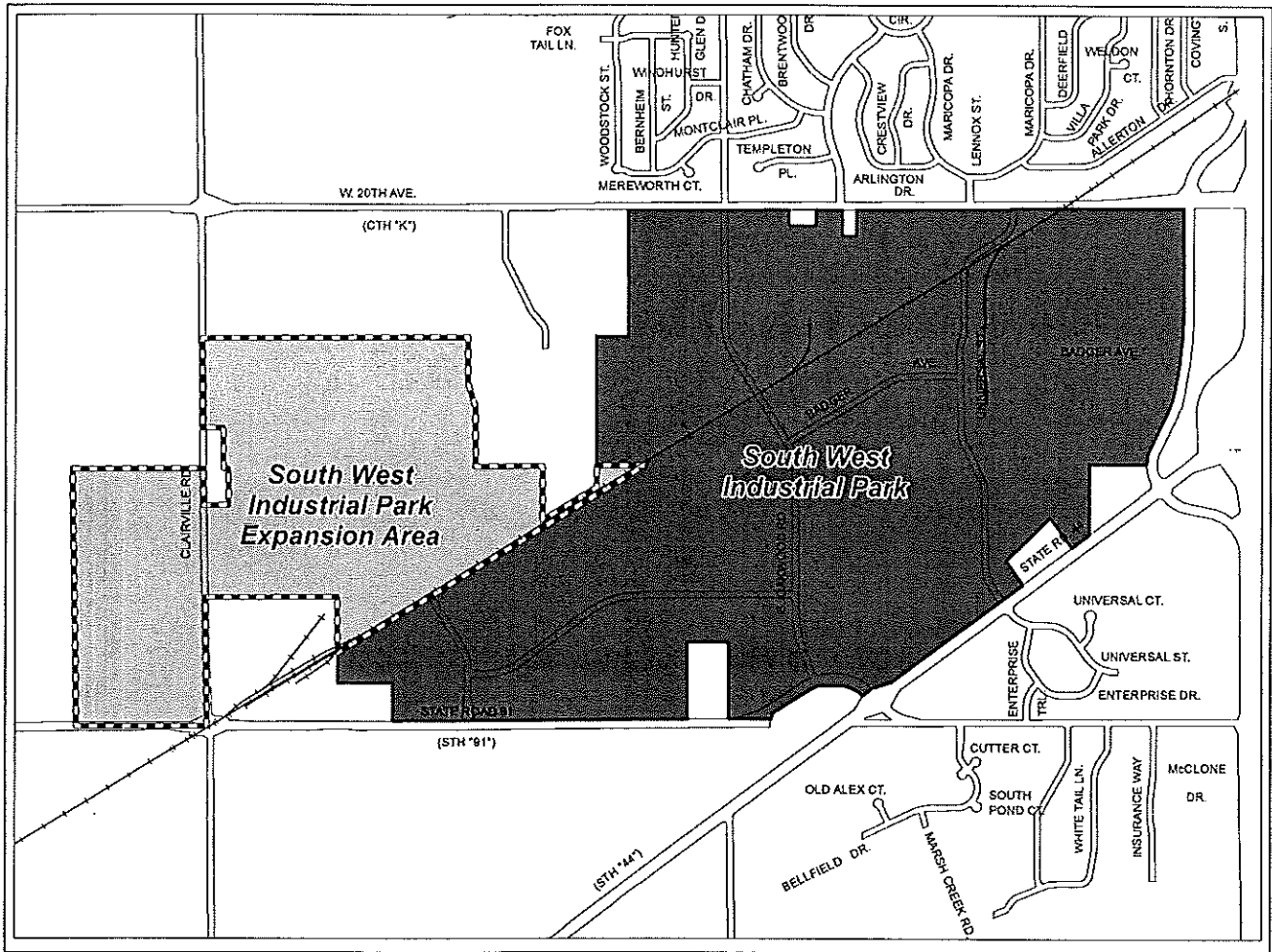


Project Plan for:  
**City of Oshkosh**  
**TAX INCREMENT FINANCING DISTRICT #23**  
**Southwest Industrial Park Expansion**



Adopted by:

Plan Commission: May 19, 2009

Common Council: June 9, 2009

Joint Review Board: Pending

**Department of Community Development**

## Table of Contents

Plan Summary.....	1
Introduction .....	2
Purpose .....	2
Proposal.....	3
Industrial Development Program .....	3
Boundaries/Legal Description .....	3
Name of District.....	4
Creation Date.....	5
Project Costs and Improvements .....	5
Method of Financing .....	6
Master Plan, Zoning, Building and Other Code Considerations.....	6
Economic Feasibility/Expectation for Development .....	6
Promotion of Orderly Development .....	7
Proposed Uses .....	7
Non-Project Costs .....	7
Relocation .....	7
Findings .....	8
Appendix A – Project Expenditures .....	9
Appendix B – Project Maps	
Boundaries.....	12
Proposed Improvements .....	13
Existing Zoning.....	14
Proposed Zoning.....	15
Existing Land Use.....	16
Proposed Land Use.....	17
Appendix C – Notice of Public Hearing.....	18
Appendix D – Attorney’s Opinion .....	20
Appendix E – Section 30-30 Zoning Ordinance M-3 General Industrial District Provisions .....	21
Appendix F – Plan Commission/Public Hearing Minutes of May 19, 2009 .....	23
Appendix G – Common Council Creation Resolution .....	25
Appendix H – Joint Review Board Approval .....	

TAX INCREMENTAL DISTRICT #23

PROJECT PLAN

CITY OF OSHKOSH

ADOPTED BY THE PLAN COMMISSION  
May 19, 2009

ADOPTED BY THE COMMON COUNCIL  
June 9, 2009

ADOPTED BY THE JOINT REVIEW BOARD

PREPARED BY:

DEPARTMENT OF COMMUNITY DEVELOPMENT  
May 2009

## Plan Summary

### City of Oshkosh Tax Increment District # 23 Project Plan

- District Name:** City of Oshkosh Tax Increment District #23 Southwest Industrial Park Expansion
- Location:** Southwest side of Oshkosh, south of W. 20<sup>th</sup> Avenue, north of STH 91, west of S. Oakwood Road encompassing lands on both sides of Clairville Road.
- Size:** Approximately 266 acres
- Purpose:** To facilitate the expansion and continued development of the Southwest Industrial Park and to promote private industrial development in the area.
- Proposed Project Costs:** Approximately \$8.45 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:** \$12.9 million borrowing program, utilizing General Obligation notes, including financing costs and capitalized interest.
- Projected Revenues:** The District is projected to create approximately \$87 million in new tax base at the end of its anticipated life period (2010 – 2030). It will generate approximately \$29.4 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 2030, the 20th year and the district will be dissolved. Beginning in 2031, 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, 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 #23 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 west to take in property along the north side of the Wisconsin and Southern Railroad line to approximately ¼ mile west beyond Clairville Road. This expansion will add approximately 266 acres to the park with approximately 246 acres being developable and the remainder for use as right of way, detention, natural areas, etc. This district is a succession to Tax Increment Finance Districts #3, #7 and #18.

The Southwest Industrial Park has been the City's most successful TID with an approximate current value of \$175 million. Expansion of the Southwest Industrial Park is necessary because there are only about 103 acres/14 lots of developable land left in the park, however most lots are smaller in size (less than 7 acres) and oddly shaped making them difficult for industrial users to develop. The annual rate of absorption of industrial land within the City has been approximately 30 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 2013. 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.

### **Proposal**

Tax Incremental Financing funds will be used to pay for expansion of the park through infrastructure construction and improvements, site preparation, rail line expansion, 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 are a major component 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 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 economies.

