

STEVENS POINT EAST PARK COMMERCE CENTER

COMMUNITY OVERVIEW

Stevens Point is centrally located in Wisconsin on the Wisconsin River, encompassing the intersection of Interstate 39 and State Highway 10 in Portage County. The community is approximately 110 miles north of Madison, 250 miles northwest of Chicago, and 215 miles east of Minneapolis. With a population of approximately 27,000, Stevens Point has extensive educational opportunities and is home to the University of Wisconsin-Stevens Point and a Mid-State Technical College campus.

A number of companies have corporate headquarters in the city, including Delta Dental of Wisconsin, Noel Group, Sentry Insurance, and Travel Guard. Associated Bank and Donaldson Company operate regional headquarters in Stevens Point.

The 760-acre East Park Commerce Center is located east of I-39 and south of Highway 10, directly east of the existing Portage County Business Park. The site is within minutes of the Central Wisconsin Airport in Mosinee.

- ✓ General surroundings fit for industrial activity
- ✓ Roadway access
- ✓ Rail access
- ✓ Commercial airport access
- ✓ Freight airport access
- ✓ 760 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
- ✓ 760 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 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 or contact William Scholfield of Scholfield Group LLC at 715.574.7007.

*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"> Stevens Point has a population of ~27K and a labor force of ~15K; Portage County has a population of ~70K and a labor force of ~40K Wages in Stevens Point are typically ~30% lower than in U.S. metro centers UW Stevens Point campus has ~9,500 students; Sentry Insurance employs >2,000 Stevens Point currently has an unemployment rate of ~9.1%; the last 1.5 years have seen several closures of paper mills and a large window/door manufacturer
<p>Site environment overview</p> <ul style="list-style-type: none"> General surroundings fit for industrial activity 	<ul style="list-style-type: none"> 760-acre East Park Commerce Center is located east of I-39 and south of Hwy 10, directly east of existing Portage County Business Park Proximate major employers: Skyward (HC: 400); Delta Dental (HC: 340); Donaldson (HC: 425); McCain Foods (HC: 650); Del Monte (HC: 100); Land's End DC (HCC: 110) Entire site was recently annexed by the City and included in a new TIF district
<p>Roadway access</p>	<ul style="list-style-type: none"> Site lies east of Brilowski Rd. (4-lane highway) and fronts County Hwy HH to the south (2 lane roadway); Brilowski Rd. parallels I-39, ~½ mile east of the interstate ~1 mile SW to I-39 – County Hwy HH interchange via County Hwy HH ~2 miles NW to I-39 – Hwy 10 interchange via Brilowski Rd. to Hwy 10 Major roadway improvements are underway around the western site boundary
<p>Rail Access (if applicable) – not required</p>	<ul style="list-style-type: none"> CN Rail line runs along northern site boundary– a high-speed rail line switch can reportedly be placed directly at the NW corner of the site CN approved a conceptual design to place a spur into the eastern section of site
<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"> ~2 miles NW to Stevens Point Municipal Airport – general aviation, can handle any size of commercial aircraft, and is mainly used for corporate jets, but is capable of handling freight ~18 minute drive to Central WI Airport in Mosinee via I-39N (commercial service to Chicago, Minn., & Detroit) ~100 miles to Dane County Regional Airport via I-39S
<p>Freight Airport Access – Access to airport(s) with freight air service</p>	<ul style="list-style-type: none"> ~18 minute drive to Central WI Airport in Mosinee via I-39N – UPS cargo service ~100 miles to Dane County Regional Airport via I-39S - FedEx 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"> Buildable acreage: ~760-acre contiguous, rectangular plot; comprised of over 20 smaller farmland parcels, which are owned by three separate private owners City of Stevens Point Comprehensive Plan submitted Potential for additional ~35 acres west of site, behind Land's End DC
<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 illustrate the following surroundings: North: agricultural and residential across railway; South: agricultural, commercial to the southwest; East: agricultural and residential; West: industrial, Portage County Business Park
<p>ALTA Survey (American Land Trust Association) inclusive of site being submitted for certification</p>	<ul style="list-style-type: none"> Completed October 2012 - illustrates location of all existing utilities, easements, and rights-of-way on site, including the Transmission line that bisects the site east to west
<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 no FIRM panels for the area including and surrounding the site because there are no flood zones to illustrate there
<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"> Height limitation map submitted – entire site is >2 miles from Stevens Point Municipal Airport and not limited by height restrictions
<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"> Site is owned by three private owners In September 2012, the City of Stevens Point secured an option to purchase the entire 760 acres comprising the East Park Commerce Center site
<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"> \$18-25K/acre asking price; because a new TIF district was established for the site, increments will be available to fund improvements and potentially provide land purchase subsidies The City is seeking pre-authorization of the execution of the option so that no further authorization is required at the time the City wishes to execute

