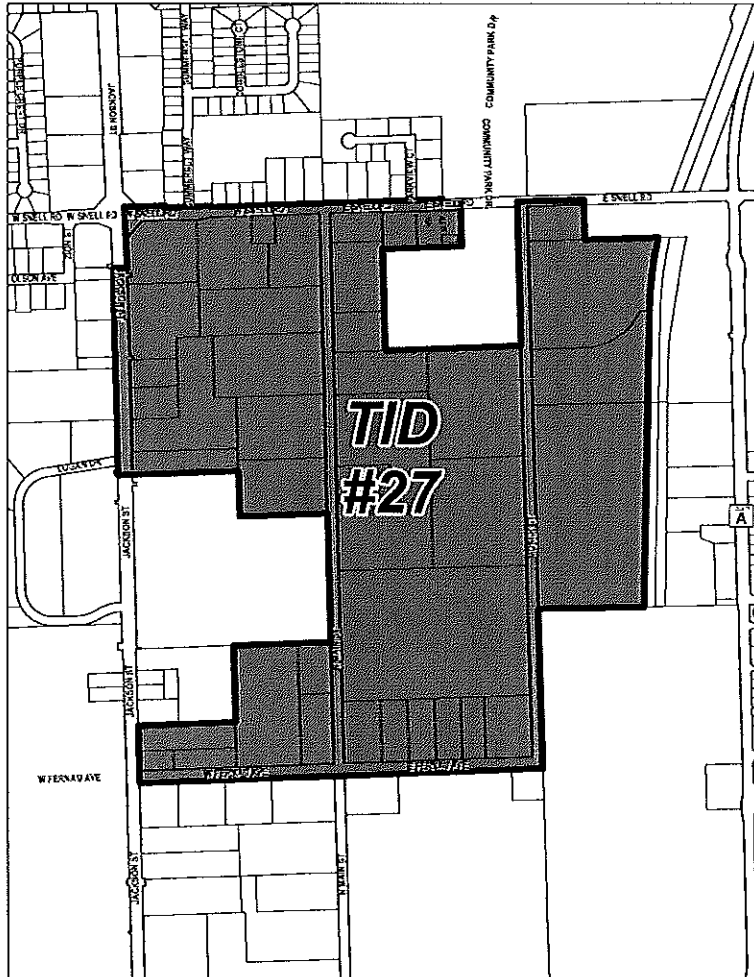


City of Oshkosh

TAX INCREMENTAL DISTRICT #27

North Main Street Industrial TID



City of Oshkosh Planning Services Division

July 2014

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TAX INCREMENTAL DISTRICT #27

PROJECT PLAN

CITY OF OSHKOSH

ADOPTED BY THE PLAN COMMISSION
June 17, 2014

ADOPTED BY THE COMMON COUNCIL
July 08, 2014

ADOPTED BY THE JOINT REVIEW BOARD
XX XXXX, 2014

PREPARED BY:

PLANNING SERVICES DIVISION
July 2014

**Plan Summary – City of Oshkosh
Tax Incremental District # 27 Project Plan**

District Name: City of Oshkosh Tax Incremental District #27 North Main Street Industrial TID

TID Type: Industrial

Purpose: To facilitate the creation and development of regional stormwater management for the North Industrial Park that will promote the increased ability of industrial development and expansion by minimizing the amount of onsite stormwater retention needs for individual parcels in the industrial park. Additionally, the TID will provide for the retention/creation of jobs within the community by helping to support redevelopment and expansion to Bemis Healthcare Packaging, Inc. (Perfecseal) at 3500 North Main Street.

Max. Life of TID: 20 Years

Location: Northeast side of the City of Oshkosh; south of East Snell Road, north of West Fernau Avenue, east of State Trunk Highway 76/Jackson Street and west of the Fox River Valley Railroad.

Size: Approximately 231 acres

Estimated District Base Value: \$42,084,700

Estimated District Value at Closure: \$69,383,255

Estimated Future Increment Value: \$9,960,655

Proposed Costs: Approximately \$6.4 million not including financing. \$4.2 million for public improvements related to public infrastructure including storm sewer, stormwater detention basins, relocation of utilities, and improvements to waterways. \$2 Million to be provided in PAYGO financing to assist a \$25 million industrial expansion project. \$225,000 for administration costs related to the creation and implementation of this project plan.

Project Financing: \$4.4 million borrowing program including financing, utilizing general obligation notes and/or revenue bonds.

Economic Feasibility: Based on planned expenditures and revenue levels, all costs of the TID will be paid off by the end of 2034, the 20th year and the district will be dissolved. Beginning in 2034, 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. The value increment is the difference between the certified base value of the TID at the time of creation and the increased value of the property in subsequent years until the TID is dissolved. It is the value increment generated from new development that is used to retire the debt incurred by the City in implementation of project activities.

Under Tax Incremental Financing, the tax increment generated from private investment in a TID is applied entirely to 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 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 will 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 purpose of this TID is two-fold to achieve two important community economic development goals. One is the construction of public utility improvements to assist and encourage new industrial development, redevelopment and expansion of businesses in the industrial park area by reducing or eliminating expenses associated with implementing onsite storm water management (i.e. retention ponds) in favor of more regional stormwater management facilities which the City now routinely incorporates into all the new industrial and business parks. This is a great benefit to existing industrial users because the North Industrial Park was developed at a time before

many of the more modern stormwater regulations were promulgated. Current stormwater regulations can require significant areas to be devoted to stormwater management. Consequently, many of the developments in the North Industrial Park have already been intensely developed and thus potentially constrained from future growth by these stormwater requirements. The new regional stormwater basins will alleviate some of these onsite needs thus allowing more expansion and development capability within the North Industrial Park area.

The second immediate benefit of this TID is to provide financial assistance to Bemis Healthcare Manufacturing, Inc. (Perfecseal) at 3500 North Main Street to construct a 110,000 square foot plant addition. The purpose of the plant addition is to increase current manufacturing capability, primarily by expanding the clean room converting operation and adding clean warehouse space.

The estimated cost of public stormwater improvements directly assigned to the TID is \$4.2 million and includes land acquisition, upgrading and relocating water and sewer utilities, construction of three regional stormwater detention basins and maintenance of navigable waterways that directly affect stormwater capacity. Additional stormwater improvements directly related to the TID's implementation but outside the boundaries of the TID are estimated at \$1.73 million.

The cost of the Bemis Healthcare Manufacturing, Inc. (Perfecseal) facility addition is estimated at a \$25 million investment, broken down to \$15 million in building expansion costs and \$10 million for equipment. In exploring options related to developing and expanding its clean room capabilities, Bemis has considered numerous other locations and has narrowed that list down two locations; Oshkosh and Monterrey, Mexico. Both are cities in which Bemis has corporate locations and could facilitate the clean room expansion. Bemis has analyzed the financial aspects of an Oshkosh versus Monterrey expansion and has found that there are lower construction (\$5 million in construction) and operating costs (salary and wages) in Mexico versus Oshkosh and are requesting financial assistance via the TID through PAYGO funding to offset these differences and promote the expansion and retention of operations in Oshkosh. The PAYGO would help to retain 161 jobs currently at the plant and through the expansion would add an estimated additional 161 positions over the next 3-5 years. The average salary for the added positions' is expected to be \$53,000 excluding benefits. Please see the attached TID application in Appendix B for more information about the request.

The proposed Tax Incremental District generally overlays the boundaries of Oshkosh's North Industrial Park and will be located on the northeast side of the City of Oshkosh; south of East Snell Road, north of West Fernau Avenue, east of State Trunk Highway 76/Jackson Street and west of the Fox River Valley Railroad. The Tax Incremental District will be approximately 231 acres in size. The Proposed Boundary Map is in Appendix C on page 23.

Proposal

Create a Tax Incremental District to facilitate development of the North Industrial Park to pay for land acquisition, infrastructure construction and improvements, professional services and administrative costs, as well as to assist with the construction of a plant addition to Bemis Healthcare Manufacturing, Inc (Perfecseal) through PAYGO.

