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TAX INCREMENTAL DISTRICT #18

PROJECT PLAN

CITY OF OSHKOSH

ADOPTED BY THE PLAN COMMISSION
June 4th, 2002 meeting

ADOPTED BY THE COMMON COUNCIL
July 9th, 2002 meeting

ADOPTED BY THE JOINT REVIEW BOARD
July 23, 2002

PREPARED BY:
DEPARTMENT OF COMMUNITY DEVELOPMENT
April - May 2002

Plan Summary

City of Oshkosh Tax Increment District # 18 Project Plan

- District Name:** City of Oshkosh Tax Increment District # 18 Southwest Industrial Park Expansion
- Location:** Southwest side of Oshkosh, south of W. 20th Avenue, north of W. Waukau (STH 91), west of S. Oakwood Road.
- Size:** Approximately 148 developable acres
- Purpose:** To facilitate the expansion and continued development of the Southwest Industrial Park and to promote private industrial development in the area.
- Proposed Costs:** Approximately \$9.3 million for costs related to infrastructure improvements including; sanitary sewer, water, streets, storm sewer and drainage, streetscaping, and gas and electric lines. Costs also include financing and administrative/organizational costs.
- Project Financing:** \$8.9 million borrowing program, utilizing General Obligation notes, including capitalized interest.
- Projected Revenues:** The District is projected to create approximately \$54 million in new tax base at the end of its maximum life period (2002 – 2025). It will generate approximately \$19 million in tax increments during that same period.
- Economic Feasibility:** Based on planned expenditures and revenue levels, all costs of the TID will be paid off by the end of 2025, the 23rd year and the district will be dissolved. Beginning in 2026, all taxes generated as a result of development in the TID will be apportioned among and directly benefit all taxing entities.

Introduction

Wisconsin's Tax Incremental Financing law provides a mechanism that enables cities and villages to rehabilitate blighted areas, improve business areas, and/or develop industrial sites. The intent is to defray the cost of public improvements in a designated Tax Incremental District (TID) by using tax revenues or increments generated from new development to pay for project improvements in the district.

Under Tax Incremental Financing, the tax increment generated from private investment in a TID is applied entirely to the retirement of debt incurred by the municipality in order to make the area attractive to investment or reinvestment. When the cost of improvements has been recovered and the debt service attributable to the district retired, the TID is dissolved and all taxing jurisdictions benefit on the same shared basis as before the creation of the TID. If the TID has been successful, each of the taxing jurisdictions should receive a much larger share of the property taxes from the new development that came about as a direct result of the creation of the TID.

Tax incremental financing laws provide benefits to all taxing entities, city, county, public schools, and technical college, by promoting development of new taxable value which otherwise would not occur. It provides a tool for municipalities to make reasonable levels of investment using local financing sources to meet identified local needs and fill legitimate public purpose roles. The law also recognizes that since municipalities do not share the investment risk with other tax entities, they are entitled within a prescribed period of time, to receive all new tax revenues of the TID as the source of paying off all public investment costs. All other taxing entities receive benefits in the future from the increased tax base generated as a result of the city's investment in the TID.

Purpose

A community's growth and long term well being depends on a strong business and industrial sector. Development that occurs within a municipal industrial park promotes tax base growth, job creation, and capital investment, the benefits of which are felt throughout the area served by all taxing entities. Successful industrial development also spurs additional business activity, residential development, and job creation and tax base growth elsewhere in the community. This is reflected in the fact that one new job created in the manufacturing sector will have a multiplier effect of creating jobs in other sectors of the local and state economies.

The City of Oshkosh is proposing to create Tax Incremental District #18 to help facilitate improvements in order to expand the Southwest Industrial Park and advance adopted City objectives of encouraging industrial growth and orderly land development. It is proposed to expand the park to the southwest to take in property located between the Wisconsin and Southern Railroad line and State Road 91. This expansion will add 161 acres to the park with approximately 148 acres being developable and the remainder for use as right of way, greenspace, etc. This district is a succession to Tax Increment Finance Districts #3 and #7.

The Southwest Industrial Park has been the City's most successful TID with an approximate current value of \$116 million. Expansion of the Southwest Industrial Park is necessary because there are only about 20 acres of developable land left in the park. The historical annual rate of absorption of industrial land within the City has been approximately 23 acres per year which means it could be feasible for the Southwest Industrial Park to exhaust its inventory of developable land by the end of 2002. This makes expansion of the park very important in terms of having enough developable area to continue economic growth within the community. Additionally, communities typically attempt to maintain an inventory of roughly twice the projected land demand in order to maintain a diversity of types of industrial sites and to account for uneven distribution of demand within the community.

Proposal

Tax Incremental Financing funds will be used to pay for expansion of the park through land acquisition, infrastructure construction and improvements, site preparation, pedestrian trails and paths, signage, landscaping, and administrative costs related to planning and engineering of improvement activities.

Industrial Development Program

The City of Oshkosh, working in a cooperative effort with Chamco, a non-profit industrial development corporation, is involved in a continuing industrial development program aimed at encouraging tax base growth, job creation, and capital investment in the community. Municipal industrial parks have been a major focus of this ongoing program, along with other efforts to improve the overall economic health of the community.

The City's industrial parks have provided a supply of industrial sites, within a managed, controlled business park environment. The use of TIF has enabled the City to meet a critical need for industrial land by providing the resources to develop industrial parks and offer land for sale at a price that remains competitive in both the area and regional economics.

Boundaries/Legal Description

A part of the SE $\frac{1}{4}$ and the E $\frac{1}{2}$ of the SW $\frac{1}{4}$ all in Section 32, Township 18 North, Range 16 East, Town of Algoma, Winnebago County, Wisconsin described as follows:

Commencing at the southeast corner of said Section 32; thence N. 89°27'05" W., 413.57 feet along the south line of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 32 to the true point of beginning; thence N. 00°30'46" E., 834.96 feet; thence S. 89°27'05" E., 413.56 feet to the east line of the SE $\frac{1}{4}$ of said Section 32; thence N. 00°30'46" E., 1,818.55 feet along the east line of the SE $\frac{1}{4}$ of said Section 32 to the northeast corner of the SE $\frac{1}{4}$ of said Section 32; thence N. 89°24'24" W., 829.69 feet along the north line of the NE $\frac{1}{4}$ of the

SE ¼ of said Section 32 to the southeasterly right-of-way line of the Wisconsin Southern R.R.; thence S. 59°39'18" W., 3,693.13 feet along the southeasterly right-of-way line of the Wisconsin Southern R. R. to the west line of the SE ¼ of the SW ¼ of said Section 32; thence S. 00°30'13" W., 310.69 feet along the west line of the SE ¼ of the SW ¼ of said Section 32; thence S. 89°09'20" E., 563.15 feet; thence S. 00°50'45" W., 440.33 feet to the south line of the SE ¼ of the SW ¼ of said Section 32; thence S. 89°09'13" E., 772.80 feet along the south line of the SE ¼ of the SW ¼ of said Section 32 to the southeast corner of the SW ¼ of said Section 32; thence S. 89°27'05" E., 2,253.06 feet along the south line of the SE ¼ of said Section 32 to the true point of beginning.

Area within the TID is estimated at 161.00 acres. Boundaries of TID # 18, and real property determined to be suitable for industrial sites are identified on the Boundaries Map on page 13.

Name of District

The name of the TID shall be City of Oshkosh Tax Incremental District # 18 (TID # 18) – Southwest Industrial Park Expansion.

Creation Date

The date of creation for the capture of all new taxable value created within TID # 18 shall be January 1, 2002. The value established as of this date shall be used as the base in computing any increments that will accrue in the tax base for the district. The estimated base value of the district is \$39,816 which is estimated based on the current undeveloped and agricultural use of the land to be included in the TID.

Project Costs and Improvements

The cost of public improvements and other project costs including financing associated with implementing this Project Plan are estimated at approximately \$9.3 million. These costs are relative to providing infrastructure to and within the district. These costs will include sanitary sewer, water, streets, storm sewers and stormwater management, site preparation, landscaping, streetscaping and wayfinding, pedestrian trails, and administrative, engineering, and planning costs. The Proposed Improvements Map on page 14 provides a general overview and area of the improvements.