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: ~26 ft. total elevation change across entire 760 acres (1,102 – 1,228ft.)
<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"> An ATC electric transmission line bisects site east <-> west (50 ft. easement on each side of the line) Aside from the electric transmission line, no easements reportedly on site outside of boundaries with existing public roadways
<p>Wetlands – demonstrate that a user can utilize 50 contiguous acres that are not affected by wetlands</p>	<ul style="list-style-type: none"> Comprehensive Plan indicates no wetlands on site Completed October 2012 – No wetlands delineated within the project area
<p>Environmental Assessment – no known environmental impediments to immediate industrial development</p>	<ul style="list-style-type: none"> Completed October 2012 - No recognizable environmental condition with the project area with the exception of soil staining below a diesel engine for an irrigation pump in the northwestern portion of the property; a Phase II showed soil contamination in the immediate area and recommends notifying the WDNR Clean up activities conducted according to WDNR ch. NR 708.09. A “No Further Action” letter was issued January 15, 2013
<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 January 2012 on ~80 acres of site: borings encountered sand to the termination depths of the borings; water table at ~21 ft.; bedrock estimated to be at ~100 ft An additional 20 borings were performed in October 2012; The depth of each boring was 20 ft. and found generally sand with occasional clayey sand or silt; Ground water was recorded below a depth of 13.5 ft. with a note that heavy irrigation may have an impact
<p>Archaeological / Historical – no known archaeological / historical impediments to immediate industrial development</p>	<ul style="list-style-type: none"> Completed October 2012 - Determined that there are no previously recorded archaeological sites or historic properties within 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 October 2012 – Three potential natural habitats were identified within the site; It is recommended that that a habitat study and consultation with the DNR be completed to determine if habitat for the Karner Blue Butterfly (KBB) is present A level 1 Survey was completed on June 10, 2013 – no KBB habitat was identified on or adjacent to the site

Fire Protection

- Fire Insurance Classification Rating
 - Distance to the nearest servicing fire department
- Site is rated as 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">• Rezoning occurred in concurrence with the annexation of the site. Current zoning is Planned Industrial Development which allows for all permitted / conditional uses found within the Heavy Industrial (M-2) and Light Industrial (M-1) zoning districts, and can permit flexibility when necessary
<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: residential zoning across railway; South: agricultural, commercial to the southwest; East: agricultural and residential; West: industrial, Portage County Business Park• Covenants will establish flexible design restrictions, land usage ratios, and road setback restrictions; not yet established

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">• 138kV transmission line (ATC) bisects site east to west through center of site• New substation could be built off this line within one year for \$1-1.5 million.• 300-900 MW capacity at coal-fired generation plant in Wausau, ~25 miles north of site; 200 MW capacity at nearby generation plant

<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"> • Hoover Ave. Substation ~1.25 miles west of site serves the Portage County Business Park; has a capacity of 3-5MVA • North Point Substation ~4-5 miles north of site could potentially provide secondary service with a dedicated distribution line
<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 substation siting and construction would require ~2 years

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 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"> • 6" 60 psi line runs along eastern site boundary of the site; serves ADM Mill ~4.5 miles NE of site and can provide service to site now • Gas line served by ANR pipeline ~4.5 miles north of site at Hwy J
<p>Introduction of any proposed improvements to / extensions of natural gas service to the site</p>	<ul style="list-style-type: none"> • ~2 miles south to ANR Plover Gate Station – could potentially provide a source for a secondary feed to the site if needed

WATER & WASTEWATER

REQUIREMENT	COMMENTS
<p>Proximate water and wastewater infrastructure availability and capacities</p>	<ul style="list-style-type: none"> • Water: Three 12" 60 psi water lines cross I-39 and run eastward toward the site; each line can reportedly provide ~2000 GPM to site • 30" feeder connects water system to wells: \$15M well recently completed with a capacity of 5.5MGD; Wells west of I-39 have 2,500 GPM capacity; total system capacity of ~13MGD • Wastewater: 24" line runs to NW corner of site, at end of existing gravity main; 1 MGD capacity • A separate 12" line runs to NW corner of site as well; 300K GPD capacity • A 10" sewer line runs to SW corner of site; could currently handle small users in south of site; 200K GPD capacity • Treatment plant has ~2.5 MGD available capacity
<p>Introduction of any proposed improvements to / extensions of water and/or wastewater service to the site</p>	