Boundaries/Legal Description

ALL OF CERTIFIED SURVEY MAP (CSM) NO. 1578 OF WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 1720 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 1721 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 1728 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 2008 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 2154 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 2199 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 2221 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 3585 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 3586 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 4108 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 4675 WINNEBAGO COUNTY RECORDS; LOT 2 OF CSM NO. 5456 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 5512 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 6255 WINNEBAGO COUNTY RECORDS; ALL OF LOTHE ACRES PLAT AND ASSOCIATED VACATED RIGHTS-OF-WAY; PART OF LOT 4 OF WINDSOR GREEN SUBDIVISION; PART OF LOT 1 OF THE FIRST ADDITION TO WINDSOR GREEN SUBDIVISION; PART OF W. FERNAU AVENUE; ALL OF E. FERNAU AVENUE; PART OF N. MAIN STREET; ALL OF MOSER STREET; PART OF JACKSON STREET (STATE HIGHWAY 76); PART OF W. SNELL ROAD; PART OF E. SNELL ROAD; ALSO PART OF THE NORTHWEST ¼, PART OF THE WEST ½ OF THE NORTHEAST ¼ AND PART OF THE NORTH ½ OF THE SOUTHWEST ¼ ALL IN SECTION 1, TOWNSHIP 18 NORTH, RANGE 16 EAST; ALSO PART OF EAST ½ OF THE NORTHEAST ¼ OF SECTION 2, TOWNSHIP 18 NORTH, RANGE 16 EAST; ALSO PART OF THE SOUTH ½ OF THE SOUTHWEST ¼ OF SECTION 36, TOWNSHIP 19 NORTH, RANGE 16 EAST, LOCATED IN THE TWELFTH AND FIFTEENTH WARDS, CITY OF OSHKOSH, WINNEBAGO COUNTY, WISCONSIN BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTH QUARTER CORNER OF SECTION 1, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE NORTH 89°28'01" EAST, 363.38 FEET, ALONG THE NORTH LINE OF SAID SECTION 1, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE SOUTH 00°34'21" EAST, 258.00 FEET; THENCE NORTH 89°28'01" EAST, 465.42 FEET, TO A POINT OF A CURVE, ALSO BEING THE WESTERLY RAILROAD RIGHT-OF-WAY LINE OF WISCONSIN CENTRAL RAILROAD; THENCE 475.26 FEET ALONG A CURVE ALSO BEING SAID WESTERLY RAILROAD RIGHT-OF-WAY, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 2,697.12, WHOSE CHORD BEARS 07°37'22" WEST, 474.65 FEET; THENCE SOUTH 01°58'41" WEST, 1,915.24 FEET ALONG SAID WESTERLY RAILROAD RIGHT-OF-WAY TO A POINT ON THE SOUTH LINE OF THE NORTH ½ OF SAID SECTION 1; THENCE SOUTH 89°52'37" WEST, 676.16 FEET ALONG SAID SOUTH LINE TO THE CENTER OF SAID SECTION 1; THENCE SOUTH 00°38'16" EAST, 1,031.81 FEET ALONG THE EAST LINE OF THE WEST ½ OF SAID SECTION 1 TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF E. FERNAU AVENUE; THENCE SOUTH 88°55'01" WEST, 2,599.30 FEET ALONG THE SOUTH RIGHTS-OF-WAY LINES OF E. AND W. FERNAU AVENUES TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 76); THENCE NORTH 00°28'13" WEST, 370.82 FEET ALONG SAID EAST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 76); THENCE NORTH 88°57'05" EAST, 619.39 FEET TO A POINT ON THE WEST LINE OF LOT 2 OF CSM NO. 5456; THENCE NORTH 00°33'21" WEST, 496.11 FEET ALONG SAID WEST LINE OF LOT 2 OF CSM NO. 5456 TO THE NORTHWEST CORNER OF SAID LOT 2; THENCE NORTH 88°55'40" EAST, 624.32 FEET ALONG THE NORTH LINE AND EXTENDED NORTH LINE OF SAID LOT 2 TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF N. MAIN STREET; THENCE NORTH 00°37'04" WEST, 165.45 FEET ALONG SAID WEST LINE OF N. MAIN STREET TO A POINT ON THE SOUTH LINE OF THE NORTH ½ OF SAID SECTION 1; THENCE NORTH 00°31'40" WEST, 665.16 FEET ALONG SAID WEST LINE OF N. MAIN STREET; THENCE SOUTH 88°55'40" WEST, 561.43 FEET; THENCE NORTH 00°30'55" WEST, 293.48 FEET TO THE SOUTHEAST CORNER OF LOT 2 OF CSM NO. 2199; THENCE SOUTH 88°58'15" WEST, 764.31 FEET ALONG THE SOUTH AND EXTENDED SOUTH LINE OF SAID LOT 2 OF CSM NO. 2199 TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 76); THENCE NORTH 00°26'03" WEST, 359.70 FEET ALONG SAID WEST LINE OF JACKSON STREET (STATE HIGHWAY 76) TO A POINT ON THE SOUTH LINE OF THE NORTHEAST ¼ OF THE NORTHEAST ¼ OF SECTION 2, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE NORTH 00°29'22" WEST, 980.93 FEET ALONG SAID WEST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 76); THENCE NORTH 89°32'57" EAST, 91.69 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 76) AND WEST LINE OF LOT 1 OF CSM NO. 6255; THENCE NORTH 01°44'49" WEST, 394.89 FEET ALONG SAID WEST AND EXTENDED

WEST LINE OF CSM NO. 6255; THENCE NORTH 89°10'56" EAST, 258.02 FEET ALONG THE NORTH RIGHT-OF-WAY LINE AND EXTENDED NORTH RIGHT-OF-WAY LINE OF W. SNELL ROAD TO A POINT ON THE WEST LINE OF LOT 1 OF THE FIRST ADDITION TO WINDSOR GREEN SUBDIVISION; THENCE SOUTH 01°27'09" EAST, 14.59 FEET ALONG SAID WEST LINE OF LOT 1 OF THE FIRST ADDITION TO WINDSOR GREEN SUBDIVISION TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF W. SNELL ROAD; THENCE NORTH 89°07'55" EAST, 103.12 FEET ALONG THE NORTH LINE OF SAID NORTH RIGHT-OF-WAY LINE OF W. SNELL ROAD TO A POINT ON THE EAST LINE OF LOT 1 OF THE FIRST ADDITION TO WINDSOR GREEN SUBDIVISION; THENCE NORTH 87°29'18" EAST, 97.05 FEET TO A POINT ON THE WEST LINE OF LOT 4 OF WINDSOR GREEN SUBDIVISION; THENCE NORTH 89°07'54" EAST, 93.80 FEET ALONG SAID NORTH RIGHT-OF-WAY LINE OF W. SNELL ROAD; THENCE SOUTH 00°52'04" EAST, 7.00 FEET ALONG THE EAST RIGHT-OF-WAY LINE OF W. SNELL ROAD TO A POINT ON THE SOUTH LINE OF SAID LOT 4 OF WINDSOR GREEN SUBDIVISION, SAID POINT ALSO BEING A POINT ON THE NORTH RIGHT-OF-WAY OF W. SNELL ROAD; THENCE NORTH 89°07'56" EAST, 716.73 FEET ALONG THE NORTH LINE OF W. SNELL ROAD TO A POINT ON THE EAST LINE OF THE SOUTHWEST ¼ OF THE SOUTHWEST ¼ OF SECTION 36, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE NORTH 88°57'17" EAST, 777.18 FEET ALONG THE NORTH LINE OF E. SNELL ROAD; THENCE SOUTH 00°32'41" EAST, 33.00 FEET TO A POINT ON THE NORTH LINE OF SAID SECTION 1, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE NORTH 88°57'17" EAST, 118.50 FEET ALONG THE NORTH LINE OF SAID SECTION 1 TO THE EXTENDED EAST LINE OF CSM NO. 5512; THENCE SOUTH 00°32'41" EAST, 276.44 FEET ALONG THE EXTENDED EAST AND EAST LINE OF SAID CSM NO. 5512 TO THE SOUTHEAST CORNER OF SAID CSM NO. 5512; THENCE SOUTH 88°56'55" WEST, 511.96 FEET ALONG THE SOUTH LINE OF SAID CSM NO. 5512 TO A POINT ON THE EAST LINE OF CSM NO. 2008; THENCE SOUTH 00°33'16" WEST, 655.75 FEET ALONG THE EAST AND EXTENDED EAST LINE OF SAID CSM NO. 2008 TO A POINT ON THE NORTH LINE OF CSM NO. 3585; THENCE NORTH 88°57'18" EAST, 874.22 FEET ALONG THE NORTH AND EXTENDED NORTH LINE OF SAID CSM NO. 3585 TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF MOSER STREET; THENCE NORTH 00°32'14" WEST, 932.25 FEET ALONG THE WEST RIGHT-OF-WAY LINE OF MOSER STREET TO A POINT ON THE NORTH LINE OF SECTION 1, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE NORTH 88°57'17" EAST, 66.00 FEET ALONG THE NORTH LINE OF SAID SECTION 1 TO THE POINT OF BEGINNING. SAID AREA CONTAINS APPROXIMATELY 9,334,236 SQUARE FEET OR 214.284 ACRES MORE OR LESS.

Name of District

The name of the TID shall be City of Oshkosh Tax Incremental District #27 (TID #27) – North Main Street Industrial TID.

Creation Date

The date of creation for the capture of all new taxable value created within TID #27 shall be January 1, 2014. 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 \$42,084,700 which is based on the current use of the developed land as well as the undeveloped area within the TID boundaries.

Project Costs and Improvements

The cost of public improvements, development assistance and other project costs including financing associated with implementing this Project Plan are estimated at approximately \$8 million. Costs specifically include land acquisition, upgrading and relocation of utilities, assistance with construction of three regional stormwater detention basins, maintenance improvements of navigable waterways, pavement construction, and administrative costs related

to planning and engineering of improvement activities. The Proposed Improvements Map in Appendix C on page 26 provides a general overview and area of the improvements.

Table 1 (below) shows estimates of costs for the major project categories and estimates of timing of these costs. The estimated project costs may be adjusted within the amounts shown without modification to the Project Plan.

Table 1

Estimate and Timing of Project Costs			
Eligible Expense	Estimated TID Costs	Estimated Out of District Costs	Year
Property Assembly & Acquisition	\$89,000	\$157,000	2014-2015
Public Work & Improvements including utilities, stormwater, waterway maintenance	\$4,076,855	\$1,578,145	2014-2019
Development Assistance-PAYGO	\$2,000,000	\$0	2016-2026
Professional Service and Administration Costs	\$225,000	\$0	2014-2033
Subtotal	\$6,390,855	\$1,735,145	2014-2033
Finance and Interest Costs	\$1,600,985	NA	2014-2031
Total	\$7,991,840	\$1,735,145	2014-2033

Appendix A on page 12 provides a more detailed listing of the estimated public works & improvements costs related to constructing the stormwater facilities.

Property assembly costs include, but are not limited to, acquisition of land or other property, real or personal, or rights or interests therein and other appropriate and eligible costs needed to prepare property for redevelopment (Estimated cost \$89,000).

Construction of public improvements, infrastructure and facilities are intended to develop public infrastructure within and adjacent to the TID area to provide lands for the development of regional stormwater detention facilities. Infrastructure development costs typically include installation and relocation of water and sewer service, stormwater facilities, design and construction of regional detention basins, street reconstruction and waterway dredging and maintenance. (Estimated cost \$4,076,855)

Estimated out of district costs include property assemblage, construction of public improvements, and infrastructure that will be located outside the district boundaries, though adjacent to the district and are not financed through increment generated by the TID. However, these out of district improvements will provide benefit to the properties within the TID area through increased stormwater capacity and flow. (Estimated cost \$1,735,145)

Professional services and administrative costs include planning studies, legal services, surveys, fees and other costs related to the implementation annual administration of this Project Plan. This cost category provides for studies and survey costs as well as costs for planning and project

plan administration, including planning and legal fees, engineering fees, and financial and special service costs. (Estimated cost: \$225,000)

Finance and interest costs are those costs related to financing project cost indebtedness such as interest on principal loan amounts, costs and fees associated with bond issuance or loan processing, and capitalized interest costs. These costs are subject to prevailing market conditions. (Estimated \$1,600,985)

Other Development Costs – Clean Room Converting and Warehousing Expansion at Bemis Healthcare Packaging, Inc. (DBA Perfecseal)

Bemis Healthcare Packaging, Inc. (Perfecseal) proposes to expand the existing manufacturing footprint for Bemis Healthcare Packaging, Inc. including adding adhesive technologies (not currently conducted at this facility) as well as an expansion of clean room converting capacity as detailed in Appendix B on page 14. The project will essentially double the area for clean room manufacturing capability, which will provide a competitive advantage in the medical packaging manufacturing arena. Also included in the project is the renovation and retrofitting of the unused building adjacent to the current facility and a 110,000 square foot building addition/expansion of the existing facility footprint to merge the buildings into one continuous facility with goods receipt, clean room manufacturing and shipping capabilities. The project will increase the existing employee count of the Oshkosh converting facility from the current 161 employees to an expected future count of roughly 321 salaried and hourly employees that will receive an average salary of \$53,000 annually excluding benefits.