Table 1 shows estimates of capital improvement costs for the major project categories and estimates of timing of these costs. The cost estimates include a 10% contingency and 25% for technical, administrative, and legal services involved in implementing the projects themselves. This could include technical drawings, inspections, contracts, etc. The estimated project costs may be adjusted within the amounts shown without modification to the Project Plan.

Table 1

Detailed Estimate and Timing of Project Costs		
Description	Gross Cost Estimate	Year
Sanitary Sewer	\$377,179	2002-2005
Water Main	\$574,326	2002-2005
Storm Sewer and Storm Water Management	\$1,367,361	2002-2005
Street and Pedestrian Path Construction	\$1,404,716	2002-2005
Landscaping and Street Lighting	\$149,149	2002-2005
Path Construction in Green Corridor	\$27,238	2002-2005
Natural Gas and Electric Utilities	\$802,987	2002-2005
Organizational	\$496,256	2002-2009
Project Costs	\$5,199,212	
Capitalized Interest	\$785,000	2002-2005
Financing Cost	\$3,302,882	
Total Costs to be Financed	\$4,802,955	2002-2025
Total Project Costs Including Financing and Capitalized Interest	\$9,287,094	2002-2025

The attached Appendix A provides a more detailed listing of the estimated costs involved in each of the major project categories and further identifies those costs that will be attributed to this TID outside the boundaries of the district are necessary to service the district. It is estimated that approximately \$632,000 of project expenditures will be incurred outside of the district and generally involve costs of bringing sanitary sewer to the district from 20th Avenue and infrastructure costs along the proposed east west street south of the Mercury Marine site just off of Oakwood Road as well as some stormwater management costs that include the construction of a detention pond.

Organizational costs include estimates for administrative, planning, professional organizational and legal costs. Components of the “other cost” include, in general, cost of salaries and employee benefits for City employees engaged in the planning, engineering, implementing and administering activities in connection with the Tax Increment District, the cost of supplies and materials contract and outside consultant services, and those costs of City departments such as the City Attorney, Public Works, Finance, Community Development, Parks, and Transportation. It is anticipated that the positive tax increments remaining after annual debt service has been addressed will be used to repay the City for incurring these costs.

Capitalized interest costs involve borrowing funds to pay for debt service costs during construction and to cover the annual debt service until a sufficient level of tax increment is generated to cover annual debt service.

All project expenditures must be made within seven years of the creation date of the District. Tax increments may be received until project costs are recovered, but for no

longer than sixteen years after the last expenditure is made. In the case of this District, all project costs must be made by the fall of 2009.

Method of Financing

The project costs, including financing, are the estimated amount of tax increment revenues to be requested under the provisions of Section 66.1105 Wisconsin Statutes. The method of financing project costs will be through the issuance of general obligation notes or any other method of financing approved by the Oshkosh Common Council. Total project expenditures will be recovered through the tax increment.

Master Plan, Zoning, Building, and Other Code Considerations

The project elements proposed in the Project Plan conform to the objectives and conceptual recommendations contained in the City's 1993 Comprehensive Plan, as approved by the Plan Commission and Common Council. The Park will be zoned M-3 General Industrial District. No changes to the zoning, building or other codes are expected as a result of the creation of this TID. Existing and proposed zoning is shown on the map on page 15.

Economic Feasibility/Expectations for Development

The determination of economic feasibility for the District is based on utilizing the average of land purchased per year in City industrial parks, which has historically been 23 acres per year. Additionally, in order to estimate a value on the land that will be purchased in the expanded Southwest Industrial Park, the total equalized values of commercial and manufacturing properties were analyzed to develop an averaged developed value per acre for properties within the existing Southwest Industrial Park. The average per acre value of commercial and manufacturing classed properties within the Southwest Industrial Park is \$225,641. This value was then used to develop figures of anticipated future values within the TID.

The total estimated value of the anticipated development within the district when it is dissolved at the end of its allowed life is expected to be approximately \$54 million which will generate approximately \$1.3 million in property taxes annually. The projected value of the tax increment over the life of the district is estimated at approximately \$19 million.

Each major category project component (i.e. storm sewer, sanitary, water, etc.) will necessitate approval by the Common Council through the annual Capital Improvement Program. The method of financing and the individual debt issues will also require Common Council approval.

Promotion of Orderly Development

The proposed district will promote orderly development of the City by facilitating a type and scale of industrial development fully supportive of City planning objectives. The

subject area has been designated in the City's Comprehensive Plan as being suitable for industrial development. Additionally, City objectives such as providing open space and pedestrian circulation opportunities will be implemented.

With a planned industrial district, the City and Chamco will be able to actively promote this area for business location. Private improvements will not be done in an unplanned fashion.

Proposed Uses

The proposed use of land within the district is for industrial sites and will remain zoned for manufacturing uses during the life of the district. The City's Comprehensive Plan has designated this area as suitable for industrial uses. The existing and proposed land uses are shown on the maps on pages 16 and 17. The zoning of the TID will be M-3 General Industrial District that allows a variety of uses in the park.

Non-Project Costs

It is anticipated that there will be no non-project costs related to implementing this Project Plan.

Relocation

No displacement and resulting relocation of persons or businesses is needed or will be undertaken in this project. If relocation of individuals or businesses were required, it would be carried out in accordance with applicable relocation requirements set forth by the State of Wisconsin and/or federal regulations.

Findings and Report to the Joint Review Board

Since the entire area is identified as being suitable for industrial development and zoned for industrial uses, TID #18 is consistent with the statutory requirement that not less than 50% of the real property in the district is suitable and zoned for industrial sites.

The primary objective for creating TID #18 is to provide the infrastructure and improvements necessary to provide a “full service” municipal industrial park. Implementation of the Project Plan for TID # 18 will enhance significantly the current value of the land in the District at the time of its creation. The owners of the property within the district will benefit by the creation of an industrial park that will provide employment for residents of the community and region at large. The reason why property owners in the district should not fully pay improvement costs is primarily because the development of an industrial park benefits all other layers of government (County, Technical College, Schools) through significantly enhanced property values that those jurisdictions receive a share of but do not have the fiscal impact that is incurred by the City to provide services.

The base value of the district is estimated at approximately \$38,000 and is based on the current agricultural usage of the parcels. The district value is estimated to exceed \$50 million in its 23rd and final year of existence prior to being dissolved. It is estimated that the district will generate approximately \$19 million in tax increments over the life of the district. At the current proportion of the tax rate for 2001 and assuming that the development would have occurred without the creation of the TID, the overlying taxing jurisdictions would have received \$7 million for Area Schools (37.01%), \$6.3 million for the City (33.16%), \$4 million for the County (21.17%), \$1.5 million for the Technical College (7.81%) and \$161,000 for the State (.085%).

The project costs identified in the Project Plan are all consistent with providing land for industrial development and providing the amenities necessary to market a competitive industrial park. A detailed list of project costs are shown in Table 1 and Appendix A of the Project Plan. Project costs to be paid for with tax increments are estimated at approximately \$9.3 million.

Based on the January 1, 2002 equalized value of taxable property within TID # 18 plus all existing districts does not exceed 7% of the City of Oshkosh’s total equalized value or the value of TID # 18 plus the value increment of existing districts does not exceed 5% of the total municipal equalized value. The base value of TID #18 plus all other TIDs equals approximately \$165.3 million or 6.4% of the City’s total municipal equalized value of \$2.57 billion.

APPENDIX A
DETAILED LISTING OF MAJOR PROJECT EXPENDITURES

Water Main

<i>Description</i>	<i>Quantity</i>	<i>Unit Cost</i>	<i>Unit Type</i>	<i>Total Cost</i>
12" Dia. Water Main	2670	\$37.00	LF	\$98,790
10" Dia. Water Main	4920	\$36.00	LF	\$177,120
8" Water Service	1198	\$33.00	LF	\$39,534
6" Hydrant Lead	432	\$30.00	LF	\$13,349
2" HDPE Service (Bored)	170	\$30.00	LF	\$5,253
2" Service Connection	2	\$250.00	EA	\$515
Hydrant	18	\$1,250.00	EA	\$22,500
12" Gate Valves	4	\$1,000.00	EA	\$4,120
10" Gate Valves	10	\$930.00	EA	\$9,300
8" Gate Valves	33	\$650.00	EA	\$22,094.50
6" Gate Valves	18	\$450.00	EA	\$8,100
Landscape Restoration	11870	\$2.00	SY	\$24,452
Erosion Control Silt Fence	200	\$1.50	LF	\$300
Sub-Total				\$425,427
Const. Contingency				\$42,543
Tech, Adm. & Legal				\$106,357
Total				\$574,326

The plan is to construct 12" water main along STH 91 and 10" water main along the proposed new streets within the TID. Services will be placed approximately 250 feet apart. Approximately 650 feet of 10" water main will be installed outside the district and brought along the proposed new road south of the Mercury Marine site. This will also include two hydrants. The approximate costs of water utilities outside of the TID is \$30,000.