### **Boundaries/Legal Description**

ALL OF LOT 1 IN CERTIFIED SURVEY MAP NUMBER 4446 BEING ALL OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼, ALSO ALL OF ALL OF LOT 3 IN CERTIFIED SURVEY MAP NUMBER 6090 BEING PART OF THE NORTHWEST ¼ OF THE SOUTHEAST ¼ AND THE SOUTHWEST ¼ OF THE NORTHEAST ¼, ALSO ALL OF OUTLOT 1 OF CERTIFIED SURVEY MAP NUMBER 3424 BEING PART OF THE NORTHEAST ¼ OF THE SOUTHEAST ¼, AND PART OF LANDS LOCATED IN THE NORTHWEST ¼ AND NORTHEAST ¼ OF THE SOUTHEAST ¼, PART OF LANDS LOCATED IN THE NORTHWEST ¼, NORTHEAST ¼ AND SOUTHEAST ¼ OF THE SOUTHWEST ¼, AND PART OF LANDS LOCATED IN THE SOUTHWEST ¼ OF THE NORTHWEST ¼, ALL IN SECTION 32, ALSO ALL OF THE EAST 1/2 OF THE SOUTHEAST ¼ OF SECTION 31, ALL IN TOWNSHIP 18 NORTH RANGE 16 EAST, TOWN OF ALGOMA, WINNEBAGO COUNTY, WISCONSIN WHICH IS BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING FROM THE SOUTHEAST CORNER OF SECTION 31 AND POINT OF BEGINNING, THENCE NORTH 89°12'53" WEST, 1,334.63 FEET ALONG THE SOUTH LINE OF SAID SECTION 31 TO THE SOUTHWEST CORNER OF THE SOUTHEAST ¼ OF THE SOUTHEAST ¼ OF SAID SECTION 31; THENCE NORTH 00°07'14" EAST, 2,647.31 FEET ALONG THE WEST LINE OF THE EAST ½ OF THE SOUTHEAST ¼ OF SAID SECTION 31 TO THE NORTHWEST CORNER OF SAID ¼ , ¼ SECTION; THENCE SOUTH 89°05'09" EAST, 1,329.56 FEET ALONG THE NORTH LINE OF THE NORTHEAST ¼ OF THE SOUTHEAST ¼ OF SAID SECTION 31 TO THE NORTHEAST CORNER OF SAID ¼ , ¼ SECTION; THENCE SOUTH 00°00'36" WEST, 377.01 FEET ALONG THE EAST LINE OF THE SOUTHEAST ¼ OF SAID SECTION 31; THENCE SOUTH 89°29'08" EAST, 256.01 FEET; THENCE NORTH 00°00'36" EAST, 377.01 FEET TO A POINT ON THE SOUTH LINE OF THE S.W. 1/4 OF THE N.W. 1/4 OF SAID SECTION; THENCE NORTH 89°29'08", 47.30 FEET WEST ALONG SAID SOUTH 1/4, 1/4 LINE; THENCE NORTH 00°32'49" EAST, 417.15 FEET; THENCE NORTH 89°24'37" WEST 208.72 FEET TO A POINT ON THE WEST LINE OF SAID SECTION 32; THENCE NORTH 00°32'43" EAST, 919.32 FEET ALONG SAID WEST 1/4, 1/4 LINE TO THE NORTHWEST CORNER OF SAID 1/4, 1/4 SECTION; THENCE SOUTH 89°15'48" EAST, 2,722.16 FEET ALONG THE NORTH LINE OF THE SOUTH ½ OF THE NORTHWEST ¼ OF SAID SECTION 32 TO THE NORTHWEST CORNER OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼ OF SAID SECTION 32; THENCE SOUTH 00°57'58" WEST, 476.22 FEET ALONG THE EAST LINE OF THE NORTHWEST ¼ OF SAID SECTION 32; THENCE SOUTH 16°29'29" EAST, 250.00 FEET ALONG AN EASTERLY LINE OF LOT 3, CERTIFIED SURVEY MAP NUMBER 6090; THENCE SOUTH 00°57'58" WEST, 611.10 FEET ALONG AN EASTERLY LINE OF SAID LOT 3, CERTIFIED SURVEY MAP NUMBER 6090; THENCE SOUTH 89°21'03" EAST, 689.94 FEET ALONG THE NORTH LINE OF SAID LOT 3, CERTIFIED SURVEY MAP NUMBER 6090; THENCE SOUTH 00°39'39" WEST, 555.74 FEET TO A POINT ON THE NORTHERLY RAILROAD RIGHT-OF-WAY LINE OF WISCONSIN AND SOUTHERN RAILROAD; THENCE NORTH 59°36'05" EAST, 649.81 FEET ALONG SAID RAIL ROAD RIGHT-OF-WAY AND SOUTH LINE OF LOT 2 OF CERTIFIED SURVEY MAP NUMBER 6090; THENCE NORTH 00°45'26" EAST, 220.60 FEET ALONG THE EAST LINE OF SAID LOT 2 OF CERTIFIED SURVEY MAP NUMBER 6090 TO THE NORTHEAST CORNER OF THE NORTHWEST ¼ OF THE SOUTHEAST ¼ OF SAID SECTION 31; THENCE S89°21'03" EAST, 494.00 FEET ALONG THE NORTH LINE OF THE NORTHEAST ¼ OF THE SOUTHEAST ¼ OF SAID SECTION 32, TO A POINT ON THE SOUTHERLY RAILROAD RIGHT-OF-WAY LINE OF WISCONSIN AND SOUTHERN RAILROAD; THENCE SOUTH 59°36'05" WEST 3,697.10 FEET ALONG SAID SOUTHERLY RAILROAD RIGHT-OF-WAY LINE OF WISCONSIN AND SOUTHERN RAILROAD; THENCE NORTH 00°30'26" EAST, 577.76 FEET ALONG THE WEST LINE OF THE SOUTHEAST ¼ OF THE SOUTHWEST ¼ OF SAID SECTION 32 TO THE NORTHWEST CORNER OF SAID ¼ , ¼ SECTION; THENCE NORTH 89°19'40" WEST, 1,344.73 FEET ALONG THE SOUTH LINE OF THE NORTHWEST ¼ OF THE SOUTHWEST ¼ OF SAID SECTION 32 TO THE SOUTHWEST CORNER OF SAID ¼ , ¼ SECTION; THENCE SOUTH 00°00'36" WEST, 1,322.19 FEET ALONG THE WEST LINE OF SAID SECTION 32 TO THE POINT OF BEGINNING.

Said area within the TID contains 11,607,405 square feet or 266.469 acres more or less. Boundaries of TID #23, and real property determined to be suitable for industrial sites are identified on the Boundaries Map on page 12.

**Name of District**

The name of the TID shall be City of Oshkosh Tax Incremental District #23 (TID #23) – Southwest Industrial Park Expansion.

### Creation Date

The date of creation for the capture of all new taxable value created within TID #23 shall be January 1, 2009. 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 current estimated base value of the district is \$160,700 which is estimated based on the current agricultural, residential and undeveloped 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 \$8.45 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, rail service, and administrative, engineering, and planning costs. The Proposed Improvements Map on page 13 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**

<b>Detailed Estimate and Timing of Project Costs</b>		
<b>Description</b>	<b>Gross Cost Estimate</b>	<b>Year</b>
Water Service	\$1,350,000	2010-2012
Sanitary Sewer	\$850,000	2010-2012
Storm Sewer and Storm Water Management	\$1,220,000	2010-2012
Street Construction	\$3,000,000	2010-2012
Site Preparation, Landscaping and Street Lighting	\$830,000	2010-2012
Railroad	\$1,200,000	2010-2010
<b>Project Costs</b>	<b>\$8,450,000</b>	
Capitalized Interest	\$650,000	2010-2030
Financing Cost	\$3,800,000	
<b>Total Project Costs Including Financing and Capitalized Interest</b>	<b>12,900,000</b>	2010-2030

The attached Appendix A provides a more detailed listing of the estimated costs involved in each of the major project categories.



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 are anticipated to be made within the first two years of the creation date of the District. Tax increments may be received until project costs are recovered, but for no longer than eighteen years after the last expenditure is made. In the case of this District, all project costs are anticipated to be made by the fall of 2011.

#### **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 2005 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 pages 14 & 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 30 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 manufacturing classed properties within the Southwest

Industrial Park is \$278,000. This value was then used to develop figures of anticipated future values within this 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 \$87 million which will generate approximately \$1.9 million in property taxes annually. The projected value of the tax increment over the life of the district is estimated at approximately \$29.4 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 #23 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 #23 is to provide the infrastructure and improvements necessary to provide an expansion to the Southwest Industrial Park, a “full service” municipal industrial park. Implementation of the Project Plan for TID #23 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 expansion of an industrial park that will provide employment for residents of the community and the region. The reason why property owners in the district should not fully pay improvement costs is primarily because the continued development of the industrial park benefits all other layers of government (County, Technical College, Schools) through enhanced property values. The jurisdictions receive a share of this heightened future tax base but do not have the fiscal impact that is incurred by the City to provide service.

The base value of the district is estimated at approximately \$160,700 and is based on the current agricultural usage and related residences on the parcels. The district value is estimated to exceed \$87 million in its 20th and final year of existence prior to being dissolved. It is estimated that the district will generate approximately \$29.4 million in tax increments over the life of the district. At the current proportion of the tax rate for 2009 and assuming that the development would have occurred without the creation of the TID, the overlying taxing jurisdictions would have received \$9.6 million for Area Schools (32.83%), \$10.2 million for the City (34.75%), \$7.1 million for the County (24.19%), \$2.2 million for the Technical College (7.48%) and \$220 thousand for the State (.075%).

The City’s Comprehensive Plan, adopted in 2005, recommends that the City promote continued manufacturing development and provide the infrastructure to support this development. This requires that there be an adequate supply of sites available for manufacturing activity. The Southwest Industrial Park has been the City’s most successful TID with a current value of approximately \$175 million. Proposed TID #23 represents a succession to Tax Increment Finance Districts #3, #7 and #18. 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 Appendix A of the Project Plan on page 9. Project costs to be paid for with tax increments are estimated at approximately \$8.45 million.

Equalized value of taxable property within TID #23 plus all existing districts as of January 1, 2009 does not exceed 10% of the City of Oshkosh’s total equalized value or the value of TID #23 plus the value increment of existing districts does not exceed 8% of the total municipal equalized value. The base value of TID #23 plus all other TIDs equals approximately \$351 million or 9.1% of the City’s total municipal equalized value of \$3.85 billion.