Pay as you go (PAYGO) financial assistance to Bemis Healthcare Packaging, Inc. (DBA Perfecseal) will consist of up to \$2,000,000 to assist with the expansion to the existing manufacturing footprint for clean room converting and warehousing, which is estimated to cost \$25,000,000 (\$15,000,000 building expansion and \$10,000,000 of equipment). Payment is anticipated to be made up to a 10 year period or to a total of \$2 million starting in 2015, the second year of the TID creation. 75% of the increment generated by the value of new development and the appreciation of existing development will be used for PAYGO financing with the remaining 25% of the tax increment being used to repay the debt service incurred to finance public improvements within the TID. Once the 10 year mark or \$2,000,000 assistance level is reached, all additional increment will be allocated to debt service repayment primarily attributable to the public infrastructure costs.

All project expenditures are anticipated to be made within the first fifteen years of the creation date of the District. Tax increments may be received until project costs are recovered, but for no longer than 19 years following the creation of the TID.

Method of Financing

The project costs, including financing, fall within 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, revenue bonds or any other method of financing approved by the Oshkosh Common Council.

Total project expenditures will be recovered through positive tax increment generated by the proposed business expansion and other development within the TID Area.

Master Plan, Zoning, Building, and Other Code Considerations

The project elements proposed in the Project Plan conform to the objectives and recommendations contained in the City's 2005 Comprehensive Plan, as approved by the Plan Commission and Common Council. Specifically this TID will support the City of Oshkosh's position as a "premier community in the Fox Valley by development and retaining a diverse mix of employees and employment opportunities thereby enabling continued success in the local, regional, and global economies."

The existing Industrial Park and all areas within the TID Boundaries are zoned M-3 General Industrial District or M-1 Light Industrial District as included in Appendix F on pages 32-36. 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 in Appendix C on page 27.

Economic Feasibility/Expectations for Development

Determination of economic feasibility for the district is based on a public investment of approximately \$6.4 million. \$4.4 million will be used to acquire land, construct infrastructure improvements within and adjacent to the TID area including development of three regional stormwater detention basins, installation and relocation of water and sewer service and other stormwater facilities, street reconstruction and waterway dredging and maintenance. These public improvements will act to spur development by providing stormwater capacity that otherwise would be required to be developed privately increasing new development, redevelopment and expansion costs possibly making them infeasible or constraining for many of the properties within the industrial park.

\$2 million is proposed to be provided through pay as you go (PAYGO) financial assistance to Bemis Healthcare Packaging, Inc. (DBA Perfecseal) for the immediate 110,000 square foot expansion of their facility at 3500 North Main Street, estimated at a total taxable value of \$15 million when completed (\$25 million in total investment), which will help to support the district's infrastructure improvements. Other results of the expansion include the retention of 161 jobs and creation of an additional 160 jobs. The job creation will also have multiplier impacts (based upon the principal that employment of one additional person causes ripple effects resulting from this person's consumption of goods in the economy) distributed across other business sectors.

The total estimated value added from the anticipated development within the district when it is dissolved at the end of its allowed life is expected to be approximately \$27.3 million which will generate approximately \$650,000 in property taxes annually. The projected value of the tax increment over the life of the district is estimated at approximately \$9.9 million.

Each major category project component (i.e. land acquisition, water and sewer utilities, regional stormwater detention, etc.) will necessitate approval by the Common Council through the annual

Capital Improvement Program. The method of financing and the individual debt issuances will also require Common Council approval.

Promotion of Orderly Development

The proposed district will help facilitate retention and expansion of existing permitted uses within the district as well as promote orderly development of the City by facilitating a type and scale of industrial development fully supportive of City planning and economic development objectives. The subject area has been designated in the City's Comprehensive Plan as being suitable for industrial development and the infrastructure improvements contemplated by the TID will help to ensure that properties within the district and park can be developed to their fullest and best use. Additionally, public improvements will be done in a regional comprehensive and planned fashion that helps to promote orderly development of the industrial park.

Proposed Uses

The proposed use of land within the district is for industrial sites and will remain zoned for industrial 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 in Appendix C on pages 28 and 29. The zoning of the TID is M-3 General Industrial District and M-1 Light Industrial District, ensuring that industrial uses are created and development is consistent with the districts objective and purpose.

Non-Project Costs

It is anticipated 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

1. The district is an Industrial TID; and
2. Not less than 50 percent of the real property within the TID is suitable for industrial sites within the meaning of Section 66.1101, Wis. Stats and is zoned for industrial use; and
3. Improvement of the area is likely to significantly enhance the value of substantially all of the other real property in the district; and
4. The project costs relate directly to the promotion of industrial development, consistent with the purpose for which the tax incremental district is created; and

5. The equalized value of taxable property in TID #27 plus the value increment of all existing Districts does not exceed 12% of the total equalized value of taxable property within the City; and
6. Any real property within the TID that is found suitable for industrial sites is zoned for industrial use and will remain zoned for industrial use for the life of the tax incremental district; and
7. The project plan is feasible and in conformity with the City's Comprehensive Plan.

Since the entire area is identified as being suitable for industrial development and zoned for industrial uses, TID #27 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 #27 is to provide the infrastructure and improvements necessary to encourage and promote development within the existing North Industrial Park, and within TID #27. Implementation of the Project Plan for TID #27 will significantly enhance the current value of the land in the District at the time of its creation. Development of the industrial park benefits all other layers of government (County, Technical College, Schools) through enhanced property values and job creation that would not have otherwise occurred without the creation of the TID. The jurisdictions receive a share of this heightened future tax base but do not share the fiscal risk that is taken by the City to provide activities identified in this project plan.

The base value of the district is estimated at approximately \$42,084,700 and is based on the current usage on the parcels. The district value is estimated to exceed \$69.3 million in its 20th and final year of existence prior to being dissolved. It is estimated that the district will generate approximately \$9.9 million in tax increments over the life of the district – See Table 2 on page 11. At the current proportion of the tax rate for 2013 and assuming that the development would not otherwise have occurred without the creation of the TID, the overlying taxing jurisdictions would receive approximately \$3.5 million for Area Schools (35.24%), \$3.4 million for the City (34.73%), \$2.1 million for the County (21.43%), \$750,000 for the Technical College (7.59%) – See Table 3 on page 12.

The City's Comprehensive Plan, adopted in 2005, recommends that the City promote continued manufacturing development and provide infrastructure to support this development. The project costs identified in the Project Plan are all consistent with providing the amenities necessary to develop a competitive industrial park. A detailed list of project costs is shown in Table 1 on page 6 and in Appendix A on page 13.

Equalized value of taxable property within TID #27 plus the value increment of all existing districts as of July 1, 2014 does not exceed 12% of the City of Oshkosh's total equalized value. The equalized value of TID #27 of \$42,084,700 plus the value increment of all existing districts of \$309,478,000 totals \$351,562,700 which is 9.35% of the total municipal equalized value of \$3,759,269,500.

TABLE 2 - Tax Increment Projection Worksheet

TID 27: North Main Street Industrial TID

Assumptions		General Information	
2014	Base Year	Industrial	Type of District
\$42,084,700	TID 27 Site Base Year Value	8-Jul-14	Est. Creation Date
1.0%	Appreciation Factor	1-Jan-14	Valuation Date
	Initial Tax Rate (per thousand)	20 years	Max. Lifespan
24.865/1000	Tax Rate (2013)	15	Expenditure Period
3.0%	Interest Rate on Loan	19	Rev. Periods
2015	Interest Starting Date	8-Jul-28	End Expenditure Period
\$4,390,855	Original Loan Principal	8-Jul-34	Latest Termination Date
None	Racheting Formula	Yes	Eligible for Extension
75%	Maximum Annual Increment to Paygo	No	Eligible Recipient TID