Storm Sewer

<i>Description</i>	<i>Quantity</i>	<i>Unit Cost</i>	<i>Unit Type</i>	<i>Total Cost</i>
42" Storm Sewer	710	\$85.00	LF	\$62,161
36" Storm Sewer	550	\$70.00	LF	\$39,655
30" Storm Sewer	970	\$61.00	LF	\$60,945
27" Storm Sewer	400	\$50.00	LF	\$20,600
24" Storm Sewer	370	\$43.00	LF	\$15,910
21" Storm Sewer	500	\$35.00	LF	\$18,025
18" Storm Sewer	370	\$30.00	LF	\$11,100
Bore and Jack 18" St Sew.	100	\$205.00	LF	\$20,500
12" Storm Sewer Connection	1188	\$28.00	LF	\$33,264
12" Storm Leads	684	\$29.00	LF	\$19,836
8' dia Manhole	7	\$575.00	VF	\$4,146
6' dia Manhole	27	\$400.00	VF	\$11,124
5' dia Manhole	48	\$310.00	VF	\$14,880
4' dia Manhole	18	\$175.00	VF	\$3,150
42" Endwall	7	\$1,000.00	EA	\$7,210
36" Endwall	1	\$900.00	EA	\$927
24" Endwall	1	\$720.00	EA	\$720
21" Endwall	1	\$600.00	EA	\$618
2' x 3' Standard Catch Basins	38	\$930.00	EA	\$35,340
Ditch Construction	2780	\$8.00	LF	\$22,907
Ditch Restoration	12360	\$3.00	SY	\$38,192
Erosion Control Silt Fence	1100	\$1.50	LF	\$1,650
Sub-Total				\$442,860
Const., Contingency				\$44,286
Tech., Adm. & Legal				\$110,715
Total				\$597,861

Expenditures in the stormwater management category must be addressed to have a well functioning expansion area that include, drainage, flooding, and water quality.

APPENDIX A
DETAILED LISTING OF MAJOR PROJECT EXPENDITURES

Sanitary Sewer

<i>Description</i>	<i>Quantity</i>	<i>Unit Cost</i>	<i>Unit Type</i>	<i>Total Cost</i>
10" Dia. San Sewer	1800	\$39.00	LF	\$72,306
15" Dia. San Sewer	2850	\$44.00	LF	\$129,162
4' dia Standard Manhole	78	\$155.00	VF	\$12,453
4' dia Standard Manhole	107	\$150.00	VF	\$16,532
6" Sanitary Sewer Connection	462	\$28.00	LF	\$13,324
10" x 6" Tee	14	\$40.00	EA	\$577
Landscape Restoration	10320	\$3.00	SY	\$31,889
Erosion Control Silt Fence	2100	\$1.50	LF	\$3,150
Sub-Total				\$279,392
Const. Contingency				\$27,939
Tech, Adm. & Legal				\$69,848
Total				\$377,179

The expansion area will be serviced by two different sanitary sewer systems. One will be extending the 10" sewer from Oakwood Road along the new east-west interior street in the expansion area. This will transition down to an 8" service and run into the proposed 15" sanitary sewer in the new north-south road. The other sewer that will service the expansion area will come from 20th Avenue and brought south to STH 91. This will be a 15" main. In order to service the expansion area, costs for sanitary sewer will be attributable from outside the district. These costs will include the approximately 650' of 10" main along the new east-west street off of Oakwood Road and the 15" main from 20th Avenue south to the railroad tracks. These outside the district costs are estimated at approximately \$125,000. Services shall be placed at approximately 250 feet.

Street and Pedestrian Path Construction

<i>Description</i>	<i>Quantity</i>	<i>Unit Cost</i>	<i>Unit Type</i>	<i>Total Cost</i>
Unclassified Excavation (Street)	11500	\$8.50	CY	\$97,750
Unclassified Excavation (Path)	1220	\$8.50	CY	\$10,370
8" Concrete Pavement	20710	\$33.00	SY	\$683,430
8" Crushed Aggregate Base Course	10200	\$9.00	Ton	\$91,800
Railroad Crossing	1	\$12,400.00	Ea	\$12,400
6" Concrete Path	4370	\$31.00	SY	\$135,470
4" Crushed Aggregate Base Course	980	\$9.50	Ton	\$9,310
Sub-Total				\$1,040,530
Const. Contingency				\$104,053
Tech., Adm. & Legal				\$260,133
Total				\$1,404,716

Streets within the industrial park must be able to carry heavy traffic and channel stormwater drainage efficiently. The roads are planned as 36 foot wide concrete urban streets. They will be designed to City standards with 8" concrete pavement on an 8" crushed aggregate base course. Curb and gutter will be constructed. The new roads will be located as proposed on the attached maps and allow for future expansion of the park into areas north of the railroad tracks and south of STH 91. Costs will be incurred from outside the district and will involve the approximately 650' of the new east-west road south of the Mercury Marine site and connect with Oakwood Road. These costs are estimated at \$202,000. Sidepaths will be incorporated into the design of the street to allow for pedestrian movement within the park area and along creek drainage areas.

APPENDIX A
DETAILED LISTING OF MAJOR PROJECT EXPENDITURES

Landscaping & Street Lighting

<i>Description</i>	<i>Quantity</i>	<i>Unit Cost</i>		<i>Total Cost</i>
Street Lights	32	\$720.00	EA	\$23,040
Landscape Restoration	11440	\$2.00	SY	\$22,880
Median Planting	1	\$4,200.00	LS	\$4,326
Signage	1	\$8,500.00	LS	\$8,755
Trees	143	\$360.00	EA	\$51,480
Sub-Total				\$110,481
Const. Contingency				\$11,048
Tech., Adm. & Legal				\$27,620
Total				\$149,149

Street lighting will be similar in design and spacing to that found in the Universal Business Park, which is part of TID # 7. The fixtures will be shoe-box style housing with cutoff reflectors. The fixtures will be mounted on 30' round tapered direct burial fiberglass poles and spaced approximately 150' to 180' on center and staggered along both sides of the road.

Landscaping amenities which include signage are to provide for an attractive industrial park setting and meet open space goals, recreational opportunities through trails, and wildlife habitats. Landscaping will be used both internally and in perimeter areas to create visual separation between the park and adjacent uses. Attractive landscaping amenities can be a selling point for some companies.

Path Construction in Green Corridor

<i>Description</i>	<i>Quantity</i>	<i>Unit Cost</i>		<i>Total Cost</i>
Unclassified Excavation (Path)	496	\$8.00	CY	\$3,968
Asphallic Concrete Pavement	304	\$32.00	TON	\$9,728
8" Crushed Aggregate Base Course	720	\$9.00	TON	\$6,480
Sub-Total				\$20,176.00
Const. Contingency				\$2,018
Tech., Adm. & Legal				\$5,044
Total				\$27,238

These costs are associated with construction of a path along stream and drainage areas and meets the City's goal of providing pedestrian circulation and recreational opportunities within the community.

Storm Water Management

<i>Description</i>	<i>Quantity</i>	<i>Unit Cost</i>		<i>Total Cost</i>
Detention Pond 1	8/Acre	\$30,000		\$240,000
Detention Pond 2	3/Acre	\$30,000		\$90,000
Stream Bank Stabilization	12/Acre	\$20,000		\$240,000
Sub-Total				\$570,000
Const. Contingency				\$57,000
Tech, Adm. & Legal				\$142,500
Total				\$769,500

Two large detention ponds will be constructed to accommodate stormwater from the development and stream banks will be stabilized to handle storm water. Detention pond 2 and about 8 acres of stream bank stabilization costs outside the district are included in the plan totaling approximately \$337,500. These costs are necessary to accommodate stormwater management in the TID.