**APPENDIX A  
PROJECT EXPENDITURES**

**Water Main**

Description	Unit Cost	Unit Type	Phase 3	Phase 3 Totals	Phase 4	Phase 4 Totals	Clark Hill Area	Clark Hill Area Totals	Total Cost - Phases 3, 4 & Clark Hill
12" Dia. Water Main	\$60.00	LF	0	\$0.00	0	\$0.00	4450	\$267,000.00	\$267,000
12" Dia. Water Main-Bore & Jack (RR)	\$350.00	LF	0	\$0.00	0	\$0.00	100	\$35,000.00	\$35,000
8" Dia. Water Main	\$50.00	LF	1910	\$95,500.00	0	\$0.00	0	\$0.00	\$95,500
10" Dia. Water Main	\$43.00	LF	2650	\$113,950.00	2400	\$103,200.00	1325	\$56,975.00	\$274,125
8" Water Service	\$50.00	LF	1188	\$59,400.00	660	\$33,000.00	0	\$0.00	\$92,400
6" Hydrant Lead	\$35.00	LF	264	\$9,240.00	120	\$4,200.00	144	\$5,040.00	\$18,480
Hydrant	\$2,600.00	EA	11	\$28,600.00	5	\$13,000.00	12	\$31,200.00	\$72,800
12" Gate Valves	\$2,100.00	EA	0	\$0.00	0	\$0.00	9	\$18,900.00	\$18,900
10" Gate Valves	\$2,100.00	EA	3	\$6,300.00	3	\$6,300.00	4	\$8,400.00	\$21,000
8" Gate Valves	\$1,200.00	EA	13	\$15,600.00	20	\$24,000.00	0	\$0.00	\$39,600
6" Gate Valves	\$900.00	EA	11	\$9,900.00	5	\$4,500.00	12	\$10,800.00	\$25,200
12" Base Course -	\$15.00	TN	0	\$0.00	0	\$0.00	100	\$1,500.00	\$1,500
3" Asphalt - Driveway	\$100.00	TN	0	\$0.00	0	\$0.00	25	\$2,500.00	\$2,500
Traffic Control	\$3,500.00	LS	0	\$0.00	0	\$0.00	2	\$7,000.00	\$7,000
Landscape Restoration	\$2.00	SY	0	\$0.00	0	\$0.00	10200	\$20,400.00	\$20,400
Erosion Control	\$1.50	LF	100	\$150.00	100	\$150.00	4000	\$6,000.00	\$6,300
<b>Sub-Total</b>				<b>\$338,640.00</b>		<b>\$188,350.00</b>		<b>\$470,715.00</b>	<b>\$897,705</b>
Const. Contingency (10%)				\$33,864.00		\$18,835.00		46800	\$99,499
Tech. Adm. & Legal (25%)				\$84,660.00		\$47,087.50		117100	\$248,848
<b>Total</b>				<b>\$457,164.00</b>		<b>\$254,272.50</b>		<b>\$634,615.00</b>	<b>\$1,346,062</b>

**Sanitary Sewer**

Description	Unit Cost	Unit Type	Phase 3	Phase 3 Totals	Phase 4	Phase 4 Totals	Clark Hill Area	Clark Hill Area Totals	Total Cost - Phases 3, 4 & Clark Hill
12" Dia. San Sewer	\$60.00	LF	854	\$51,240.00	2484	\$149,040.00	0	\$0.00	\$200,280
10" Dia. San Sewer	\$53.00	LF	0	\$0.00	0	\$0.00	800	\$42,400.00	\$42,400
8" Dia. San Sewer	\$55.00	LF	267	\$14,685.00	0	\$0.00	2500	\$137,500.00	\$152,185
4" Dia. Standard Manhole	\$150.00	VF	81	\$12,150.00	148	\$22,200.00	117	\$17,550.00	\$51,900
6" San Sewer Connection	\$45.00	LF	330	\$14,850.00	660	\$29,700.00	0	\$0.00	\$44,550
12" x 6" Tee	\$200.00	EA	7	\$1,400.00	20	\$4,000.00	0	\$0.00	\$5,400
8" X 6" Tee	\$90.00	EA	3	\$270.00	0	\$0.00	0	\$0.00	\$270
12" Base Restore	\$10.00	TN	0	\$0.00	0	\$0.00	3600	\$36,000.00	\$36,000
4" Pavement Restore	\$65.00	TN	0	\$0.00	0	\$0.00	1400	\$91,000.00	\$91,000
Traffic Control	\$1,000.00	LS	0	\$0.00	0	\$0.00	1	\$1,000.00	\$1,000
Erosion Control	\$1.50	LF	100	\$150.00	100	\$150.00	1500	\$2,250.00	\$2,550
<b>Sub-Total</b>				<b>\$94,745.00</b>		<b>\$205,090.00</b>		<b>\$327,700.00</b>	<b>\$627,535</b>
Const. Contingency (10%)				\$9,474.50		\$20,509.00		\$32,770.00	\$62,754
Tech. Adm. & Legal (25%)				\$23,686.25		\$51,272.50		\$81,925.00	\$156,884
<b>Total</b>				<b>\$127,905.75</b>		<b>\$276,871.50</b>		<b>\$442,395.00</b>	<b>\$847,172</b>

**Storm Sewer**

Description	Unit Cost	Unit Type	Phase 3	Phase 3 Totals	Phase 4	Phase 4 Totals	Clark Hill Area	Clark Hill Area Totals	Total Cost - Phases 3, 4 & Clark Hill
48" Dia. Culvert	\$100.00	LF	0	\$0.00	0	\$0.00	66	\$6,600.00	\$6,600.00
36" Dia. Storm Sewer	\$100.00	LF	0	\$0.00	530	\$53,000.00	0	\$0.00	\$53,000.00
30" Dia. Storm Sewer	\$60.00	LF	1090	\$65,400.00	510	\$30,600.00	250	\$15,000.00	\$111,000.00
27" Dia. Storm Sewer	\$70.00	LF	300	\$21,000.00	0	\$0.00	0	\$0.00	\$21,000.00
24" Dia. Storm Sewer	\$50.00	LF	1110	\$55,500.00	250	\$12,500.00	700	\$35,000.00	\$103,000.00
21" Dia. Storm Sewer	\$65.00	LF	480	\$31,200.00	400	\$26,000.00	0	\$0.00	\$57,200.00
18" Dia. Storm Sewer	\$41.00	LF	570	\$23,370.00	300	\$12,300.00	350	\$14,350.00	\$50,020.00
Bore & Jack 18" Storm	\$175.00	LF	100	\$17,500.00	0	\$0.00	0	\$0.00	\$17,500.00
12" Storm Connections	\$38.00	LF	1188	\$45,144.00	660	\$25,080.00	0	\$0.00	\$70,224.00
12" Storm Leads	\$36.00	LF	648	\$23,328.00	360	\$12,960.00	220	\$7,920.00	\$44,208.00
8" Dia. Manhole	\$650.00	VF	0	\$0.00	7	\$4,550.00	0	\$0.00	\$4,550.00
6" Dia. Manhole	\$525.00	VF	7	\$3,675.00	18	\$9,450.00	0	\$0.00	\$13,125.00
5' Dia. Manhole	\$300.00	VF	72	\$21,600.00	18	\$5,400.00	6	\$1,800.00	\$28,800.00
4' Dia. Manhole	\$170.00	VF	12	\$2,040.00	6	\$1,020.00	20	\$3,400.00	\$6,460.00
48" Endwall	\$1,500.00	EA	0	\$0.00	0	\$0.00	2	\$3,000.00	\$3,000.00
36" Endwall	\$2,500.00	EA	0	\$0.00	1	\$2,500.00	0	\$0.00	\$2,500.00
30" Endwall	\$1,000.00	EA	1	\$1,000.00	0	\$0.00	1	\$1,000.00	\$2,000.00
24" Endwall	\$1,750.00	EA	1	\$1,750.00	0	\$0.00	0	\$0.00	\$1,750.00
Catch Basins	\$950.00	EA	36	\$34,200.00	20	\$19,000.00	6	\$5,700.00	\$58,900.00
Inlet Protection	\$50.00	EA	0	\$0.00	0	\$0.00	6	\$300.00	\$300.00
Ditch Construction	\$15.00	LF	400	\$6,000.00	1290	\$19,350.00	4300	\$64,500.00	\$89,850.00
Ditch Restoration	\$6.00	SY	1780	\$10,680.00	5730	\$34,380.00	0	\$0.00	\$45,060.00
ER Reveq Mat	\$2.00	SY	0	\$0.00	0	\$0.00	5450	\$10,900.00	\$10,900.00
Pond Construction	\$100,000.00	LS	0	\$0.00	0	\$0.00	1	\$100,000.00	\$100,000.00
Erosion Control	\$2.50	LF	500	\$1,250.00	500	\$1,250.00	0	\$0.00	\$2,500.00
<b>Sub-Total</b>				<b>\$364,637.00</b>		<b>\$269,340.00</b>		<b>\$269,470.00</b>	<b>\$903,447.00</b>
Const. Contingency (10%)				\$36,463.70		\$26,934.00		\$26,947.00	\$90,344.70
Tech. Adm. & Legal (25%)				\$91,159.25		\$67,335.00		\$67,367.50	\$225,861.75
<b>Total</b>				<b>\$492,259.95</b>		<b>\$363,609.00</b>		<b>\$363,784.50</b>	<b>\$1,219,653.45</b>

**APPENDIX A  
PROJECT EXPENDITURES**

**Street Construction**

Description	Unit Cost	Unit Type	Phase 3	Phase 3 Totals	Phase 4	Phase 4 Totals	Clark Hill Area	Clark Hill Area Totals	Total Cost - Phases 3, 4 & Clark Hill
Unclassified Excavation	\$10.00	CY	11530	\$115,300.00	6200	\$62,000.00	4300	\$43,000.00	\$220,300.00
10" Agg Base	\$10.00	TN	0	\$0.00	0	\$0.00	3350	\$33,500.00	\$33,500.00
8" Agg Base	\$12.50	TN	9300	\$116,250.00	4900	\$61,250.00	0	\$0.00	\$177,500.00
4" Agg Base	\$15.00	TN	900	\$13,500.00	480	\$7,200.00	260	\$3,900.00	\$24,600.00
8" Pavement	\$30.00	SY	17600	\$528,000.00	9300	\$279,000.00	5450	\$163,500.00	\$970,500.00
6" Concrete Path	\$30.00	SY	4060	\$121,800.00	2140	\$64,200.00	1200	\$36,000.00	\$222,000.00
Rail Road Crossing	\$500,000.00	EA	1	\$500,000.00	0	\$0.00	0	\$0.00	\$500,000.00
Terrace Restore	\$2.00	SY	0	\$0.00	0	\$0.00	4250	\$8,500.00	\$8,500.00
<b>Sub-Total</b>				<b>\$1,394,850.00</b>		<b>\$473,650.00</b>		<b>\$288,400.00</b>	<b>\$2,156,900.00</b>
Const. Contingency (10%)				\$139,485.00		\$47,365.00		\$28,840.00	\$215,690.00
Tech, Adm. & Legal (25%)				\$348,712.50		\$118,412.50		\$72,100.00	\$539,225.00
<b>Total</b>				<b>\$1,883,047.50</b>		<b>\$639,427.50</b>		<b>\$389,340.00</b>	<b>\$2,911,815.00</b>