TID	Year	Construction Year	Added Value	Valuation		Inflation Increment	Increased Valuation		Revenue		Tax Rate*	Tax Increment	Net Present Value Calculation		
				Year	Year		Year	Year	Year	Year			Cumulative @ 3%	Cumulative @ 7%	
1	2014	2014	\$ 7,500,000	2015	\$ 420,847		7,920,847	2016	23.975	\$ 189,902	23.975	\$ 184,371	\$184,371	\$177,479	
2	2015	2015	\$ 7,500,000	2016	\$ 500,055		15,920,902	2017	23.975	\$ 381,704	23.975	\$ 544,163	\$544,163	\$510,874	
3	2016	2016	\$ -	2017	\$ 580,056		16,500,958	2018	23.975	\$ 395,610	23.975	\$ 906,203	\$906,203	\$833,810	
4	2017	2017	\$ -	2018	\$ 585,857		17,086,815	2019	23.975	\$ 409,656	23.975	\$ 1,270,177	\$1,270,177	\$1,146,334	
5	2018	2018	\$ -	2019	\$ 591,715		17,678,530	2020	23.975	\$ 423,843	23.975	\$ 1,635,788	\$1,635,788	\$1,448,528	
6	2019	2019	\$ -	2020	\$ 597,632		18,276,163	2021	23.975	\$ 438,171	23.975	\$ 2,002,749	\$2,002,749	\$1,740,500	
7	2020	2020	\$ -	2021	\$ 603,609		18,879,771	2022	23.975	\$ 452,643	23.975	\$ 2,370,789	\$2,370,789	\$2,022,383	
8	2021	2021	\$ -	2022	\$ 609,645		19,489,416	2023	23.975	\$ 467,259	23.975	\$ 2,739,647	\$2,739,647	\$2,294,332	
9	2022	2022	\$ -	2023	\$ 615,741		20,105,157	2024	23.975	\$ 482,021	23.975	\$ 3,109,077	\$3,109,077	\$2,556,520	
10	2023	2023	\$ -	2024	\$ 621,899		20,727,056	2025	23.975	\$ 496,931	23.975	\$ 3,478,840	\$3,478,840	\$2,809,134	
11	2024	2024	\$ -	2025	\$ 628,118		21,355,173	2026	23.975	\$ 511,990	23.975	\$ 3,848,713	\$3,848,713	\$1,968,773	
12	2025	2025	\$ -	2026	\$ 634,399		21,989,572	2027	23.975	\$ 527,200	23.975	\$ 4,218,480	\$4,218,480	\$3,286,460	
13	2026	2026	\$ -	2027	\$ 640,743		22,630,315	2028	23.975	\$ 542,562	23.975	\$ 4,587,938	\$4,587,938	\$3,511,604	
14	2027	2027	\$ -	2028	\$ 647,150		23,277,465	2029	23.975	\$ 558,077	23.975	\$ 4,956,893	\$4,956,893	\$3,728,036	
15	2028	2028	\$ -	2029	\$ 653,622		23,931,086	2030	23.975	\$ 573,748	23.975	\$ 5,325,160	\$5,325,160	\$3,935,989	
16	2029	2029	\$ -	2030	\$ 660,158		24,591,244	2031	23.975	\$ 589,575	23.975	\$ 5,692,564	\$5,692,564	\$4,135,698	
17	2030	2030	\$ -	2031	\$ 666,759		25,258,004	2032	23.975	\$ 605,561	23.975	\$ 6,058,938	\$6,058,938	\$4,327,403	
18	2031	2031	\$ -	2032	\$ 673,427		25,931,431	2033	23.975	\$ 621,706	23.975	\$ 6,424,125	\$6,424,125	\$4,511,344	
19	2032	2032	\$ -	2033	\$ 680,161		26,611,592	2034	23.975	\$ 638,013	23.975	\$ 6,787,974	\$6,787,974	\$4,687,759	
20	2033	2033	\$ -	2034	\$ 686,963		27,298,555	2035	23.975	\$ 654,483	23.975	\$ 7,150,346	\$7,150,346	\$4,856,890	
			\$ 15,000,000		\$ 12,298,555										
			\$ 27,298,555												

Future Value of Increment \$ 9,960,655

\$ 27,298,555 value added after tid closure

TABLE 3 - Tax Increment by Taxing Jurisdiction

TID 27: North Main Street Industrial TID

Estimated share by taxing jurisdiction of projected tax increments to be paid by owners of taxable property in each of the taxing jurisdictions overlying the Tax Increment District.

Revenue Year	City	County	School District	Vocational School	Total
	34.730%	21.430%	35.240%	7.590%	
2016	\$ 65,953	\$ 40,696	\$ 66,921	\$ 14,414	\$ 189,902
2017	\$ 132,566	\$ 81,799	\$ 134,512	\$ 28,971	\$ 381,704
2018	\$ 137,395	\$ 84,779	\$ 139,413	\$ 30,027	\$ 395,610
2019	\$ 142,274	\$ 87,789	\$ 144,363	\$ 31,093	\$ 409,656
2020	\$ 147,201	\$ 90,830	\$ 149,362	\$ 32,170	\$ 423,843
2021	\$ 152,177	\$ 93,900	\$ 154,411	\$ 33,257	\$ 438,171
2022	\$ 157,203	\$ 97,001	\$ 159,511	\$ 34,356	\$ 452,643
2023	\$ 162,279	\$ 100,134	\$ 164,662	\$ 35,465	\$ 467,259
2024	\$ 167,406	\$ 103,297	\$ 169,864	\$ 36,585	\$ 482,021
2025	\$ 172,584	\$ 106,492	\$ 175,118	\$ 37,717	\$ 496,931
2026	\$ 177,814	\$ 109,719	\$ 180,425	\$ 38,860	\$ 511,990
2027	\$ 183,097	\$ 112,979	\$ 185,785	\$ 40,014	\$ 527,200
2028	\$ 188,432	\$ 116,271	\$ 191,199	\$ 41,180	\$ 542,562
2029	\$ 193,820	\$ 119,596	\$ 196,666	\$ 42,358	\$ 558,077
2030	\$ 199,263	\$ 122,954	\$ 202,189	\$ 43,547	\$ 573,748
2031	\$ 204,759	\$ 126,346	\$ 207,766	\$ 44,749	\$ 589,575
2032	\$ 210,311	\$ 129,772	\$ 213,400	\$ 45,962	\$ 605,561
2033	\$ 215,918	\$ 133,232	\$ 219,089	\$ 47,187	\$ 621,706
2034	\$ 221,582	\$ 136,726	\$ 224,836	\$ 48,425	\$ 638,013
2035	\$ 227,302	\$ 140,256	\$ 230,640	\$ 49,675	\$ 654,483
Total	\$3,459,335	\$2,134,568	\$3,510,135	\$ 756,014	\$ 9,960,655

NOTE: The projection shown above is provided to meet the requirements of the Wisconsin State Statute 66.1105(4)(i)4.

Appendix A

Public Improvement Project Expenditures



Environmental Engineers and Consultants
 250 East Wisconsin Ave, Suite 1525
 Milwaukee, WI 53202
 (414) 273-8800

Project: TID #27 Stormwater Improvements
 Client: City of Oshkosh
 BC Project #: 145504
 Prepared: MPW & JAB
 Reviewed:
 Date: 5/21/2014

Opinion of Probable Cost: Summary of TIF District 27 Stormwater Management Projects

Project	Est. Land Needed (acres)	Linear Ft. of Storm Sewer or Channel Improvement (ft.)	Est. Land Acquisition Cost (\$)	Est. Design, Engr. & Construction Services (\$)	Est. Construction Cost (\$)	Estimated Total Cost (\$)
Moser St. Detention Basin & Storm Sewer	7.8	140	\$116,000	\$140,000	\$1,170,000	\$1,426,000
Main St. Detention Basin & Storm Sewer	6.0	2,160	\$89,000	\$167,000	\$1,391,000	\$1,647,000
Fernau Ave. Detention Basin & Storm Sewer	2.7	1,105	\$41,000	\$65,000	\$543,000	\$649,000
Moser St. Storm Sewer		3,885	\$0	\$164,000	\$1,363,000	\$1,527,000
North Branch Channel Improvements (Jackson to confluence) **		3,220	\$0	\$50,000	\$421,000	\$471,000
Main stem Channel Improvement (confluence to Co. Hwy. A.)		2,100		\$9,000	\$71,000	\$79,000
South Branch Channel Improvements (Jackson to confluence) *		2,300	\$0	\$11,000	\$91,000	\$102,000
Total Project Cost			\$246,000	\$606,000	\$5,050,000	\$5,901,000

* assumes no culvert replacements / enhancements needed
 ** includes culvert replacement / enhancement at Main Street and Fernau Avenue.

Cost Distribution for TIF District 27 Stormwater Management Projects

Project	Estimated Total Cost (\$)	% Assigned to TID 27 (%) *	Outside TID 27 Costs (\$)	TID 27 Assigned Cost (\$)
Moser St. Detention Basin & Storm Sewer	\$1,426,000	81%	\$270,940	\$1,155,060
Main St. Detention Basin & Storm Sewer	\$1,647,000	49%	\$836,676	\$810,324
Fernau Ave. Detention Basin & Storm Sewer	\$649,000	81%	\$123,959	\$525,041
Moser St. Storm Sewer	\$1,527,000	100%	\$0	\$1,527,000
North Branch Channel Improvements (Jackson to confluence) **	\$471,000	32%	\$322,570	\$148,430
Main stem Channel Improvement (confluence to Co. Hwy. A.) ***	\$79,000	0%	\$79,000	\$0
South Branch Channel Improvements (Jackson to confluence) *	\$102,000	0%	\$102,000	\$0
Total Project Cost	\$5,901,000		\$1,785,145	\$4,165,855

* Detention basin TID assignment based on runoff volume from 100 year rain event from within the TID versus outside the TID
 ** North Branch channel improvements TID assignment based on acres of drainage above Fernau within, the TID versus outside the TID
 *** Main stem channel improvements costs were assigned to non-TID 27 funding

Appendix B

Tax Incremental Financing Application

Tax Incremental Financing Policy and Application

Please complete and submit the following information to the City of Oshkosh for a more detailed review of the feasibility of your request for Tax Incremental Financing (TIF) assistance. The application is comprised of five parts:

1. Applicant Information
2. Project/Property Information
3. Project Narrative
4. Project Budget/Financial Information
5. Buyer Certification and Acknowledgement.

Where there is not enough space for your response or additional information is requested, please use an attachment. Use attachments only when necessary and to provide clarifying or additional information.

The Department of Community Development (DCD) reviews all applications for TIF assistance. Failure to provide all required information in a complete and accurate manner could delay processing of your application and DCD reserves the right to reject or halt processing the application for incomplete submittals.

For further information please refer to the "City of Oshkosh Tax Incremental Financing Policy" document.

Applicant Information:

Legal Name: Bemis Healthcare Packaging Inc, (DBA Perfecseal)

Mailing Address: 3500 N. Main, Oshkosh, WI 54901

Primary Contact #: 920-527-7113 Cell #: 920-740-0794

E-mail: chadpyle@gmail.com FAX #: 920-527-7002

Attorney: Bemis Internal Legal Council

Legal Entity: Individual(s) _____ Joint Tenants _____ Tenants in Common _____ Corporation _____
 LLC _____ Partnership _____ Other _____

If not a Wisconsin corporation/partnership/LLC, state where organized: Delaware

Will a new entity be created for ownership? Yes _____ No

Principals of existing or proposed corporation/partnership/LLC and extent of ownership interest.