APPENDIX A
DETAILED LISTING OF MAJOR PROJECT EXPENDITURES

Organizational/Planning	
<i>Description</i>	<i>Cost</i>
Organizational costs	\$350,000
Southwest Industrial Park Study	\$46,256
Future Expansion Area Studies	\$100,000
Total	\$496,256

Organizational costs include estimates for administrative, planning, professional organizational and legal costs. Components of the organizational costs include, in general, cost of salaries and benefits for City employees engaged in the planning, engineering, implementing and administering activities in connection with the Tax Increment District, the cost of supplies and materials contract and outside consultant services, and those costs of City departments such as the City Attorney, Public Works, Finance, Community Development, Parks, and Transportation. These costs will be paid back from the positive tax increments generated from development in the district and will not be bonded for.

The City retained a consultant to develop the "Southwest Industrial Park Expansion Area Site Master Plan." Costs of developing that plan are eligible as a pre-planning expense and will be paid back from positive tax increments.

Future studies may be needed to facilitate additional industrial park expansion and are included as a project cost attributable to this district. These costs could include planning related expenses as well as environmental and engineering related costs necessary to serve TID # 18 or its expansion.

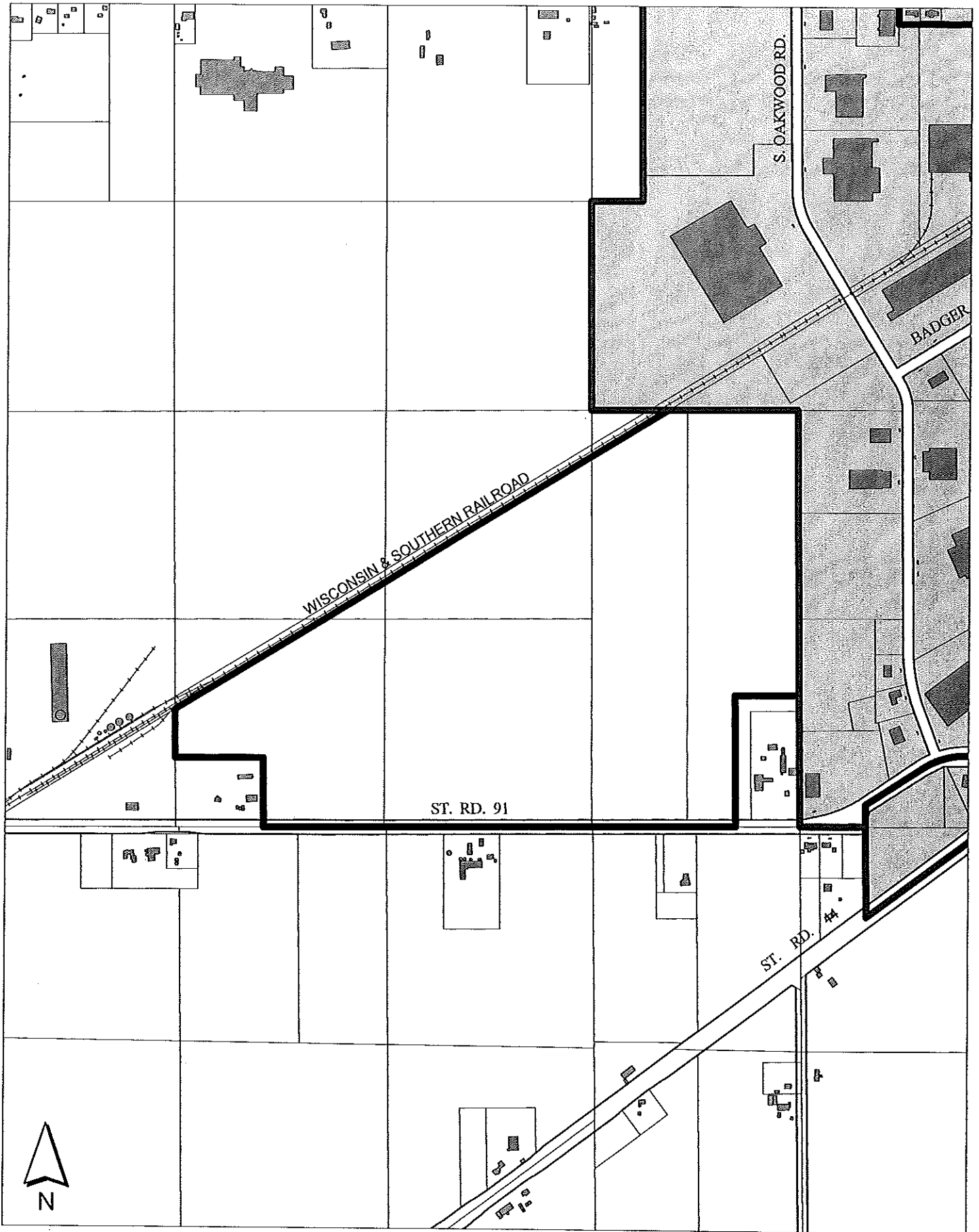
Natural Gas and Electric Utilities

<i>Description</i>	<i>Quantity</i>	<i>Unit Cost</i>		<i>Total Cost</i>
8" Plastic Gas Lines	4858	\$20.00	LF	\$97,160
Three Phase Electric (includes street light circuit)	4858	\$100.00	LF	\$485,800
Electric Junction Boxes	5	\$2,300.00	LS	\$11,845
Sub-Total Construction				\$594,805
Contingency				\$59,481
Tech., Adm. & Legal				\$148,701
Total				\$802,987

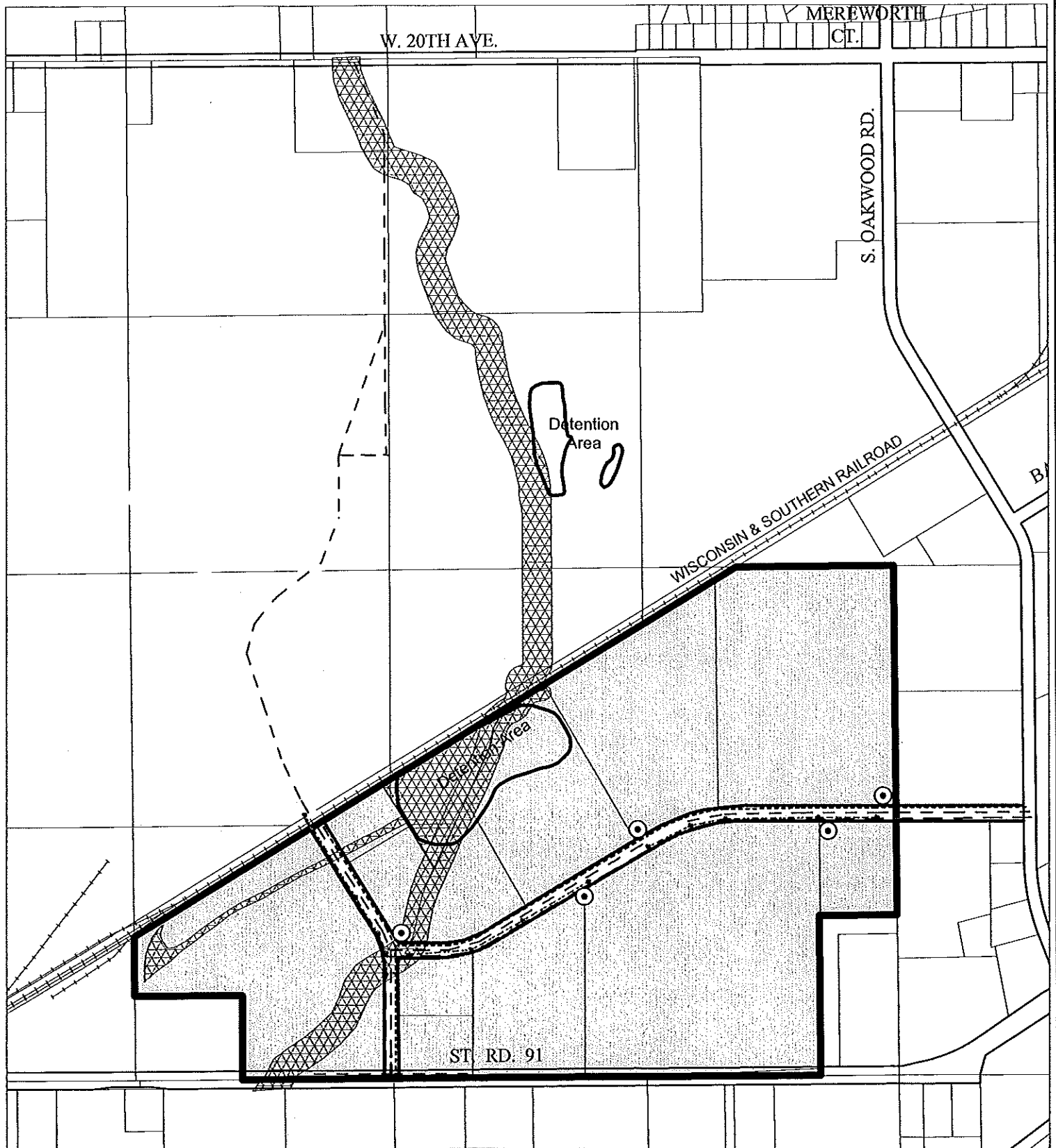
Underground electric and gas utilities will be installed throughout the park prior to development by industrial users. Electrical junction boxes will be installed in strategic locations within the park to allow land to be sold as needed to accommodate potential industrial users. Pre-installing utilities will provide CHAMCO with greater flexibility in marketing and selling land within all areas of the expanded park area. The installation of electrical junction boxes will eliminate the need to shut off power to existing users in the park when WPS needs to tap into the power lines to add a new user.