**Site Prep, Landscape & Lighting**

Description	Unit Cost	Unit Type	Phase 3	Phase 3 Totals	Phase 4	Phase 4 Totals	Clark Hill Area	Clark Hill Area Totals	Total Cost - Phases 3, 4 & Clark Hill
Site Grading	\$5.00	CY	0	\$0.00	0	\$0.00	40000	\$200,000.00	\$200,000.00
Site Restoration	\$1.50	SY	10640	\$15,960.00	5600	\$8,400.00	97000	\$145,500.00	\$169,860.00
Street Light	\$1,000.00	EA	30	\$30,000.00	16	\$16,000.00	7	\$7,000.00	\$53,000.00
Trees	\$400.00	EA	244	\$97,600.00	128	\$51,200.00	80	\$32,000.00	\$180,800.00
Small Entrance Sign	\$10,000.00	LS	0	\$0.00	1	\$10,000.00	0	\$0.00	\$10,000.00
<b>Sub-Total</b>				<b>\$143,560.00</b>		<b>\$85,600.00</b>		<b>\$384,500.00</b>	<b>\$613,660.00</b>
Const. Contingency (10%)				\$14,356.00		\$8,560.00		\$38,450.00	\$61,366.00
Tech, Adm. & Legal (25%)				\$35,890.00		\$21,400.00		\$96,125.00	\$153,415.00
<b>Total</b>				<b>\$193,806.00</b>		<b>\$115,560.00</b>		<b>\$519,075.00</b>	<b>\$826,441.00</b>

**Railroad**

Description	Unit Cost	Unit Type	Phase 3	Phase 3 Totals	Phase 4	Phase 4 Totals	Clark Hill Area	Clark Hill Area Totals	Total Cost - Phases 3, 4 & Clark Hill
Track	\$100.00	LF	0	\$0.00	0	\$0.00	3600	\$360,000.00	\$360,000.00
Warning Lights	\$150,000.00	EA	0	\$0.00	0	\$0.00	2	\$300,000.00	\$300,000.00
Gates	\$65,000.00	EA	0	\$0.00	0	\$0.00	2	\$130,000.00	\$130,000.00
Rail Switch	\$85,000.00	EA	0	\$0.00	0	\$0.00	1	\$85,000.00	\$85,000.00
<b>Sub-Total</b>				<b>\$0.00</b>		<b>\$0.00</b>		<b>\$875,000.00</b>	<b>\$875,000.00</b>
Const. Contingency (10%)				\$0.00		\$0.00		\$87,500.00	\$87,500.00
Tech, Adm. & Legal (25%)				\$0.00		\$0.00		\$218,750.00	\$218,750.00
<b>Total</b>				<b>\$0.00</b>		<b>\$0.00</b>		<b>\$1,181,250.00</b>	<b>\$1,181,250.00</b>

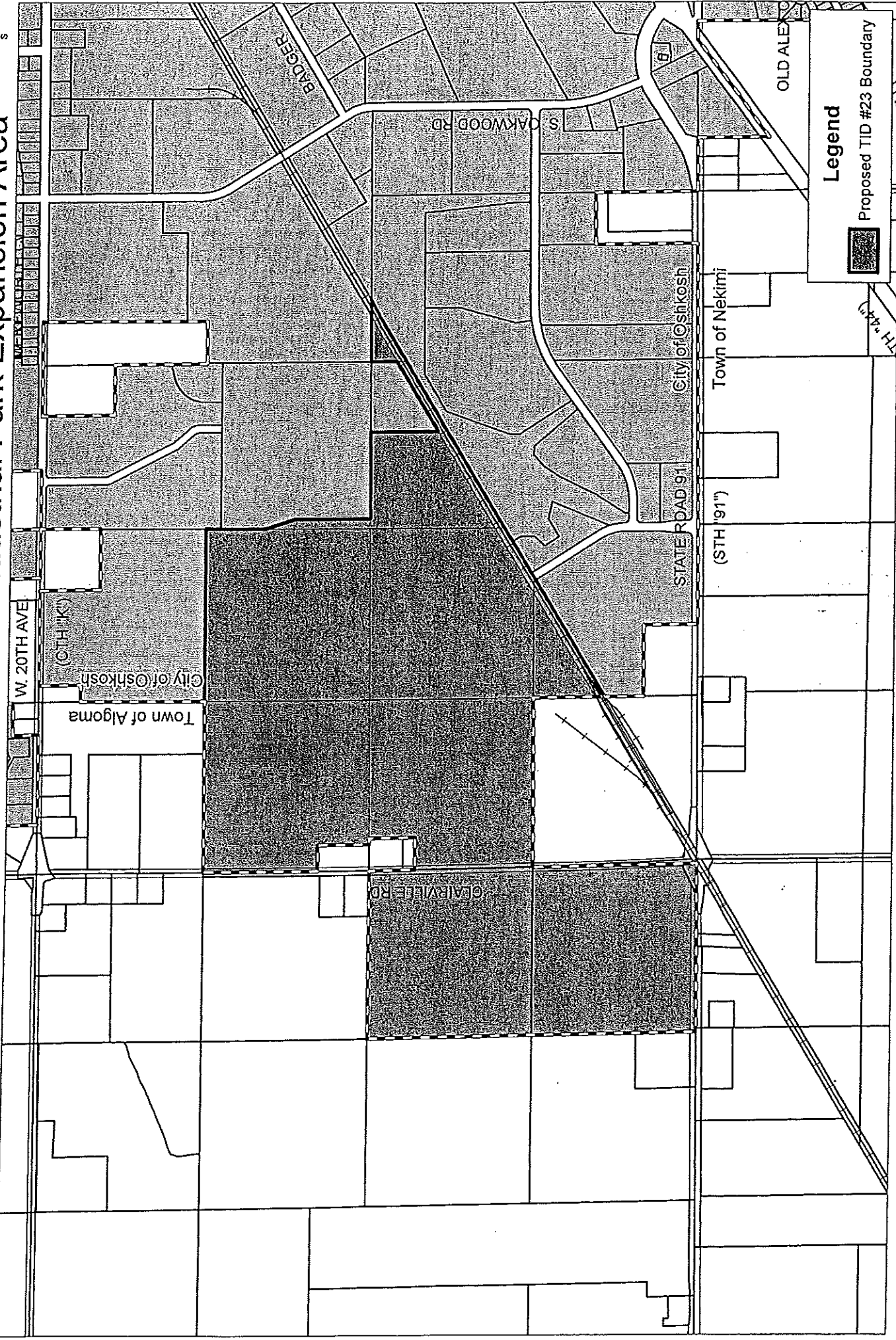
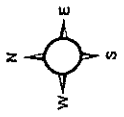
<b>Total Costs</b>									<b>\$6,174,247.00</b>
<b>Total Contingency</b>									<b>\$617,163.20</b>
<b>Total Tech, Admin, &amp; Legal</b>									<b>\$1,542,983.00</b>
<b>Grand Total</b>									<b>\$8,334,393.20</b>

**APPENDIX B**

**PROJECT MAPS**

Map 1

Tax Increment District #23 - Southwest Industrial Park Expansion Area



Legend

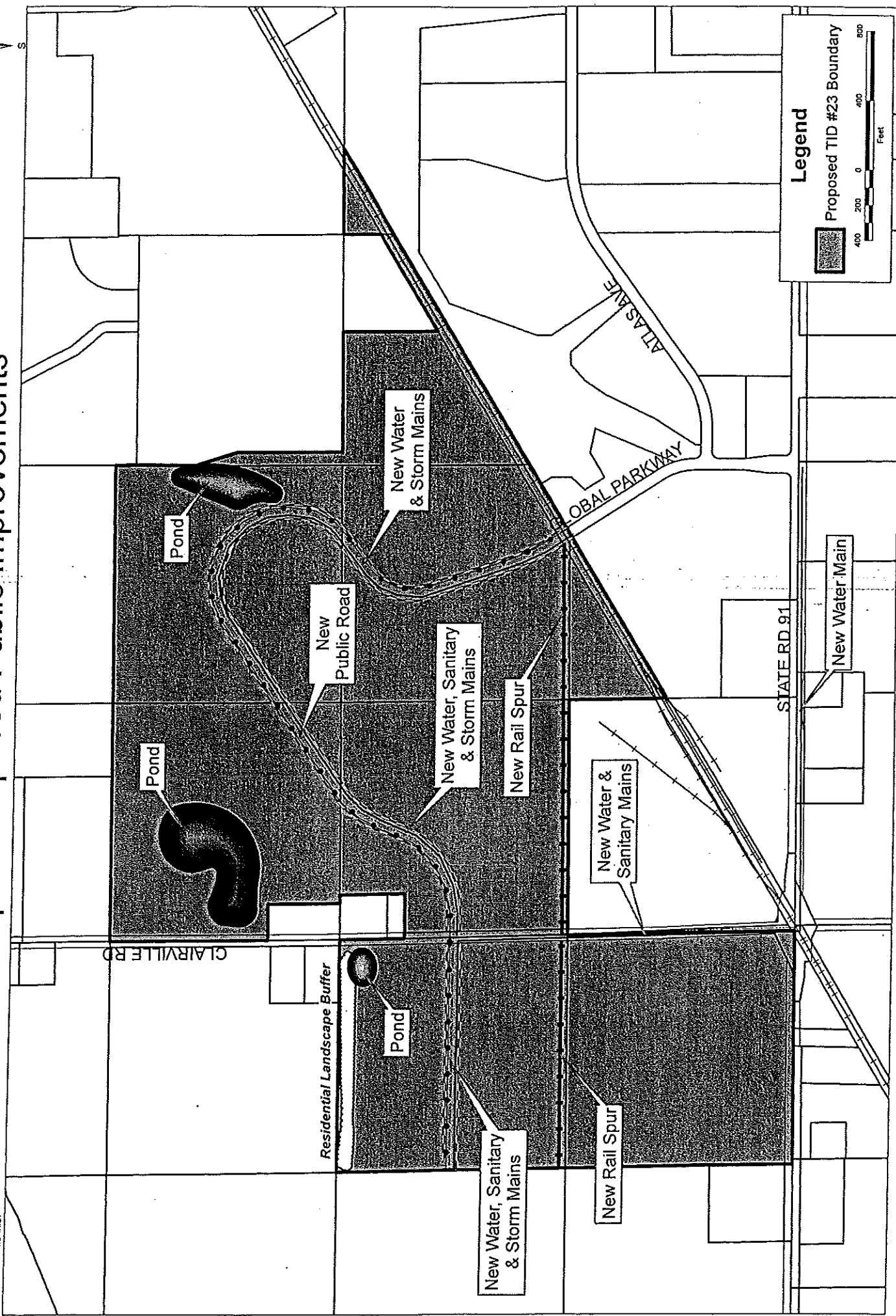
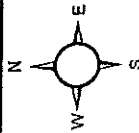