Name:	Address:	Title:	Interest:
<u>Bemis Company Inc</u>	<u>Neenah, WI</u>	_____	<u>100%</u>
_____	_____	_____	_____
_____	_____	_____	_____

Is any owner, member, stockholder, partner, officer or director of any previously identified entities, or any member of the immediate family of any such person, an employee of the City of Oshkosh? Yes No _____

If yes, give the name and relationship of the employee: We do not verify names of City, but there is possibility that city of Oshkosh employees may be shareholders of Bemis. This check is on _____

Have any of the applicants (including the principals of the corporation/partnership/LLC) ever been charged or convicted of a misdemeanor or felony? Yes _____ No

If yes, please furnish details: _____

City
of
Oshkosh

Tax Incremental Financing Policy and Application

Project/Property Summary:

Overall Project Summary and Objectives: This project would expand current Bemis Healthcare Packaging manufacturing capability, primarily by expanding our clean room converting operation as well as by adding much needed warehouse space on-site.

This project meets growing customer demand for our flexible packaging materials, used in medical device and pharmaceutical applications, and produced in a clean room environment. Project will connect our existing Oshkosh facility to our existing 'Bemis Tape' building, directly to the south, into one contiguous building.

Current and Proposed Uses: Current use: Clean room converting and warehousing
future use: similar to current.

Description of End Users: Post construction, the building will be industrial use.

Property Summary:

Parcel/Land Area: 865,490 SF

Building Area: 215,000 SF

of Dwelling Units: NA

of Stories: 1

of Parking Spaces: 241

Describe any zoning changes that will be needed:

None Noted

Identify any other approvals, permits or licenses (i.e. Liquor License, Health Department, etc):

City of Oshkosh building permit

Describe briefly what the project will do for the property and neighborhood:

Project entails roughly \$25 million of building expansion, connecting our two adjacent buildings at 3500 N. Main.

Project will create a new customer entrance with upgraded facade.

Project includes roughly \$15 million of building expansion and roughly \$10 million of equipment additions.

Tax Incremental Financing Policy and Application

Project/Property Summary:

Project Timetable

Date

Final Plan/Specification Preparation: April/May 2014

Bidding and Contracting: Ongoing - Will start upon TIF Approval

Firm Financing Approval: Internally Financed - Bemis Company

Construction/Rehabilitation: Commencing July 2014. Estimated building completion 14-16 months

Landscaping/Site Work: Commencing July 2014 - Estimated building completion 14-16 months

Occupancy/Lease Up: N/A

Development Team

Developer: _____

Architect: Hoffman

Surveyor: TBD

Contractor: Hoffman

Other Members: _____

Describe Team expertise and experience in developing similar projects:

Hoffman is a respected project manager in the Fox Valley.

Other current Team projects in development:

Financial ability of the applicant to complete the project:

Bemis is a Fortune 500 company with ample available capital to execute the project.

Full and part-time jobs to be created by the proposed project including estimated salary:

161 existing positions to be retained (90 hourly, 71 salaried)

160 positions to be added over 3 years (130 hourly, 30 salaried)

Professional Studies

Market Studies: Applications for commercial and residential projects must include a comprehensive market study. The market study must identify target markets, analysis of competition, demographics, market rents, letters of intent/interest from prospective tenants, or for housing developments, sale prices or rental rates of comparable properties.

Appraisal: All projects that involve the transfer of land must include a recent appraisal. Projects that include land as a form of equity or collateral must also submit a recent appraisal. The appraisal must value the property "as is", and the impact on value must be considered for such items as demolition, environmental remediation, relocation of utilities, lease buy-outs, and other work necessary to make the site developable. The property must be valued assuming that the highest and best use is the proposed use.

Tax Incremental Financing Policy and Application

Project Budget/Financial Information:

Sources and Uses of Funds

Identify the sources of funds used to finance the project. Typical sources include equity, lender financing, mezzanine financing, government financing, other anticipated types of public assistance, and any other types or methods of financing.

Uses of Funds	Amount (\$)	\$ per SF of Building Area
Land Acquisition: <u>NA</u>		
Demolition: <u>NA</u>		
Environmental Remediation: <u>NA</u>		
Site Clearance and Preparation: <u>\$2,000,000</u>		
Soft Costs/ Fees: <u>\$2,000,000</u>		
Soft Cost Contingency: _____		
Hard Construction Costs: <u>\$21,000,000</u> <i>15 - C.A.P.</i>		
Total Project Costs: <u>\$25,000,000</u> (roughly 14 million building and related).		

Sources of Funds		% of total project costs
Equity		
Developer Equity:	\$ <u>24,750,000</u>	<u>99</u> %
Other Equity: (City Support _____)	\$ <u>250,000</u>	<u>1</u> %
Total Equity:	\$ _____	_____ %
Loans		
Construction Financing:	\$ _____ % _____ mos.	
Permanent Financing:	\$ _____ % _____ yrs.	_____ %
TIF Assistance	\$ <u>2,000,000 - PAYGO</u>	<u>0</u> %
Other: (_____)	\$ _____	_____ %
Total Sources of Funds	\$ _____	100%

Financing

Source	Amount	Terms: Years/Interest	Contact Information
Equity:	<u>100%</u>		
Loans	1: _____		
	2: _____		
	3: _____		
	4: _____		

Tax Incremental Financing Policy and Application

Supplemental Information:

Detailed Pro Forma (must correspond to line items for Uses of Funds on previous page)

Land Acquisition	\$ 0
Demolition	\$ 0
Site Clearance and Preparation	
Infrastructure	\$ 1,500,000
Utilities/removal	\$ 500,000
Utilities/relocation	\$
Utilities/installation	\$
Hazardous Materials Removal	\$
Other (_____)	\$
Total Site Clearance and Preparation	
Soft Costs/Fees	
Project Management (_____%)	\$ 1,000,000
General Contractor (_____%)	\$
Architect/Engineer (_____%)	\$ 400,000
Developer Fee (_____%)	\$
Appraisal	\$ 100,000
Soil Testing	\$ 100,000
Market Study	\$
Legal/Accounting	\$ 200,000
Insurance	\$
Title/Recording/Transfer	\$
Building Permit	\$
Mortgage Fees	\$
Construction Interest	\$ 200,000
Commissions	\$
Marketing	\$
Real Estate Taxes	\$
Other Taxes	\$
Other (_____)	\$
Other (_____)	\$
Sub-total Soft Costs/Fees	\$ 2,000,000
Soft Cost Contingency	\$

Tax Incremental Financing Policy and Application

Filing Requirements, Notes, Certification and Agreement:

Filing Requirements

You must provide all of the following items with your signed application:

1. **Fee:** An application fee of 1% of the requested TIF assistance or \$10,000, whichever is greater. This fee is to cover City costs associated with evaluating the TIF application and does not cover the use of outside consultants, which if required will be paid for by the applicant. Make your check payable to the City of Oshkosh.
2. **Site Maps:** Provide a map that shows the location of the site. Also provide a map that focuses on the project and its immediate surroundings. Both maps should be no larger than 11x17 inches. Larger maps will be required for projects presented to the Plan Commission, Redevelopment Authority, or Common Council.
3. **Project Renderings:** Provide preliminary architectural drawings, plans and renderings for the project. These drawings should be no larger than 11x17 inches. Larger maps will be required for projects presented to the Plan Commission, Redevelopment Authority, or Common Council.


Notes

- The City charges an administrative fee of 5% of the annual tax increment revenue.
- If the project requires planning and zoning approvals, you must make these applications concurrent with this request.

Agreement

I, by signing this application, agree to the following:

1. I have read and will abide by all the requirements of the City for Tax Incremental Financing.
2. The information submitted is correct.
3. I agree to pay all costs involved in the legal and fiscal review of this project. These costs may include, but not be limited to, bond counsel, outside legal assistance, and outside financial assistance, and all costs involved in the issuance of the bonds or loans to finance the project.
4. I understand that the City reserves the right to deny final approval, regardless of preliminary approval or the degree of construction completed before application for final approval.
5. The undersigned authorizes the City of Oshkosh to check credit references and verify financial and other information.
6. The undersigned also agrees to provide any additional information as may be requested by the City after filing of this application.

Applicant Name CHAD A. PYLE  Date 5/8/2014



Chad A. Pyle, CPA
CONTROLLER
PERFECSEAL

Office: 920-527-7113
Fax: 920-527-7002
capyle@bemis.com



PERFECSEAL
3500 North Main Street
P.O. Box 2968
Oshkosh, WI 54901
www.perfecseal.com