APPENDIX B
PROJECT MAPS

TID #18 Boundaries



TID #18 Proposed Improvements



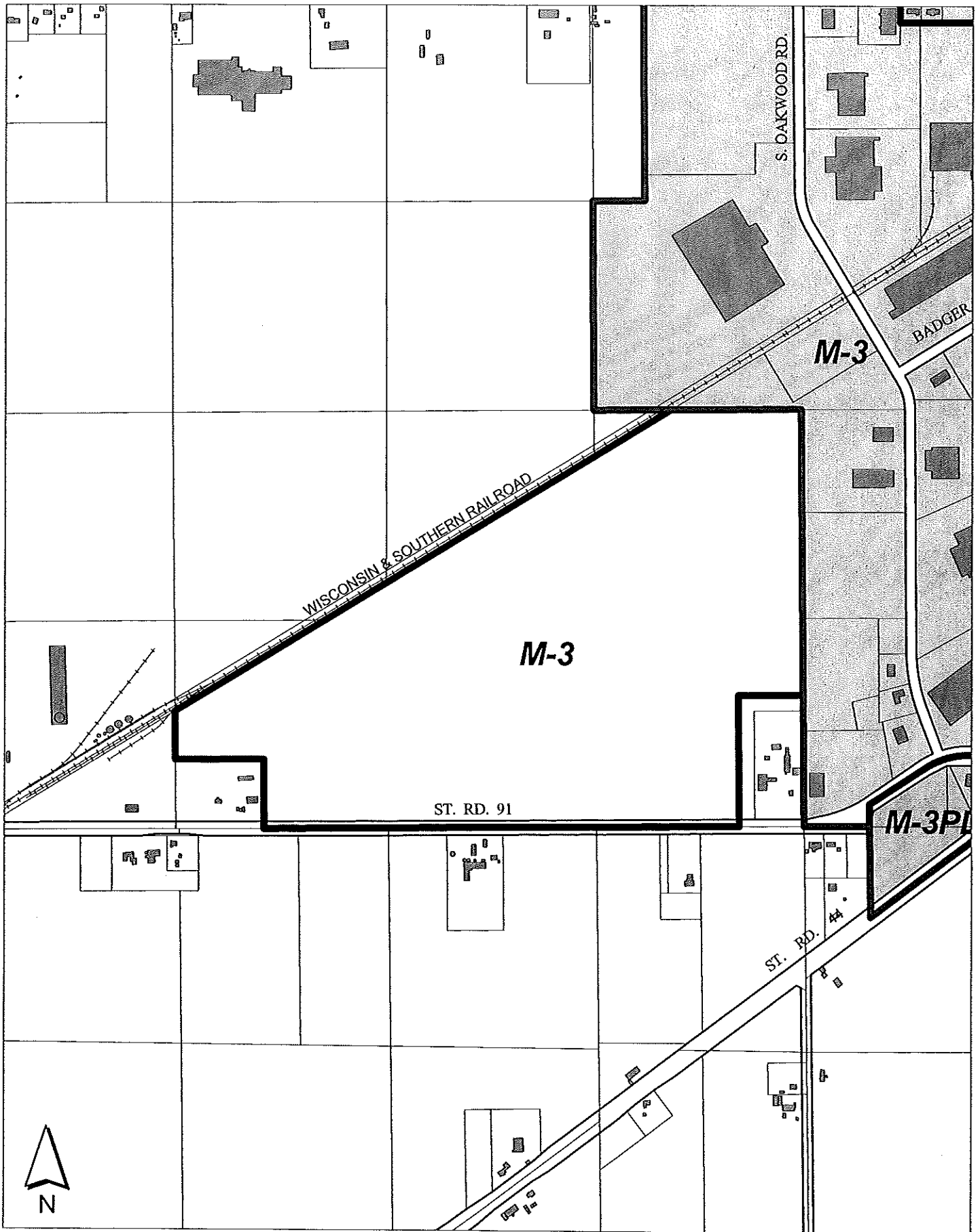
Legend - TID 18 Proposed Improvements



- Storm Sewer
- Water Main
- - - Sanitary Sewer
- Streets, Streetscaping & Side Paths

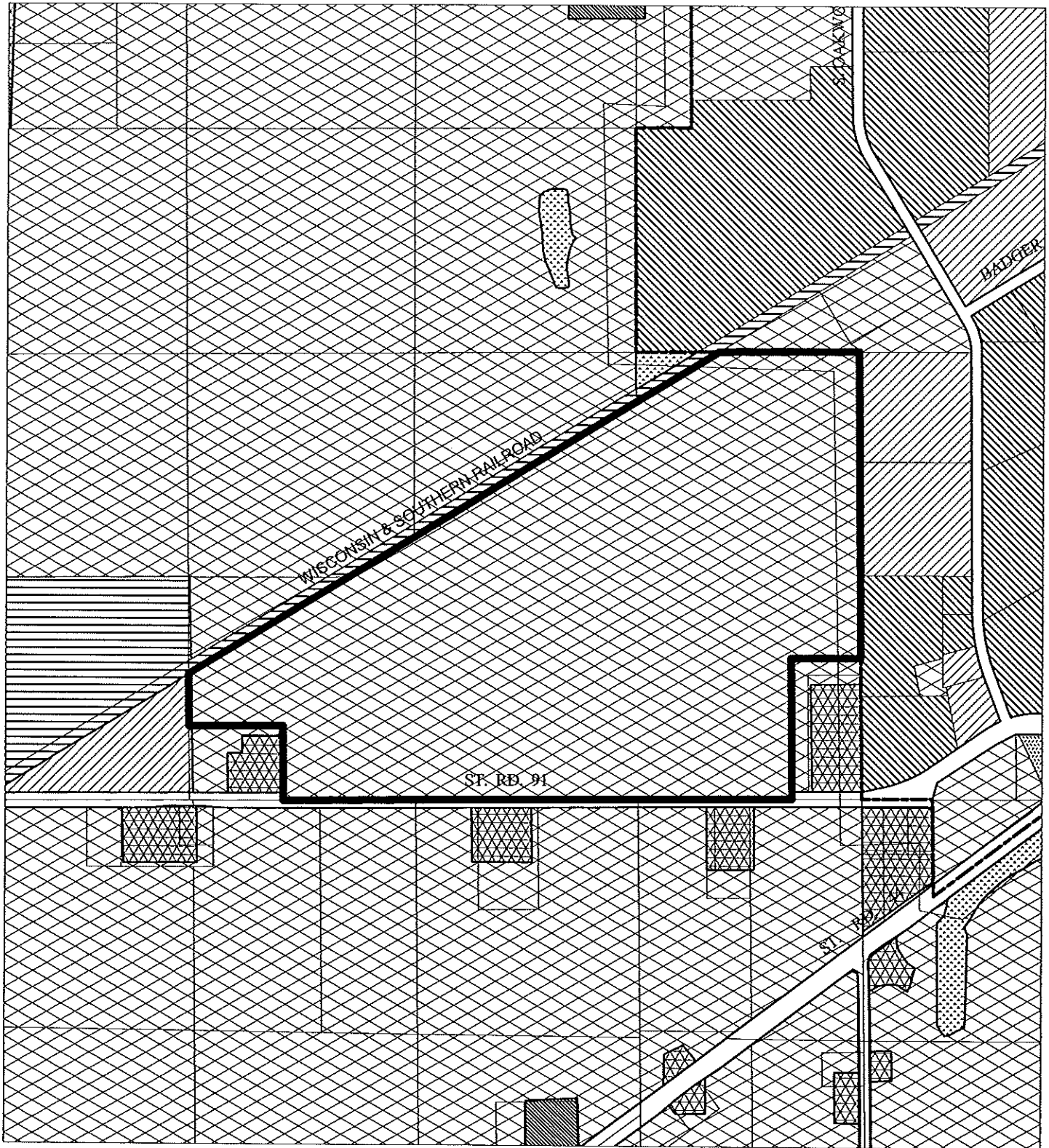
- Gas/Electric
- ⊙ Junction Box
- Expansion Area Green Space/Storm Water Management