Proposed TID #23 Boundary



OSHKOSH  
ON THE WATER

# Tax Increment District #23 - Southwest Industrial Park Expansion Area Map 2 - Proposed Public Improvements

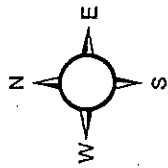






Oshkosh  
of the Water

# Tax Increment District #23 - Southwest Industrial Park Expansion Map 3 - Existing Zoning



## Zone Districts

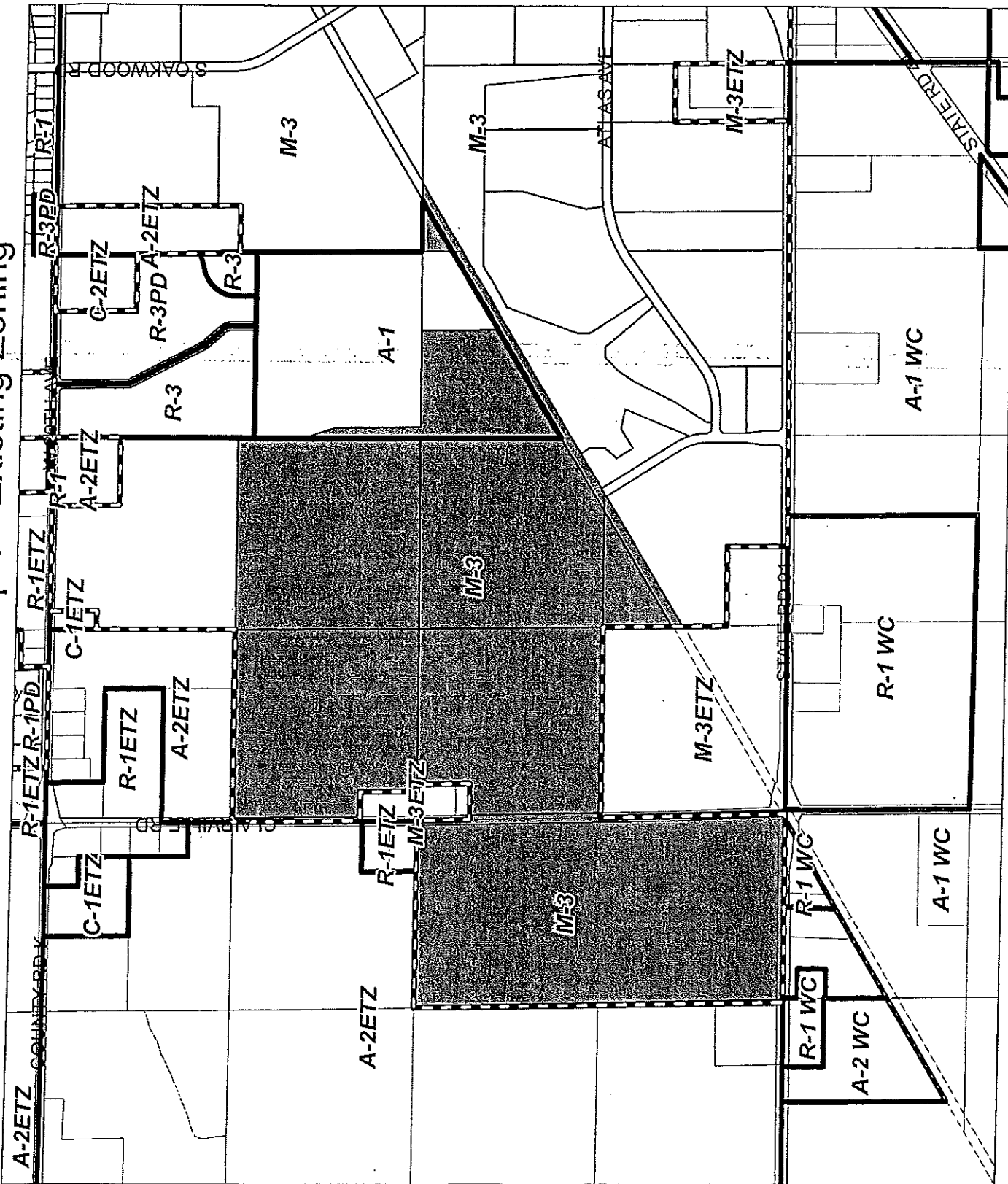
- A-1, Light Agricultural
- A-2, General Agricultural
- R-1, Single-Family Residence
- R-3, Multiple Dwelling
- C-1, Neighborhood Business
- C-2, General Commercial
- M-3, General Industrial

PD, Planned Development Overlay  
 ETZ, Extraterritorial Town Zoning  
 (Algoma Expansion Area)

WINNEBAGO COUNTY ZONING  
 A-1 WC, Agri-Business  
 A-2 WC, General Farming  
 R-1 WC, Rural Residential



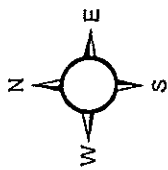
Proposed TID #23 Boundary





Oshkosh  
ON THE WATER

# Tax Increment District #23 - Southwest Industrial Park Expansion Map 4 - Proposed Zoning



## Zone Districts

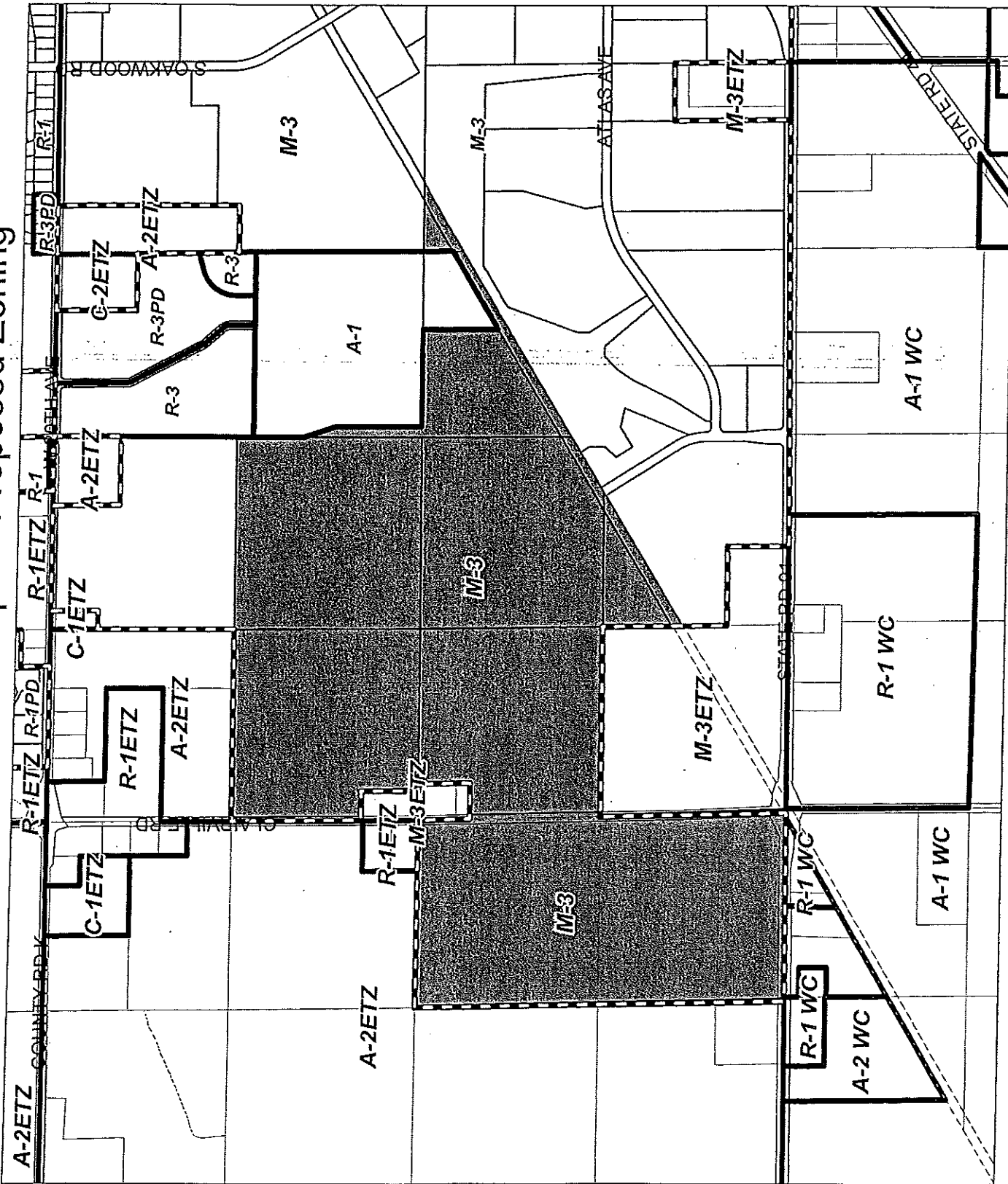
- A-1, Light Agricultural
- A-2, General Agricultural
- R-1, Single-Family Residence
- R-3, Multiple Dwelling
- C-1, Neighborhood Business
- C-2, General Commercial
- M-3, General Industrial