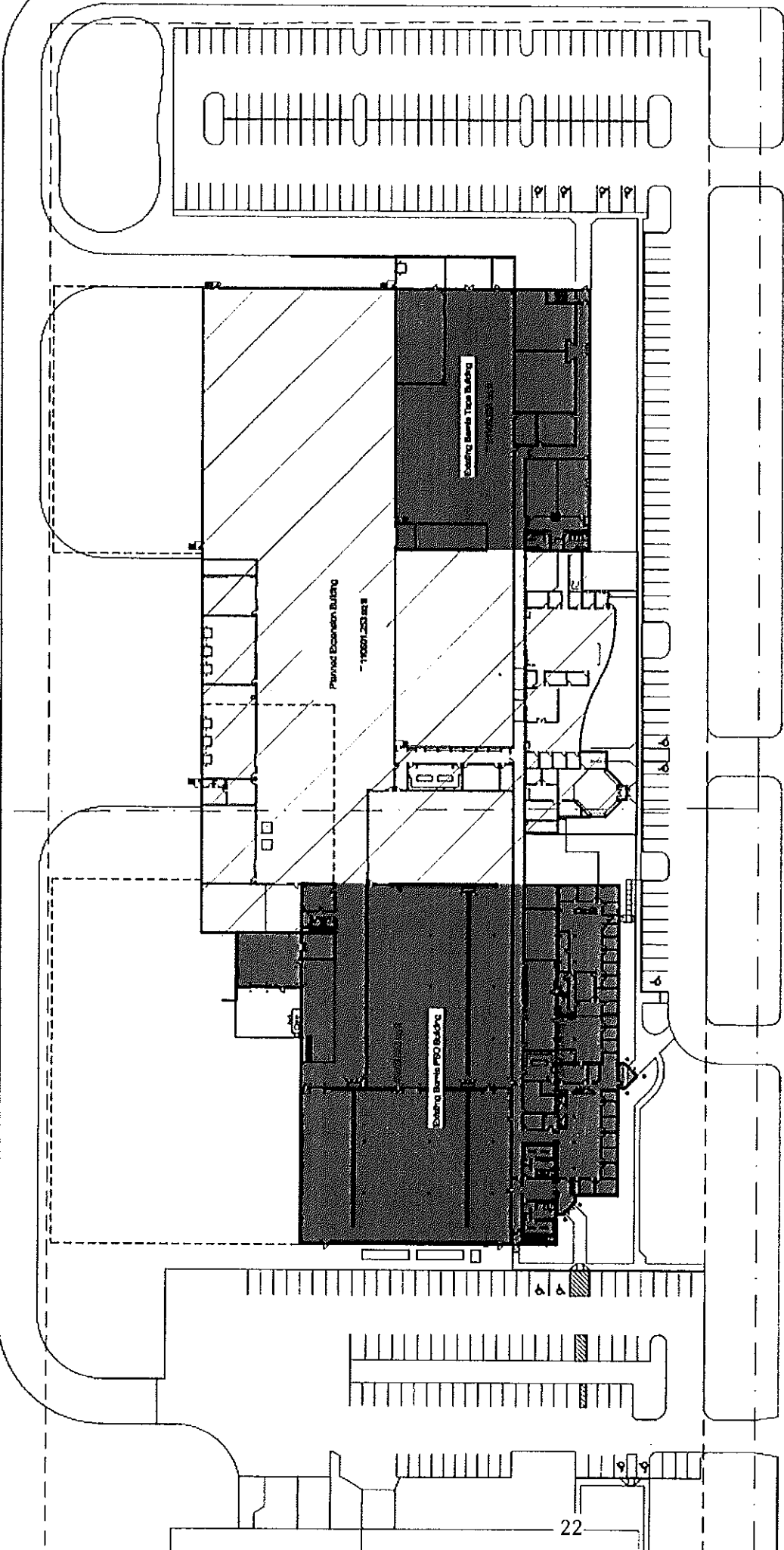
TIF - Appendix A

	Oakhosh- W/TIF	Oakhosh- WO/TIF	Monterrey, Mexico	Notes
Capital Investment:	\$ 25,000,000	\$ 25,000,000	\$ 19,500,000	Lower construction costs in Mexico
State Assistance:	1,000,000			\$1 million refundable State tax credits
City Assistance:	250,000			Stormwater & fill dirt support
Total Capital Spend:	\$ 26,250,000	\$ 25,000,000	\$ 19,500,000	
Project Project Return	6,200,000	6,200,000	7,600,000	Lower labor costs vs local production, partially offset by increased freight costs to US markets
TIF Support	300,000			Does not reduce project cost, does improve project return by reducing property taxes for a period of time.
Project Return - After TIF	6,500,000	6,200,000	7,600,000	
Project Return	27.4%	24.8%	39.0%	

TIF - Appendix B
Headcount addition information

	Existing HC	Yr 1 Additions	Yr 2 Additions	Total - Post Project	
Total Hourly HC	90	100	90	220	Hourly HC fluctuates based on hires and fires. Average around 90
Avg Hourly Wage (Excl Benefits)	\$ 17.25				Excludes Benefits
Oshkosh Plant Shared Headcount	30	25	5	60	
Average Salary Rate:	\$ 35,000.00				
Projected North America Salary/HC:	4:	10	0	41	Used same average as plant, likely average is higher

Total Hourly HC: 220
Total Hourly HC Excludes Benefits: 160
Total Hourly HC Excludes Benefits in Oshkosh: 105
Total Hourly HC Excludes Benefits in Oshkosh: 211



OVERALL SCHEMATIC FACILITY PLAN
1" = 50' - 0"

Warehouse Expansion Project

Appendix C

Project Maps

Map 1 - District Boundary

Tax Increment District #27 - North Main Street Industrial TID



Oshkosh
OH THE BEST



City of Oshkosh
Town of Oshkosh

Legend

- TID #27 Boundary
- City Limits

0 300 600
Feet

June, 2014

Map 2 - Parcel Identification (See Table)