(05/2002)



TID #18

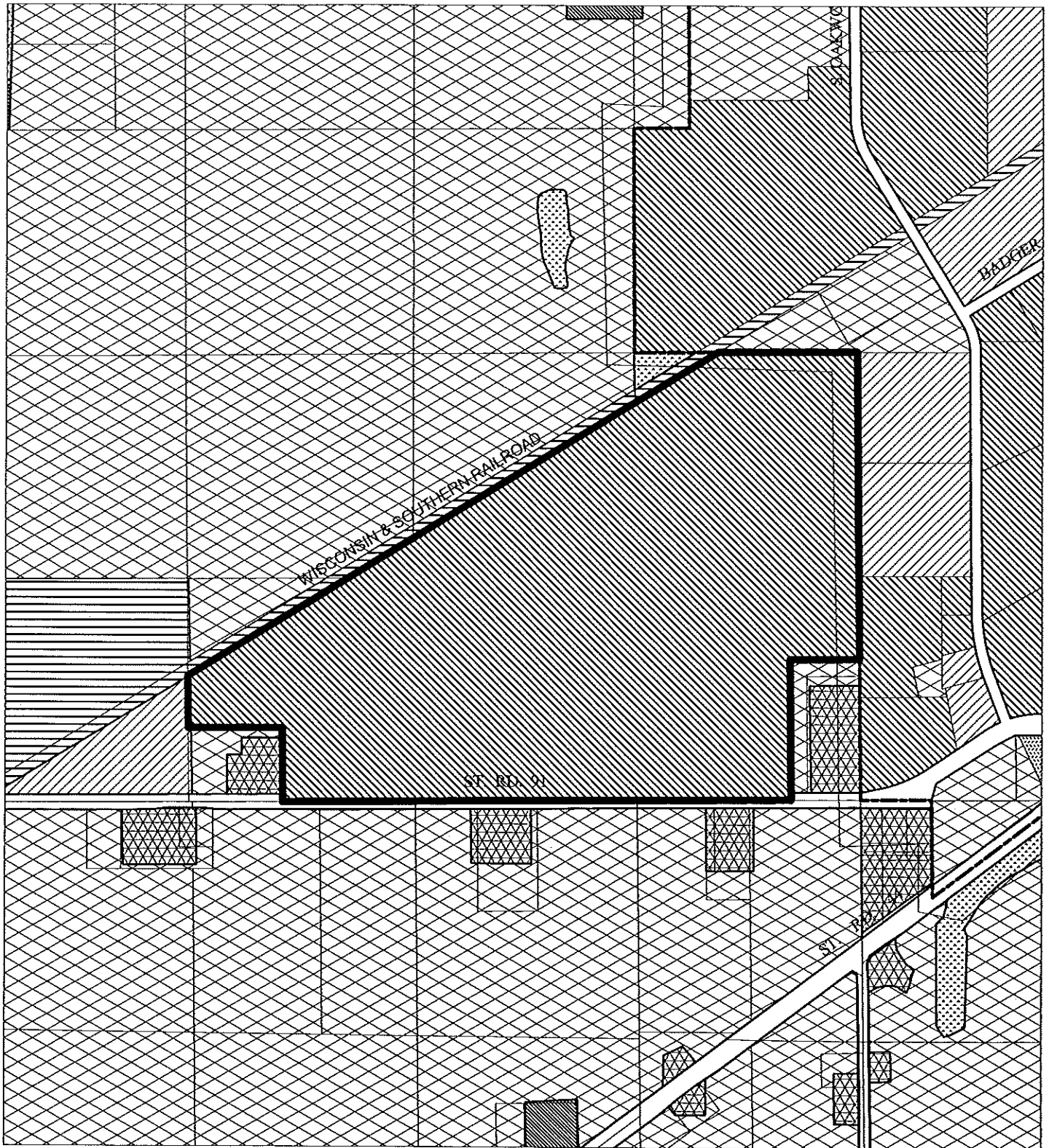
Existing Land Use












- | | | | | | |
|---|--------------------|---|----------------|---|------------|
|  | Vacant/Undeveloped |  | Manufacturing |  | Commercial |
|  | Residential |  | Warehousing |  | Wetlands |
|  | Proposed TID #18 |  | Transportation |  | Service |

TID #18

Proposed Land Use



- | | | | | | |
|---|--------------------|---|----------------|---|------------|
|  | Vacant/Undeveloped |  | Manufacturing |  | Commercial |
|  | Residential |  | Warehousing |  | Wetlands |
|  | Proposed TID #18 |  | Transportation |  | Service |

(05/2002)

APPENDIX C

NOTICE OF PUBLIC HEARING BEFORE THE CITY OF OSHKOSH PLAN COMMISSION

TUESDAY, JUNE 4TH, 2002
4:00 PM, Room 404
City Hall, Oshkosh, WI

The Plan Commission will hear public comments on the designation of a Tax Incremental Financing District. The Project Plan and district boundaries for the proposed district will be considered at the public hearing. Interested persons are encouraged to attend. Drafts of the Project Plan will be available for review on or about May 29th, 2002. For information, call the City of Oshkosh Planning Services Division at 920-236-5055. Between 8 AM – 4:30 PM, Monday through Friday.

The district shall be named: Tax Incremental Financing District # 18 Southwest Industrial Park Expansion.

The general location of the proposed TID is; west of Oakwood Road; north of State Road 91, south of the Wisconsin Southern Railroad; and east of 4374 State Road 91.

A part of the SE $\frac{1}{4}$ and the E $\frac{1}{2}$ of the SW $\frac{1}{4}$ all in Section 32, Township 18 North, Range 16 East, Town of Algoma, Winnebago County, Wisconsin described as follows:

Commencing at the southeast corner of said Section 32; thence N. 89°27'05" W., 413.57 feet along the south line of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 32 to the true point of beginning; thence N. 00°30'46" E., 834.96 feet; thence S. 89°27'05" E., 413.56 feet to the east line of the SE $\frac{1}{4}$ of said Section 32; thence N. 00°30'46" E., 1,818.55 feet along the east line of the SE $\frac{1}{4}$ of said Section 32 to the northeast corner of the SE $\frac{1}{4}$ of said Section 32; thence N. 89°24'24" W., 829.69 feet along the north line of the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 32 to the southeasterly right-of-way line of the Wisconsin Southern R.R.; thence S. 59°39'18" W., 3,693.13 feet along the southeasterly right-of-way line of the Wisconsin Southern R. R. to the west line of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of said Section 32; thence S. 00°30'13" W., 310.69 feet along the west line of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of said Section 32; thence S. 89°09'20" E., 563.15 feet; thence S. 00°50'45" W., 440.33 feet to the south line of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of said Section 32; thence S. 89°09'13" E., 772.80 feet along the south line of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of said Section 32 to the southeast corner of the SW $\frac{1}{4}$ of said Section 32; thence S. 89°27'05" E., 2,253.06 feet along the south line of the SE $\frac{1}{4}$ of said Section 32 to the true point of beginning.

Said parcel contains approximately 161.00 acres.