PD, Planned Development Overlay  
 ETZ, Extraterritorial Town Zoning  
 (Algoma Expansion Area)

## WINNEBAGO COUNTY ZONING

- A-1 WC, Agri-Business
- A-2 WC, General Farming
- R-1 WC, Rural Residential

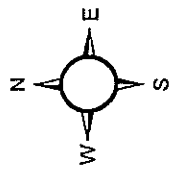
Proposed TID #23 Boundary













OSHKOSH  
ON THE WATER

# Tax Increment District #23 - Southwest Industrial Park Expansion Map 5 - Existing Land Use



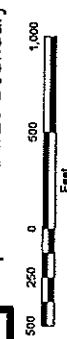
## Legend

### Existing Land Use

-  Commercial
-  Industrial
-  Infrastructure
-  Residential
-  Agricultural
-  School
-  Vacant Land
-  Institutional



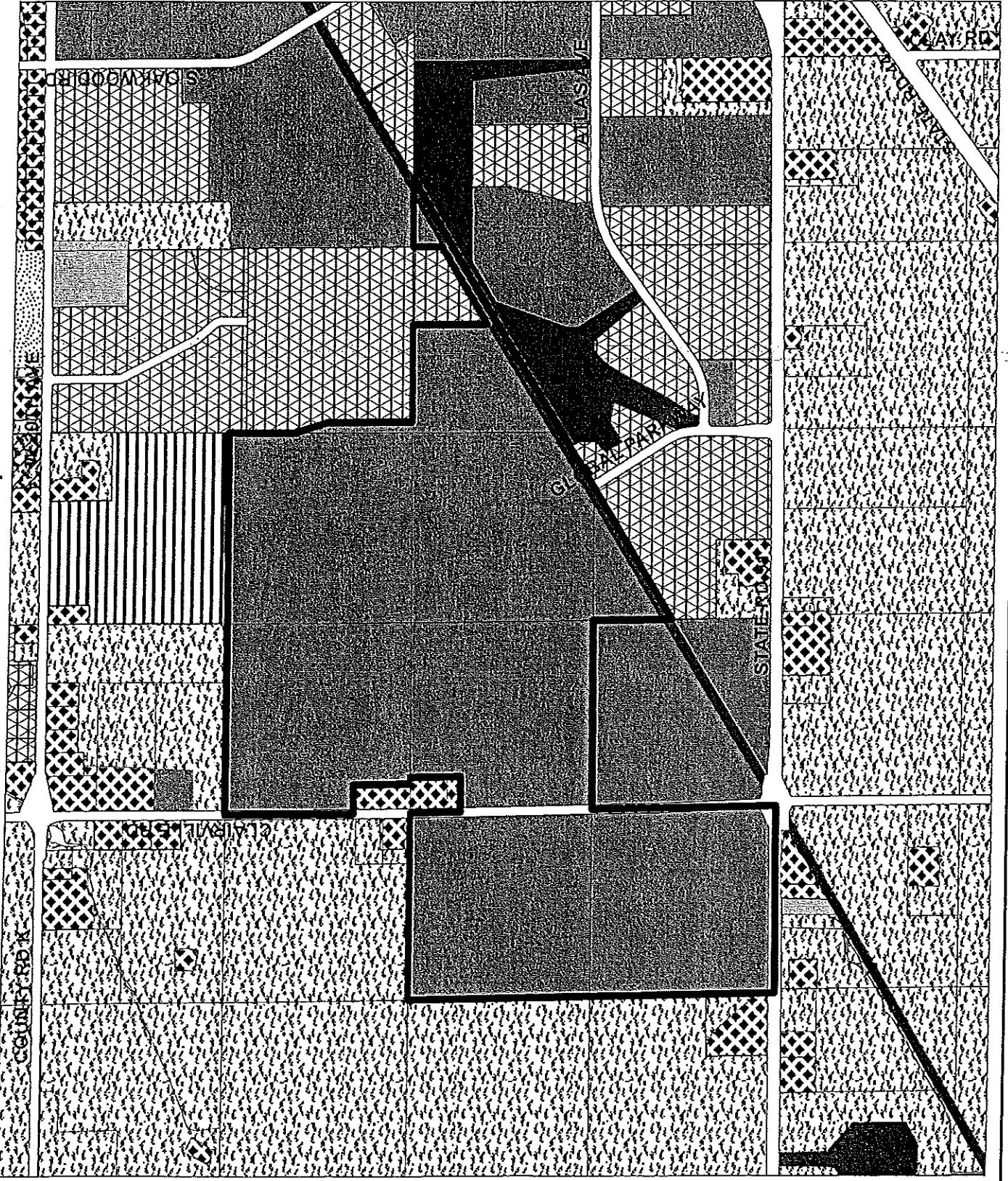
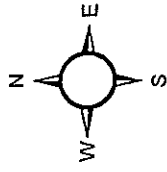
Proposed TID #23 Boundary













OSHKOSH  
ON THE WATER

# Tax Increment District #23 - Southwest Industrial Park Expansion Map 6 - Proposed Land Use



### Existing Land Use

-  Commercial
-  Industrial
-  Infrastructure
-  Residential
-  Agricultural
-  School
-  Vacant Land
-  Institutional



## APPENDIX C

### NOTICE OF PUBLIC HEARING BEFORE THE CITY OF OSHKOSH PLAN COMMISSION

TUESDAY, MAY 19<sup>TH</sup>, 2009

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 14<sup>th</sup>, 2009. 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 # 23 Southwest Industrial Park Expansion.

The general location for the district is the southwest side of Oshkosh, south of W. 20<sup>th</sup> Avenue, north of STH 91, west of S. Oakwood Road encompassing lands on both sides of Clairville Road.

ALL OF LOT 1 IN CERTIFIED SURVEY MAP NUMBER 4446 BEING ALL OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼, ALSO ALL OF ALL OF LOT 3 IN CERTIFIED SURVEY MAP NUMBER 6090 BEING PART OF THE NORTHWEST ¼ OF THE SOUTHEAST ¼ AND THE SOUTHWEST ¼ OF THE NORTHEAST ¼, ALSO ALL OF OUTLOT 1 OF CERTIFIED SURVEY MAP NUMBER 3424 BEING PART OF THE NORTHEAST ¼ OF THE SOUTHEAST ¼, AND PART OF LANDS LOCATED IN THE NORTHWEST ¼ AND NORTHEAST ¼ OF THE SOUTHEAST ¼, PART OF LANDS LOCATED IN THE NORTHWEST ¼, NORTHEAST ¼ AND SOUTHEAST ¼ OF THE SOUTHWEST ¼, AND PART OF LANDS LOCATED IN THE SOUTHWEST ¼ OF THE NORTHWEST ¼, ALL IN SECTION 32, ALSO ALL OF THE EAST 1/2 OF THE SOUTHEAST ¼ OF SECTION 31, ALL IN TOWNSHIP 18 NORTH RANGE 16 EAST, TOWN OF ALGOMA, WINNEBAGO COUNTY, WISCONSIN WHICH IS BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING FROM THE SOUTHEAST CORNER OF SECTION 31 AND POINT OF BEGINNING, THENCE NORTH 89°12'53" WEST, 1,334.63 FEET ALONG THE SOUTH LINE OF SAID SECTION 31 TO THE SOUTHWEST CORNER OF THE SOUTHEAST ¼ OF THE SOUTHEAST ¼ OF SAID SECTION 31; THENCE NORTH 00°07'14" EAST, 2,647.31 FEET ALONG THE WEST LINE OF THE EAST ½ OF THE SOUTHEAST ¼ OF SAID SECTION 31 TO THE NORTHWEST CORNER OF SAID ¼, ¼ SECTION; THENCE SOUTH 89°05'09" EAST, 1,329.56 FEET ALONG THE NORTH LINE OF THE NORTHEAST ¼ OF THE SOUTHEAST ¼ OF SAID SECTION 31 TO THE NORTHEAST CORNER OF SAID ¼, ¼ SECTION; THENCE SOUTH 00°00'36" WEST, 377.01 FEET ALONG THE EAST LINE OF THE SOUTHEAST ¼ OF SAID SECTION 31; THENCE SOUTH 89°29'08" EAST, 256.01 FEET; THENCE NORTH 00°00'36" EAST, 377.01 FEET TO A POINT ON THE SOUTH LINE OF THE S.W. 1/4 OF THE N.W. 1/4 OF SAID SECTION; THENCE NORTH 89°29'08", 47.30 FEET WEST ALONG SAID SOUTH 1/4, 1/4 LINE; THENCE NORTH 00°32'49" EAST, 417.15 FEET; THENCE NORTH 89°24'37" WEST 208.72 FEET TO A POINT ON THE WEST LINE OF SAID SECTION 32; THENCE NORTH 00°32'43" EAST, 919.32 FEET ALONG SAID WEST 1/4, 1/4 LINE TO THE NORTHWEST CORNER OF SAID 1/4, 1/4 SECTION; THENCE SOUTH 89°15'48" EAST, 2,722.16 FEET ALONG THE NORTH LINE OF THE SOUTH ½ OF THE NORTHWEST ¼ OF SAID SECTION 32 TO THE NORTHWEST CORNER OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼

## APPENDIX C

OF SAID SECTION 32; THENCE SOUTH 00°57'58" WEST, 476.22 FEET ALONG THE EAST LINE OF THE NORTHWEST ¼ OF SAID SECTION 32; THENCE SOUTH 16°29'29" EAST, 250.00 FEET ALONG AN EASTERLY LINE OF LOT 3, CERTIFIED SURVEY MAP NUMBER 6090; THENCE SOUTH 00°57'58" WEST, 611.10 FEET ALONG AN EASTERLY LINE OF SAID LOT 3, CERTIFIED SURVEY MAP NUMBER 6090; THENCE SOUTH 89°21'03" EAST, 689.94 FEET ALONG THE NORTH LINE OF SAID LOT 3, CERTIFIED SURVEY MAP NUMBER 6090; THENCE SOUTH 00°39'39" WEST, 555.74 FEET TO A POINT ON THE NORTHERLY RAILROAD RIGHT-OF-WAY LINE OF WISCONSIN AND SOUTHERN RAILROAD; THENCE NORTH 59°36'05" EAST, 649.81 FEET ALONG SAID RAIL ROAD RIGHT-OF-WAY AND SOUTH LINE OF LOT 2 OF CERTIFIED SURVEY MAP NUMBER 6090; THENCE NORTH 00°45'26" EAST, 220.60 FEET ALONG THE EAST LINE OF SAID LOT 2 OF CERTIFIED SURVEY MAP NUMBER 6090 TO THE NORTHEAST CORNER OF THE NORTHWEST ¼ OF THE SOUTHEAST ¼ OF SAID SECTION 31; THENCE S89°21'03" EAST, 494.00 FEET ALONG THE NORTH LINE OF THE NORTHEAST ¼ OF THE SOUTHEAST ¼ OF SAID SECTION 32, TO A POINT ON THE SOUTHERLY RAILROAD RIGHT-OF-WAY LINE OF WISCONSIN AND SOUTHERN RAILROAD; THENCE SOUTH 59°36'05" WEST 3,697.10 FEET ALONG SAID SOUTHERLY RAILROAD RIGHT-OF-WAY LINE OF WISCONSIN AND SOUTHERN RAILROAD; THENCE NORTH 00°30'26" EAST, 577.76 FEET ALONG THE WEST LINE OF THE SOUTHEAST ¼ OF THE SOUTHWEST ¼ OF SAID SECTION 32 TO THE NORTHWEST CORNER OF SAID ¼, ¼ SECTION; THENCE NORTH 89°19'40" WEST, 1,344.73 FEET ALONG THE SOUTH LINE OF THE NORTHWEST ¼ OF THE SOUTHWEST ¼ OF SAID SECTION 32 TO THE SOUTHWEST CORNER OF SAID ¼, ¼ SECTION; THENCE SOUTH 00°00'36" WEST, 1,322.19 FEET ALONG THE WEST LINE OF SAID SECTION 32 TO THE POINT OF BEGINNING.

SAID AREA CONTAINS 11,607,405 SQUARE FEET OR 266.469 ACRES MORE OR LESS.

PUBLISHED: May 8<sup>th</sup> and 11<sup>th</sup>, 2009

CITY HALL  
215 Church Avenue  
P.O. Box 1130  
Oshkosh, Wisconsin  
54903-1130

City of Oshkosh



City Attorney's Office  
Phone: (920) 236-5115  
Fax: (920) 236-5106  
<http://www.ci.oshkosh.wi.us>

May 14, 2009

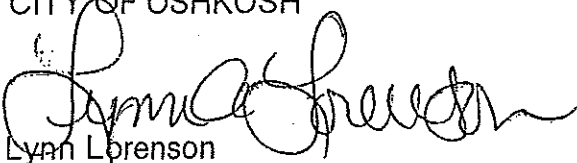
Darryn Burich  
Director of Planning Services  
City of Oshkosh  
215 Church Avenue  
Oshkosh, WI 54903-1130

Dear Mr. Burich:

I have reviewed the project plan for City of Oshkosh Tax Increment District # 23 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 contains maps of existing and proposed uses and zoning of the real property in the district and a map showing proposed improvements in the district. The plan further shows that the district will promote the orderly development within the City, which is consistent with the City's Comprehensive Plan (Master Plan), building codes and other city ordinances in relation to project elements.

Upon adoption of the project plan by the Plan Commission 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

  
Lynn Lorenson  
City Attorney

## 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

### EXCERPT - PLAN COMMISSION MINUTES / MAY 19, 2009

#### **ITEM II. PUBLIC HEARING - CREATION OF TAX INCREMENT DISTRICT #23 SOUTHWEST INDUSTRIAL PARK EXPANSION: DESIGNATION OF BOUNDARIES AND APPROVAL OF PROJECT PLAN**

Prior to taking action on Tax Increment District (TID) #23 and the designation of boundaries for said Tax Increment 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.

TID #23 is being proposed to facilitate expansion of the Southwest Industrial Park. The Project Plan includes a statement listing the kind, number, and location of proposed improvements. It contains an economic feasibility study, a detailed list of estimated project costs and timing of those costs as well as a method of financing. The Project Plan, which is estimated to cost approximately \$8.45 million, includes projects and costs for construction of streets, sanitary sewer, water utilities, storm sewer and storm water management, railroad and organizational/administrative/technical service.

Mr. Burich presented the item and reviewed the area covered by the TID and the proposed layout of said area. He commented that the southwest industrial park is the most successful TID to date.

Mr. Borsuk questioned if the TIF district would preclude developers from utilizing the pay-go mechanism for financing a project.

Mr. Burich stated that this type of financing is usually utilized with private development sites not in an industrial park; however it can still be used as a component for development in a TIF district if the project plan allowed it.

Mr. Nollenberger commented that this would depend on the amount of TIF district public improvement costs and the amount of funding coming back from the TIF district.

Mr. Kinney stated that the City has never utilized development grants for industrial use; however an amendment can be added to the TID district to include a provision for a development grant if necessary. He further explained how TIF projects usually work and how they are financed.

Mr. Thoms questioned how many years the TID district would be in place.

Mr. Burich responded 20 years.

Mr. Thoms commented that the City has budget problems now and questioned where we would be getting the funding to finance the \$8.45 million dollars needed for this project.

Mr. Kinney explained that the City would not be expending the entire amount at one time and that the funding is spent over a number of years to finance the improvements and is offset by land purchases in the park. As the park already exists and the area is being expanded, it is less costly to the City. He further explained that this model has worked very successfully in Oshkosh for many years and it is a wise investment for the community. He gave additional explanation of the financing of an industrial TIF district.

Mr. Borsuk stated that he supports the TID district as it is crucial for industrial development to have the lands ready and available for occupancy and the ability to ship from the area by rail is a big bonus.

Mr. Nollenberger questioned if the Plan Commission is approving the project plan and boundaries or if they would also be approving the financing plan as well.

Mr. Burich responded that approval is sought for the project plan and boundaries only and is just the first step in the process. The financing expenditures are only estimated expenses at this time.

Ms. Mattox inquired if the layout of the site made the best use of the railroad access.

Mr. Burich replied that a consultant studies the area and draws up the plans taking these issues into consideration. It is also consistent with the Comprehensive Plan.

Ms. Mattox inquired if Chamco markets the property for the City.

Mr. Burich responded yes.

Mr. Fojtik opened the public hearing for comment. There was no one present to speak, so the public hearing was closed.

*Motion by Lowry to approve the creation of Tax Increment District #23 Southwest Industrial Park Expansion, designation of boundaries and approval of project plan as requested.*

*Seconded by Mattox. Motion carried 7-0.*

JUNE 9, 2009

09-210

RESOLUTION

(CARRIED 7-0 LOST \_\_\_\_\_ LAID OVER \_\_\_\_\_ WITHDRAWN \_\_\_\_\_)

PURPOSE: APPROVE TAX INCREMENT DISTRICT NO. 23 PROJECT PLAN; DESIGNATE TAX INCREMENT DISTRICT NO. 23 BOUNDARIES; CREATE TAX INCREMENT DISTRICT NO. 23 SOUTHWEST INDUSTRIAL PARK EXPANSION

INITIATED BY: CITY ADMINISTRATION

PLAN COMMISSION RECOMMENDATION: Approved

WHEREAS, pursuant to Section 66.1105, Wis. Stats., the City of Oshkosh proposes to create Tax Increment District No. 23 Southwest Industrial Park Expansion; and

WHEREAS, the City of Oshkosh Plan Commission has prepared and adopted a project plan for Tax Increment District No. 23 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. 23 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. 23 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

- 1) The improvements contemplated in TID #23 – Southwest Industrial Park Expansion, are likely to significantly enhance the value of substantially all real property in TID #23.
- 2) Not less than 50% of the real property within TID #23 is suitable for industrial development and zoned for industrial uses.
- 3) Implementation of this Project Plan is consistent with the City's 2005 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.
- 5) The equalized value of taxable property of the district plus all existing districts does not exceed 8% 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. 23 – 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. 23 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. 23 – Southwest Industrial Park Expansion.