Tax Increment District #27 - North Main Street Industrial TID

O/H/K/O/H
City of Oshkosh



City of Oshkosh
Town of Oshkosh

Legend

- TID #27 Boundary
- City Limits

0 300 600
Feet

June, 2014

Tax Increment #27 - North Main Street Industrial TID - Parcel Identification

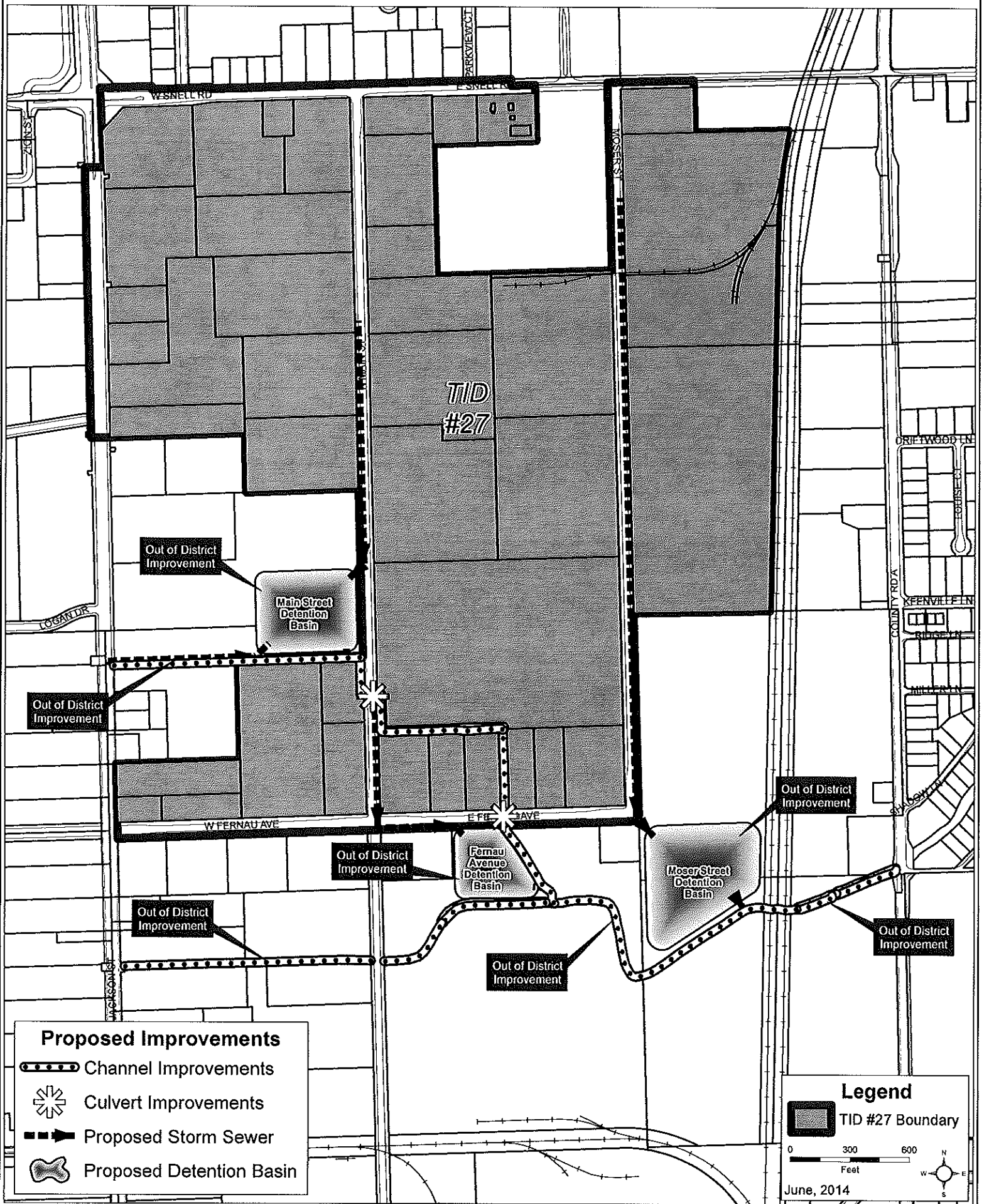
Map ID	Parcel #	Owner	Local Address	Land Value	Improvement Value	Total Value	Equalized Value	Class	Description	Dwelling Units	Census Tract	Zoning
1	15-1960-5800	BERGSTROM OLDS-CADI GMC TK-NISS INC	3660 JACKSON ST	\$394,300	\$760,200	\$1,154,500	\$1,154,400	B	BERGSTROM BUICK PONTIAC GMC	0	16	M-1
2	15-1960-5700	BUCDARMAR LLC	101 W SNELL RD	\$122,500	\$777,600	\$900,100	\$900,000	C	VISTEN INC	0	16	M-1 & M-3
3	15-1960-5600	RELOAD OF WISCONSIN LLC	45 W SNELL RD	\$61,800	\$168,500	\$230,300	\$230,300	B	GAME MANAGEMENT INC	0	16	M-3
4	15-1960-5400	TREMBLY ENTERPRISES LLC	3675 N MAIN ST	\$87,500	\$290,400	\$377,900	\$377,900	C	VACANT 02-02-12	0	16	M-3
5	15-1960-5900	BERGSTROM OLDS-CADI GMC TK-NISS INC	3650 JACKSON ST	\$441,200	\$2,241,500	\$2,682,700	\$2,682,400	B	BERGSTROM DODGE	0	16	M-1 & M-3
6	15-1960-5300	TREMBLY ENTERPRISES LLC	3575 N MAIN ST	\$140,000	\$1,945,500	\$2,085,500	\$2,085,300	C	OSHKOSH COIL SPRING	0	16	M-3
7	15-1960-4100	NORMAN C/JUDITH A KNIEF	0 JACKSON ST	\$154,700	\$67,300	\$222,000	\$222,000	B		0	16	M-3
8	15-1960-3900	SALOMON PROPERTIES LLC	3434 JACKSON ST	\$385,600	\$297,700	\$683,300	\$683,200	B	EXTREME AUTO DETAIL/MINIWAREHS	0	16	M-3
9	15-1960-5200	OSHKOSH CORP	3565 N MAIN ST	\$224,800	\$1,604,400	\$1,829,200	\$1,829,000	B	UNITED PARCEL SERVICE (UPS)	0	16	M-3
10	15-1960-4000	NORMAN C/JUDITH A KNIEF	3480 JACKSON ST	\$165,500	\$521,300	\$686,800	\$686,700	B	LINCOLN CONTRACTORS SUPPLY	0	16	M-3
11	15-1960-4900	JANESCO INC	3515 N MAIN ST	\$125,600	\$916,000	\$1,041,600	\$1,041,500	C	OSHKOSH MARINE SUPPLY	0	16	M-3
12	15-1960-3901	REILLY REAL ESTATE LLC	3420 JACKSON ST	\$208,400	\$454,200	\$662,600	\$662,500	B	TIRE EPS PLUS OTHERS	0	16	M-3
13	15-1960-4700	CROWN CORK & SEAL CO USA INC	3475 N MAIN ST	\$123,400	\$1,297,800	\$1,421,200	\$1,421,100	C	CROWN CORK AND SEAL	0	16	M-3
14	15-1960-6200	D F R ENTERPRISES LLC	3680 N MAIN ST	\$74,800	\$229,800	\$304,600	\$304,600	B	RUCINSKY'S PAINTING	0	16	M-3
15	15-1960-6710	RUSCH HOMES LLC	255 E SNELL RD	\$60,100	\$317,400	\$377,500	\$377,500	B	MINI WAREHOUSE 3 BUILDINGS	0	16	M-3
16	15-1960-6703	SNELL RD PROPERTIES LLC	355 E SNELL RD	\$30,100	\$42,900	\$73,000	\$73,000	A		1	16	M-3
17	15-1960-6700	SNELL RD PROPERTIES LLC	375 E SNELL RD	\$23,700	\$70,900	\$94,600	\$94,600	A		1	16	M-3
18	15-1960-6701	SNELL RD PROPERTIES LLC	377 E SNELL RD	\$1,600	\$5,400	\$7,000	\$7,000	A		0	16	M-3
19	15-1960-6702	SNELL RD PROPERTIES LLC	379 E SNELL RD	\$23,700	\$13,300	\$37,000	\$37,000	A		0	16	M-3
20	15-1960-6100	YOUNGWIRTH PROPERTIES LLC	3640 N MAIN ST	\$93,400	\$499,500	\$592,900	\$592,800	C	YOUNGWIRTH METAL FABRICATING	0	16	M-3
21	15-1960-6600	YOUNGWIRTH PROPERTIES LLC	3600 N MAIN ST	\$51,600	\$285,100	\$336,700	\$336,700	C	YOUNGWIRTH METAL FABRICATING	0	16	M-3
22	15-1960-3302	CURWOOD INC	3550 N MAIN ST	\$100,400	\$782,800	\$883,200	\$883,100	C	WELDON INC	0	16	M-3
23	15-1960-6500	CITY OF OSHKOSH	0 MOSER ST	\$0	\$0	\$0	\$0	4	RAILROAD TRACKS	0	16	M-3
24	15-1960-5400	RONALD H/JANE K JOHNSON LLC	3555 MOSER ST	\$256,100	\$5,031,600	\$5,287,700	\$5,287,200	C	PACUR	0	16	M-3
25	15-1960-3301	PERFECSEAL INC	3500 N MAIN ST	\$181,800	\$3,162,700	\$3,344,500	\$3,344,200	C	PERFECSEAL/WELDON INC	0	16	M-3
26	15-1960-3300	CURWOOD INC	3450 N MAIN ST	\$234,200	\$837,300	\$1,071,500	\$1,071,400	C	CURWOOD/BEMISTAPE DIVISION	0	16	M-3
27	15-1960-6300	GNC OSHKOSH LLC	3465 MOSER ST	\$248,500	\$2,462,600	\$2,711,100	\$2,710,800	C	STRATAGRAPH	0	16	M-3
28	15-1960-3000	WIS PUBLIC SERVICE CORP	3300 N MAIN ST	\$0	\$0	\$0	\$0	4	WPS CREDIT UNION	0	16	M-3
29	15-1960-1803	JOHN J GOGIAN JR REV TRUST	3132 JACKSON ST	\$81,700	\$75,100	\$156,800	\$156,800	A		1	16	M-1
30	15-1960-1801	JOHN J GOGIAN JR REV TRUST	3120 JACKSON ST	\$23,100	\$0	\$23,100	\$23,100	A		1	16	M-1
31	15-1960-1802	JOHN J GOGIAN JR REV TRUST	0 W FERNAU AVE	\$71,300	\$0	\$71,300	\$71,300	B		0	16	M-1
32	15-1960-1800	LAKESIDE PACKAGING PLUS INC	100 W FERNAU AVE	\$0	\$0	\$0	\$0	4	LAKESIDE PACKAGING	0	16	M-3
33	15-1960-2201	SERVICE LITHO-PRINT INC	0 N MAIN ST	\$47,700	\$75,000	\$122,700	\$122,700	C	SERVICE LITHO - PARTIAL BLDG	0	16	M-3
34	15-1960-1900	SERVICE LITHO-PRINT INC	50 W FERNAU AVE	\$65,800	\$841,800	\$907,600	\$907,500	C	SERVICE LITHO PRINTING	0	16	M-3
35	15-1960-2800	BLANCK ENTERPRISES LLC	3200 N MAIN ST	\$114,800	\$467,100	\$581,900	\$581,800	C	MUZZA SHEET METAL	0	16	M-3
36	15-1960-2900	OSHKOSH TENT AND AWNING CO INC	110 E FERNAU AVE	\$41,700	\$394,800	\$436,500	\$436,500	C	OSHKOSH TENT & AWNING	0	16	M-3
37	15-1960-2600	DENNIS J MILLER	220 E FERNAU AVE	\$80,300	\$246,400	\$326,700	\$326,700	B	SERVICEMASTER CLEANING SERVICE	0	16	M-3
38	15-1960-2700	DAVID/ MARY JANE CONGER LIVING TRUST	250 E FERNAU AVE	\$79,200	\$86,200	\$165,400	\$165,400	B	THE OUTLAW, INC SHOP	0	16	M-3
39	15-1960-3200	MM PROPERTIES OSHKOSH LLC	280 E FERNAU AVE	\$68,800	\$341,000	\$409,800	\$409,800	B	MOE'S MARINE	0	16	M-3
40	15-1960-3100	M BRICKHAM HOLDINGS LLC	320 E FERNAU AVE	\$71,600	\$742,700	\$814,300	\$784,200	C	BRICKHAM MACHINING CO	0	16	M-3
41	15-1960-6801	WINNEBAGO CTY EMP CREDIT UNION	567 E SNELL RD	\$93,900	\$738,000	\$831,900	\$831,800	B	WINNEBAGO CTY EMP CREDIT UNION	0	16	M-3
42	15-1960-6800	NORTHERN WISCONSIN WAREHOUSING LLC	3600 MOSER ST	\$348,300	\$2,144,600	\$2,492,900	\$2,492,700	B	WAREHOUSE	0	16	M-3
43	15-1960-6900	MILPRINT INC	3550 MOSER ST	\$182,100	\$4,971,600	\$5,153,700	\$5,153,200	C	BANNER PACKAGING	0	16	M-3
44	15-1960-7001	CHARLES/LORRAINE FERNAU FAMILY TRUST	0 MOSER ST	\$525,000	\$0	\$525,000	\$525,000	C		0	16	M-3
				TOTALS:	\$5,910,600	\$36,178,000	\$42,088,600					
							\$42,084,700					

Map 3 - Proposed Improvements, Inside & Outside District

Tax Increment District #27 - North Main Street Industrial TID



O/H/K/O/S/H
ON THE PAPER



Proposed Improvements

- Channel Improvements
- Culvert Improvements
- Proposed Storm Sewer
- Proposed Detention Basin

Legend

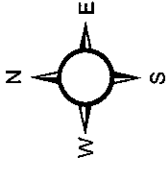
- TID #27 Boundary

0 300 600
Feet

June, 2014



Map 4 - Existing & Proposed Zoning Tax Increment District #27 - North Main Street Industrial TID



Zone Districts

- CITY OF OSHKOSH ZONING**
- A-1, Light Agricultural
 - R-1, Single-Family Residence
 - R-2, Two-Family Residence
 - R-3, Multiple Dwelling
 - R-4, Multiple Dwelling
 - R-5, Multiple Dwelling
 - C-1, Neighborhood Business
 - C-2, General Commercial
 - M-1, Light Industrial
 - M-3, General Industrial
 - PD, Planned Development Overlay

- WINNEBAGO COUNTY ZONING (WC)**
- A-2, General Agriculture
 - B-2, Community Business
 - B-3, General Business
 - I-1, Light Industrial
 - I-2, Heavy Industrial
 - M-1, Light Industrial
 - M-2, Heavy Industrial
 - R-1, Rural Residential
 - R-3, Two-Family Residential

- TOWN OF OSHKOSH ZONING (TO)**
- P-1, Institutional & Recreational Park
 - A-1, Agri-Business
 - A-2, General Agriculture
 - B-2, Community Business
 - B-3, General Business
 - M-1, Light Industrial
 - M-2, Heavy Industrial
 - R-1, Residential (Nonsubdivided)
 - R-2, Suburban Residential (Subdivided)
 - R-3, Two-Family Residential



