatment facility development</li> </ul>