BE IT FURTHER RESOLVED that the improvements contemplated in TID No. 23 – Southwest Industrial Park Expansion, are likely to significantly enhance the value of all real property in TID No. 23.

BE IT FURTHER RESOLVED that the value of equalized, taxable property in TID No. 23, together with all other established Tax Incremental Districts, does not exceed 8% 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 #23 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 #23 is zoned for industrial use and will remain zoned for industrial uses for the life of TID #23.

JUNE 9, 2009

09-210

RESOLUTION  
CONT'D

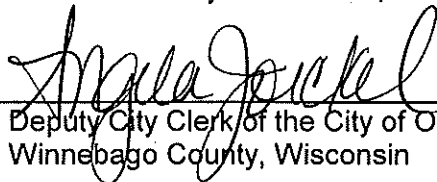
BE IT FURTHER RESOLVED that the project costs are consistent with the purposes for which the Tax Incremental District is created with the primary objective being to provide the improvements necessary to facilitate the expansion the Southwest Industrial Park and industrial development within TID #23.

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

I, ANGELA J. JOECKEL, Deputy City Clerk for the City of Oshkosh, Winnebago County, Wisconsin, do hereby certify that the foregoing resolution (09-210) 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 June 9, 2009

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

DATED:           June 10, 2009

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

**"EXHIBIT A"**  
**TIF 23 SOUTHWEST INDUSTRIAL PARK EXPANSION**  
**LEGAL DESCRIPTION**

ALL OF LOT 1 IN CERTIFIED SURVEY MAP NUMBER 4446 BEING ALL OF THE SOUTHEAST  $\frac{1}{4}$  OF THE NORTHWEST  $\frac{1}{4}$ , ALSO ALL OF ALL OF LOT 3 IN CERTIFIED SURVEY MAP NUMBER 6090 BEING PART OF THE NORTHWEST  $\frac{1}{4}$  OF THE SOUTHEAST  $\frac{1}{4}$  AND THE SOUTHWEST  $\frac{1}{4}$  OF THE NORTHEAST  $\frac{1}{4}$ , ALSO ALL OF OUTLOT 1 OF CERTIFIED SURVEY MAP NUMBER 3424 BEING PART OF THE NORTHEAST  $\frac{1}{4}$  OF THE SOUTHEAST  $\frac{1}{4}$ , AND PART OF LANDS LOCATED IN THE NORTHWEST  $\frac{1}{4}$  AND NORTHEAST  $\frac{1}{4}$  OF THE SOUTHEAST  $\frac{1}{4}$ , PART OF LANDS LOCATED IN THE NORTHWEST  $\frac{1}{4}$ , NORTHEAST  $\frac{1}{4}$  AND SOUTHEAST  $\frac{1}{4}$  OF THE SOUTHWEST  $\frac{1}{4}$ , AND PART OF LANDS LOCATED IN THE SOUTHWEST  $\frac{1}{4}$  OF THE NORTHWEST  $\frac{1}{4}$ , ALL IN SECTION 32, ALSO ALL OF THE EAST  $\frac{1}{2}$  OF THE SOUTHEAST  $\frac{1}{4}$  OF SECTION 31, ALL IN TOWNSHIP 18 NORTH RANGE 16 EAST, TOWN OF ALGOMA, WINNEBAGO COUNTY, WISCONSIN WHICH IS BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING FROM THE SOUTHEAST CORNER OF SECTION 31 AND POINT OF BEGINNING, THENCE NORTH  $89^{\circ}12'53''$  WEST, 1,334.63 FEET ALONG THE SOUTH LINE OF SAID SECTION 31 TO THE SOUTHWEST CORNER OF THE SOUTHEAST  $\frac{1}{4}$  OF THE SOUTHEAST  $\frac{1}{4}$  OF SAID SECTION 31; THENCE NORTH  $00^{\circ}07'14''$  EAST, 2,647.31 FEET ALONG THE WEST LINE OF THE EAST  $\frac{1}{2}$  OF THE SOUTHEAST  $\frac{1}{4}$  OF SAID SECTION 31 TO THE NORTHWEST CORNER OF SAID  $\frac{1}{4}$ ,  $\frac{1}{4}$  SECTION; THENCE SOUTH  $89^{\circ}05'09''$  EAST, 1,329.56 FEET ALONG THE NORTH LINE OF THE NORTHEAST  $\frac{1}{4}$  OF THE SOUTHEAST  $\frac{1}{4}$  OF SAID SECTION 31 TO THE NORTHEAST CORNER OF SAID  $\frac{1}{4}$ ,  $\frac{1}{4}$  SECTION; THENCE SOUTH  $00^{\circ}00'36''$  WEST, 377.01 FEET ALONG THE EAST LINE OF THE SOUTHEAST  $\frac{1}{4}$  OF SAID SECTION 31; THENCE SOUTH  $89^{\circ}29'08''$  EAST, 256.01 FEET; THENCE NORTH  $00^{\circ}00'36''$  EAST, 377.01 FEET TO A POINT ON THE SOUTH LINE OF THE S.W.  $\frac{1}{4}$  OF THE N.W.  $\frac{1}{4}$  OF SAID SECTION; THENCE NORTH  $89^{\circ}29'08''$ , 47.30 FEET WEST ALONG SAID SOUTH  $\frac{1}{4}$ ,  $\frac{1}{4}$  LINE; THENCE NORTH  $00^{\circ}32'49''$  EAST, 417.15 FEET; THENCE NORTH  $89^{\circ}24'37''$  WEST 208.72 FEET TO A POINT ON THE WEST LINE OF SAID SECTION 32; THENCE NORTH  $00^{\circ}32'43''$  EAST, 919.32 FEET ALONG SAID WEST  $\frac{1}{4}$ ,  $\frac{1}{4}$  LINE TO THE NORTHWEST CORNER OF SAID  $\frac{1}{4}$ ,  $\frac{1}{4}$  SECTION; THENCE SOUTH  $89^{\circ}15'48''$  EAST, 2,722.16 FEET ALONG THE NORTH LINE OF THE SOUTH  $\frac{1}{2}$  OF THE NORTHWEST  $\frac{1}{4}$  OF SAID SECTION 32 TO THE NORTHWEST CORNER OF THE SOUTHEAST  $\frac{1}{4}$  OF THE NORTHWEST  $\frac{1}{4}$  OF SAID SECTION 32; THENCE SOUTH  $00^{\circ}57'58''$  WEST, 476.22 FEET ALONG THE EAST LINE OF THE NORTHWEST  $\frac{1}{4}$  OF SAID SECTION 32; THENCE SOUTH  $16^{\circ}29'29''$  EAST, 250.00 FEET ALONG AN EASTERLY LINE OF LOT 3, CERTIFIED SURVEY MAP NUMBER 6090; THENCE SOUTH  $00^{\circ}57'58''$  WEST, 611.10 FEET ALONG AN EASTERLY LINE OF SAID LOT 3, CERTIFIED SURVEY MAP NUMBER 6090; THENCE SOUTH  $89^{\circ}21'03''$  EAST, 689.94 FEET ALONG THE NORTH LINE OF SAID LOT 3, CERTIFIED SURVEY MAP NUMBER 6090; THENCE SOUTH  $00^{\circ}39'39''$  WEST, 555.74 FEET TO A POINT ON THE NORTHERLY RAILROAD RIGHT-OF-WAY LINE OF WISCONSIN AND SOUTHERN RAILROAD; THENCE NORTH  $59^{\circ}36'05''$  EAST, 649.81 FEET ALONG SAID RAIL ROAD RIGHT-OF-WAY AND SOUTH LINE OF LOT 2 OF CERTIFIED SURVEY MAP NUMBER 6090; THENCE NORTH  $00^{\circ}45'26''$  EAST, 220.60 FEET ALONG THE EAST LINE OF SAID LOT 2 OF CERTIFIED SURVEY MAP NUMBER 6090 TO THE NORTHEAST CORNER OF THE NORTHWEST  $\frac{1}{4}$  OF THE SOUTHEAST  $\frac{1}{4}$  OF SAID SECTION 31; THENCE S  $89^{\circ}21'03''$  EAST, 494.00 FEET ALONG THE NORTH LINE OF THE NORTHEAST  $\frac{1}{4}$  OF THE SOUTHEAST  $\frac{1}{4}$  OF SAID SECTION 32, TO A POINT ON THE SOUTHERLY RAILROAD RIGHT-OF-WAY LINE OF WISCONSIN AND SOUTHERN RAILROAD; THENCE SOUTH  $59^{\circ}36'05''$  WEST 3,697.10 FEET ALONG SAID SOUTHERLY RAILROAD RIGHT-OF-WAY LINE OF WISCONSIN AND SOUTHERN RAILROAD; THENCE NORTH  $00^{\circ}30'26''$  EAST, 577.76 FEET ALONG THE WEST LINE OF THE SOUTHEAST  $\frac{1}{4}$  OF THE SOUTHWEST  $\frac{1}{4}$  OF SAID SECTION 32 TO THE NORTHWEST CORNER OF SAID  $\frac{1}{4}$ ,  $\frac{1}{4}$  SECTION; THENCE NORTH  $89^{\circ}19'40''$  WEST, 1,344.73 FEET ALONG THE SOUTH LINE OF THE NORTHWEST  $\frac{1}{4}$  OF THE SOUTHWEST  $\frac{1}{4}$  OF SAID SECTION 32 TO THE SOUTHWEST CORNER OF SAID  $\frac{1}{4}$ ,  $\frac{1}{4}$  SECTION; THENCE SOUTH  $00^{\circ}00'36''$  WEST, 1,322.19 FEET ALONG THE WEST LINE OF SAID SECTION 32 TO THE POINT OF BEGINNING.