PUBLISHED: May 24th and 28th, 2002



City Attorney's Office
Phone: (920) 236-5115
Fax: (920) 236-5090
<http://www.ci.oshkosh.wi.us>

May 28, 2002

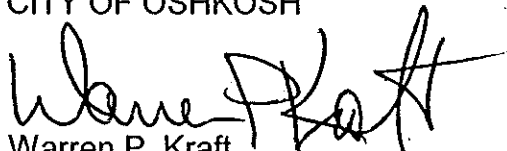
Mr. Jackson R. Kinney
Director of Community Development
City of Oshkosh
215 Church Avenue
Oshkosh, WI 54903-1130

Dear Mr. Kinney

I have reviewed the project plan for City of Oshkosh Tax Increment District # 18 – Southwest Industrial Park Expansion, pursuant to Section 66.1105(4)(f) of Wisconsin Statutes. I find that the plan includes a statement listing the kind, number, and location of proposed public improvements. It also shows an economic feasibility study, a detailed list of estimated project costs, and a description of the method of financing all estimated project costs and the time when the costs are to be incurred. The plan also has a map of existing uses of the real property in the district and map showing proposed improvements in the district and which also indicates the zoning of the district. The plan further shows how the district will promote the orderly development of the City.

Upon adoption by the Plan Commission of the project plan and their submission to the City Council, all requirements of Section 66.1105(4)(f), Wisconsin Statutes, shall be complete and it is, therefore, my opinion that the project plan attached hereto is complete and complies with Sec. 66.1105, Wis. Stats.

Sincerely,
CITY OF OSHKOSH


Warren P. Kraft
City Attorney

wpk:lz



APPENDIX E

SECTION 30-30 M-3 GENERAL INDUSTRIAL DISTRICT

(A) Permitted Uses

- (1) Uses permitted in the M-1 Light Industrial District, unless otherwise provided in this Chapter.
- (2) The open storage of any materials, other than those associated with auto wrecking, junk yards, and similar storage of salvage operations.
- (3) Structures or land may be used for any purpose, except the following:
 - (a) Residential, educational, or institutional uses.
 - (b) Uses in conflict with any laws of the State of Wisconsin or any Ordinances of the City governing nuisances.

(4) Conditional Uses:

- Acid manufacture
 - Asphalt/concrete batch plant
 - Automobile service facility
 - Cement, lime, gypsum, or plaster of paris manufacture
 - Day care center
 - Explosive manufacture or storage
 - Extraction of sand, gravel, and other raw materials
 - Fat rendering
 - Fertilizer manufacture
 - Garbage, rubbish, offal or dead animal reduction or dumping
 - Glue manufacture
 - Hotel/motel directional signs
 - Junk yard
 - Land-based, outdoor motor vehicle racing or test tracks. Motor vehicle as defined in Section 340.01(35), Wis. Stats., including snowmobiles.
 - Oil drilling, development, and refining operations
 - Petroleum refining
 - Public utility structure
 - Railroad yard
 - Restaurant with drive-up or drive-thru
 - Slaughterhouse
 - Smelting of tin, copper, zinc, or iron ores
- Stockyard
 - Tannery
 - Vocational school

APPENDIX E

An application for a conditional use permit shall not be approved unless it complies with the conditions and standards set forth in Section 30-11 Conditional Use Permits.

(B) Standards - All Structures

The following standards shall apply to development undertaken in this district, unless modified by the application of provisions in Section 30-33 Planned Development Districts, or unless more restrictive standards apply per Section 30-35 Additional Standards and Exceptions.

- (1) Front Yard Setback: Thirty (30) feet minimum.
- (2) Side Yard Setback: Twenty (20) feet minimum, except when adjacent to a residential district/use, the minimum setback is fifty (50) feet.
- (3) Rear Yard Setback: Twenty-five (25) feet minimum, except when adjacent to a residential district/use, the minimum setback is fifty (50) feet.
- (4) Lot Width: One hundred fifty (150) feet minimum.
- (5) Lot Size: One (1) acre minimum.
- (6) Off-Street Parking: In accordance with Section 30-36 Off-Street Parking and Loading Facilities.
- (7) The open storage of any materials, other than those associated with auto wrecking, junk yards, and similar storage of salvage operations, are allowed in areas surrounded, at minimum, by a solid fence not less than six (6) feet in height.
- (8) Existing Uses and Structures: Uses and structures in this District that were conforming prior to the effective date of this Ordinance will remain conforming upon adoption of this Ordinance. New standards effective upon adoption of this Ordinance shall be applied to building additions/expansions and new development under building permits issued after the effective date of this Ordinance.

APPENDIX F
PLAN COMMISSION/PUBLIC HEARING MINUTES OF 6/4/02

**V: PUBLIC HEARING ON PROPOSED CREATION OF TAX
INCREMENTAL FINANCING DISTRICT # 18 SOUTHWEST
INDUSTRIAL PARK EXPANSION: DESIGNATION OF BOUNDARIES
AND APPROVAL OF PROJECT PLAN**

Prior to taking action on Tax Incremental District (TID) # 18 and the designation of boundaries for said Tax Incremental Financing District, the Plan Commission is to hold a public hearing and take comments concerning the proposed creation of the TID. This public hearing is required as part of the formal process the City must follow in the creation of a TID.

Chairman Borsuk opened the public hearing at this time to take any comments concerning the proposed creation of the TID.

There was no discussion from the public concerning this item.

Mr. Burich introduced the item noting that out of the 161+ acres being annexed, there would be approximately 148 developable acres.

Mr. Burich also stated the cost of public improvements and other project costs including financing associated with implementing this Project Plan were estimated at approximately 7.6 million. He explained the costs would include sanitary sewer, water, streets, storm sewers and stormwater management, site preparation, landscaping, streetscaping and wayfinding, pedestrian trails, and administrative, engineering, and planning costs.

Mr. Burich also stated some costs would include improvements outside of the district such as the cost of bringing sanitary sewer to the district from 20th Avenue, and infrastructure costs along the proposed east west street south of the Mercury Marine site just off of Oakwood Road as well as some stormwater management costs that include the construction of a detention pond.

Mr. Burich stated the value of a developed acre in the industrial park would average approximately \$225,000.

Mr. Kinney continued the presentation noting that Foth and Van Dyke had been hired in 2000 to look at the area to the west of the existing Southwest Industrial Park for expansion and layout for industrial use. He displayed maps which pointed out the expansion area. He also explained the City owns land to the north of the proposed annexation site, including 40 acres to the south of the YMCA, which will also be utilized for industrial park.

Mr. Kinney explained this area is not an expansion of TIF #7, but a new TIF District. He stated improvements would be made in the next 2-3 years in TIF District #18. He stated the City would next take a look at expanding the area north of the railroad tracks, which

APPENDIX F

PLAN COMMISSION/PUBLIC HEARING MINUTES OF 6/4/02

would be an expansion of TIF District #18, and then look at further expansion between State Road 91 and State Road 44.

Mr. Gehling questioned what the green areas on the map signified. Mr. Kinney explained those were wetland areas containing hydric soils which have been identified by Foth and Van Dyke for use in creating the required detention and retention ponds in the development.

Mr. Ruppenthal asked why there weren't any costs for gas and electric extensions listed in the report. Mr. Kinney stated Foth and Van Dyke had not supplied those costs, and the staff would be discussing that further with the Department of Public Works.

Mr. Kinney made reference to the adjacent property owners stating they will try to work around them, following the zoning regulation requirements to provide a buffer from residential properties, or the land may be purchased.

Mr. Gehling questioned how long it took to develop TIF District #7. Mr. Kinney stated that TIF District #3 and TIF District #7 make up the Southwest Industrial Park, which began development in the early 1980's. He stated that the average land sale is 23 acres a year, however, the last 2-3 years they have been selling 50 – 60 acres per year.

Motion by Pressley for approval of Tax Incremental Financing District #18, the Tax Incremental Financing District #18 Project Plan and designation of boundaries for the Southwest Industrial Park Expansion. Seconded by Reschenberg.

APPENDIX G
COMMON COUNCIL CREATION RESOLUTION

JULY 9, 2002

02-246

RESOLUTION

(CARRIED X LOST LAID OVER WITHDRAWN)

PURPOSE: APPROVE TAX INCREMENTAL DISTRICT NO. 18 PROJECT PLAN; DESIGNATE TAX INCREMENTAL DISTRICT NO. 18 BOUNDARIES; CREATE TAX INCREMENTAL DISTRICT NO. 18

INITIATED BY: CITY ADMINISTRATION

PLAN COMMISSION RECOMMENDATION: Approved

WHEREAS, pursuant to Section 66.1105, Wis. Stats., the City of Oshkosh proposes to create Tax Incremental District No. 18 – Southwest Industrial Park Expansion; and

WHEREAS, the City of Oshkosh Plan Commission has prepared and adopted a project plan for Tax Incremental District No. 18 – Southwest Industrial Park Expansion which:

- 1) Includes a statement listing the kind, number and location of all proposed public works or improvements within such District.
- 2) Contains an economic feasibility study.
- 3) Contains a detailed list of estimated project costs.
- 4) Contains a description of the methods of financing all estimated project costs and the time when such costs or monetary obligations related thereto are to be incurred.
- 5) Includes a map showing existing uses and conditions of real property in such District.
- 6) Includes a map showing proposed improvements and uses therein.
- 7) Contains a list of estimated non-project costs.
- 8) Contains a statement of a proposed method for the relocation of any person to be displaced.
- 9) Indicates how the creation of TID No. 18 promotes the orderly development of the City.
- 10) Contains an opinion of the City Attorney that the Plan complies with Section 66.1105(4)(f), Wis. Stats.

and

WHEREAS, the Plan Commission has held a public hearing on the creation of TID No. 18 and the proposed boundaries thereof and has notified the Chief Executive Officers of all local government entities having the power to levy taxes on property within the District, including the School Board of any school district which includes property within the District pursuant to Section 66.1105, Wis. Stats.; and

WHEREAS, the City of Oshkosh Plan Commission affirms the following per the TID #18 Project Plan:

- 1) The improvements contemplated in TID #18, City of Oshkosh, are likely to significantly enhance the value of substantially all real property in TID #18.
- 2) Not less than 50% of the real property within TID #18 is suitable for industrial development and zoned for industrial uses.
- 3) Implementation of this Project Plan is consistent with the City's 1993 Comprehensive Plan and its associated amendments and additions.
- 4) Project costs associated with implementing this project plan are consistent with the purpose for which the District was created.

APPENDIX G
COMMON COUNCIL CREATION RESOLUTION
02-246

JULY 9, 2002

RESOLUTION
CONT'D

- 5) The equalized value of taxable property of the district plus all existing districts does not exceed 7% of the total equalized value of taxable property within the city.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Oshkosh approves said Project Plan for Tax Incremental District No. 18 – Southwest Industrial Park Expansion, pursuant to the provisions of Section 66.1105, Wis. Stats.

BE IT FURTHER RESOLVED that the Common Council of the City of Oshkosh hereby designates the boundaries of TID No. 18 as described in "Exhibit A".

BE IT FURTHER RESOLVED that the Common Council of the City of Oshkosh hereby approves creation of Tax Incremental Financing District No. 18 – Southwest Industrial Park Expansion.

BE IT FURTHER RESOLVED that the improvements contemplated in TID No. 18 – Southwest Industrial Park Expansion, are likely to significantly enhance the value of all real property in TID No. 18.

BE IT FURTHER RESOLVED that the value of equalized, taxable property in TID No. 18, together with all other established Tax Incremental Districts, does not exceed 7% of the total equalized value of taxable property within the City of Oshkosh.

BE IT FURTHER RESOLVED that not less than 50% of the real property within TID #18 is suitable for industrial uses within the meaning of 66.0415, Wis. Stats., and has been zoned for industrial uses.

BE IT FURTHER RESOLVED that all property within TID #18 is zoned for industrial use and will remain zoned for industrial uses for the life of TID #18.

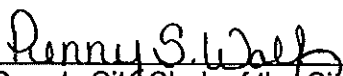
BE IT FURTHER RESOLVED that the project costs are consistent with the purposes for which the Tax Incremental District is created with the primary objective being to provide the improvements necessary to facilitate the expansion the Southwest Industrial Park and industrial development within TID #18.

STATE OF WISCONSIN)
COUNTY OF WINNEBAGO) SS
CITY OF OSHKOSH)

I, PENNY S. WOLF, Deputy City Clerk for the City of Oshkosh, Winnebago County, Wisconsin, do hereby certify that the foregoing resolution is a true and correct copy of the original on file in my office, adopted by the Common Council of the City of Oshkosh, Wisconsin at the meeting held on July 9, 2002.

Witness my hand and the Corporation seal of the City of Oshkosh, Wisconsin.

DATED: July 10, 2002



Deputy City Clerk of the City of Oshkosh,
Winnebago County, Wisconsin

APPENDIX G
COMMON COUNCIL CREATION RESOLUTION

"EXHIBIT A"

PROPOSED TAX INCREMENTAL DISTRICT #18

Legal Description

A part of the SE ¼ and the E ½ of the SW ¼ all in Section 32, Township 18 North, Range 16 East, Town of Algoma, Winnebago County, Wisconsin described as follows:

Commencing at the southeast corner of said Section 32; thence N. 89°27'05" W., 413.57 feet along the south line of the SE ¼ of the SE ¼ of said Section 32 to the true point of beginning; thence N. 00°30'46" E., 834.96 feet; thence S. 89°27'05" E., 413.56 feet to the east line of the SE ¼ of said Section 32; thence N. 00°30'46" E., 1,818.55 feet along the east line of the SE ¼ of said Section 32 to the northeast corner of the SE ¼ of said Section 32; thence N. 89°24'24" W., 829.69 feet along the north line of the NE ¼ of the SE ¼ of said Section 32 to the southeasterly right-of-way line of the Wisconsin Southern R.R.; thence S. 59°39'18" W., 3,693.13 feet along the southeasterly right-of-way line of the Wisconsin Southern R. R. to the west line of the SE ¼ of the SW ¼ of said Section 32; thence S. 00°30'13" W., 310.69 feet along the west line of the SE ¼ of the SW ¼ of said Section 32; thence S. 89°09'20" E., 563.15 feet; thence S. 00°50'45" W., 440.33 feet to the south line of the SE ¼ of the SW ¼ of said Section 32; thence S. 89°09'13" E., 772.80 feet along the south line of the SE ¼ of the SW ¼ of said Section 32 to the southeast corner of the SW ¼ of said Section 32; thence S. 89°27'05" E., 2,253.06 feet along the south line of the SE ¼ of said Section 32 to the true point of beginning.

Area within the TID is estimated at 161.00 acres.

**TID # 18 JOINT REVIEW BOARD
MEETING MINUTES**

July 23, 2002

8:00 AM, Department of Community Development Conference Room

Present: Tom McDermott, Board of Education; Lori Becker, Fox Valley Technical College; Steve Hintz, Mayor, City of Oshkosh; Mike Hert, Winnebago County.

Others: Richard Wollangk, City Manager; Jackson Kinney, Director of Community Development, Darryn Burich, Principal Planner.

The meeting was called to order at 8:00 am.

Mr. Burich and Mr. Kinney provided a brief overview of TID #18 and the development Southwest Industrial Park area. Mr. Kinney stated that funds had been included in the 2002 City of Oshkosh Capital Improvement Program to expand the road and utilities into the proposed TID area.

Mr. Hert inquired as to when actual construction of buildings could occur in the TID. Mr. Kinney stated that it may be possible as early as the end of 2002 for a building to start construction in the new TID area.

Motion by Tom McDermott and second by Steve Hintz to approve the boundaries and Project Plan for TID # 18. Motion carried.

Mr. Burich distributed copies of the public hearing notice relative to Amendment No. 1 to Tax Incremental District # 14 Hazel Street/Mercy Medical Center Redevelopment. Mr. Burich stated the public hearing before the Plan Commission was scheduled for Tuesday, August 6, 2002 at 4:00 pm. Mr. Burich stated the amendment involved the addition of territory to the TID and projects to the Project Plan which would include construction/rehabilitation assistance to the proposed developer, Ganther Construction. Mr. McDermott stated that he could not act as the Oshkosh Area School's representative on the Joint Review Board due to a conflict of interest involving the developer. The Board set Tuesday, August 6th as the initial meeting of the Joint Review Board for the Amendment No. 1 to TID # 14 and a follow up meeting to consider approval of the Amendment on Tuesday, August 27th at 8:00 am.

Motion by Steve Hintz and second by Tom McDermott to adjourn the meeting. Motion carried.

Respectfully Submitted,

Darryn Burich
Principal Planner
Recording Secretary