TID #27 Boundary

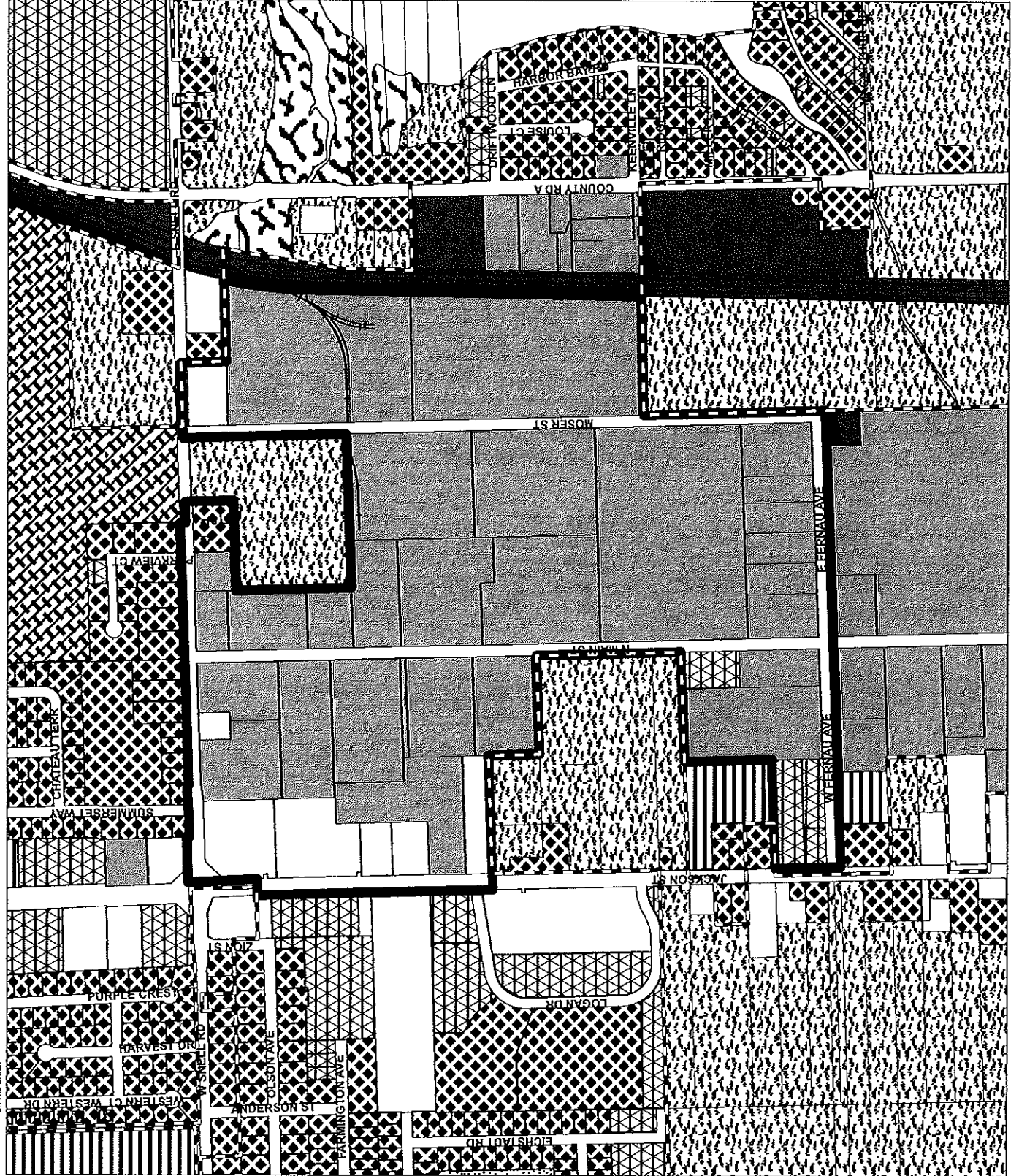




OSKOSH
ON THE WATER

Map 5 - Existing Land Use

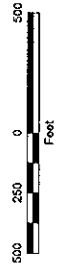
Tax Increment District #27 - North Main Street Industrial TID



Existing Land Use

- Commercial
- Industrial
- Infrastructure
- Residential
- Government
- School
- Institutional
- Public Park
- Agricultural
- Wetlands
- Vacant Land

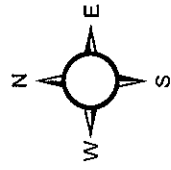
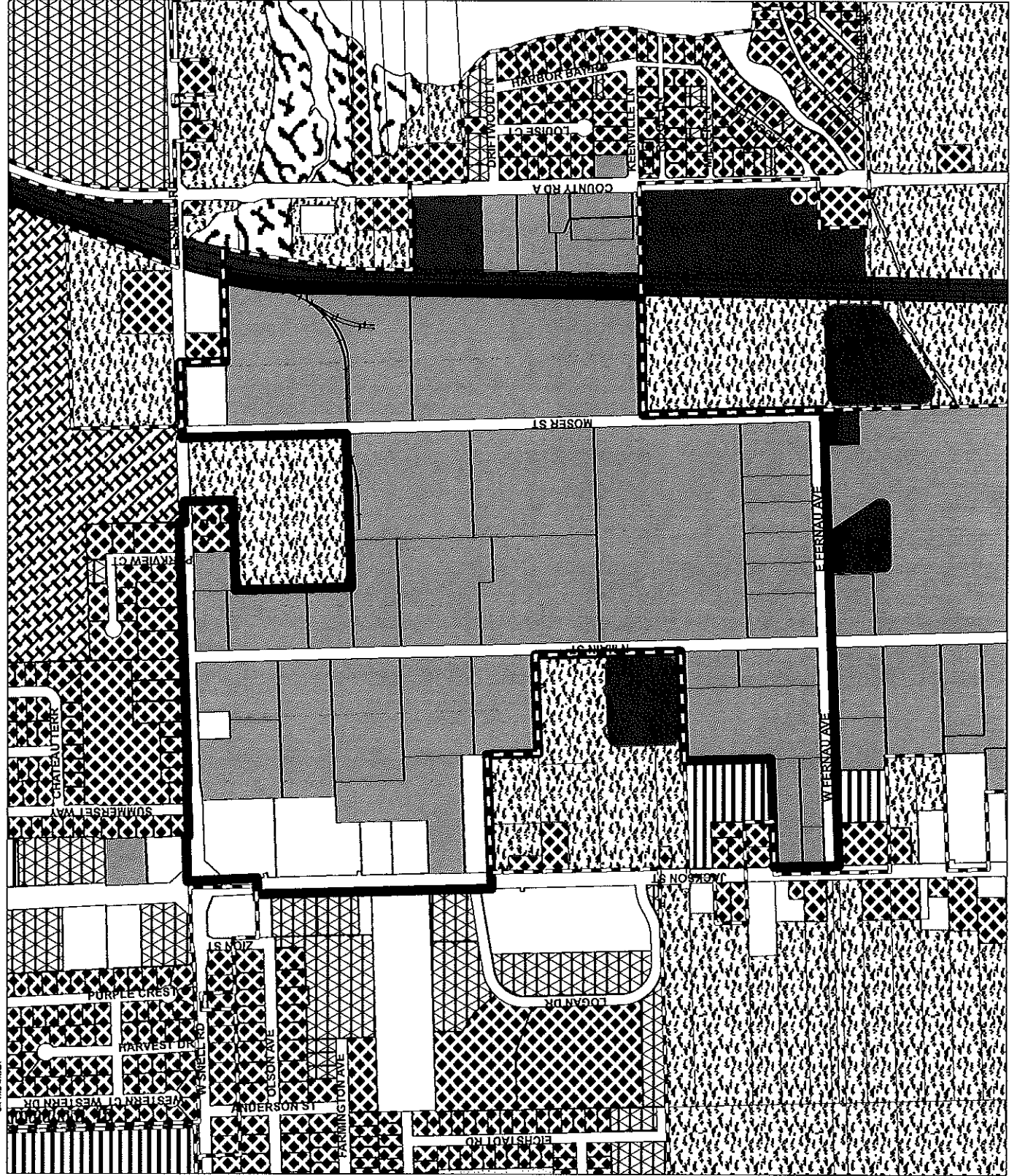
TID #27 Boundary
















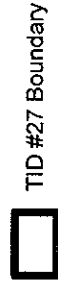
ON THE WATER

Map 6 - Proposed Land Use Tax Increment District #27 - North Main Street Industrial TID

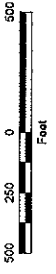


Existing Land Use

-  Commercial
-  Industrial
-  Infrastructure
-  Residential
-  Government
-  School
-  Institutional
-  Public Park
-  Agricultural
-  Wetlands
-  Vacant Land



TID #27 Boundary



Appendix D

Notice of Public Hearing

NOTICE OF PUBLIC HEARING
BEFORE THE CITY OF OSHKOSH PLAN COMMISSION

Tuesday, June 17, 2014
4:00 pm, Room 404
City Hall, Oshkosh, WI

The Plan Commission will hear public comments on the designation of boundaries and Project Plan for a proposed Tax Incremental District # 27 North Main Street Industrial TID. The primary purpose in creating the district is to promote industrial development within the district and includes anticipated cash grant(s) of up to \$2 million for development within the district.

The District is generally located on the northeast side of the City of Oshkosh; south of East Snell Road, north of West Fernau Avenue, east of State Trunk Highway 76/Jackson Street and west of the Fox River Valley Railroad. All projects benefit the district and will be occurring within the district itself or within a half mile of the district boundaries.

Copies of the draft Project Plan will be available for review on or about June 13, 2014 and are available upon request. Interested persons are encouraged to attend the public hearing. For information, please contact the City of Oshkosh Planning Services Division at 920-236-5059 between 8:00 am – 4:30 pm, Monday thru Friday.

PUBLISHED: JUNE. 3 & 10, 2014

Appendix E

Attorney's Opinion

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>

June 12, 2014

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 # 27 North Main Street Industrial TID, 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 A. Lorensen
City Attorney

LL/cm



Appendix F

Zoning Ordinance

Section 30-28 M-1 Light
Industrial District Provisions

Section 30-30 M-3 General
Industrial District Provisions

ARTICLE VII. INDUSTRIAL DISTRICTS**SECTION 30-28 M-1 LIGHT INDUSTRIAL DISTRICT****(A) Permitted Uses**

- (1) Any use permitted in the C-3 Central Commercial District except hotels, motels, dwellings and any other residential uses.
- (2) Blacksmithing and tinsmithing, machine shop
- (3) Enameling and painting
- (4) Knitting mill and the manufacture of products from finished fabric.
- (5) Laboratory-experimental or testing
- (6) Manufacture and bottling of beverages
- (7) Manufacture of articles made from previously prepared materials such as: bone, canvas, cellophane, cloth, cork, feathers, felt, fiber, fur, glass, hair, horn, leather, paper, plastics, precious or semi-precious metals or stone, shell, textiles, wax, wire, yarns and the like.
- (8) Manufacture of cigars, cigarettes and smoking tobacco
- (9) Manufacture of goods from plastic
- (10) Manufacture of musical instruments, toys, novelties, rubber or metal stamps, and other small, molded rubber products, fabrication and repair of electric or neon signs or other commercial advertising structures and light sheet metal products.
- (11) Manufacture of products from paper, but not manufacture of paper or pulp.
- (12) Manufacture of products from wood, except the manufacture of paper pulp and plastics.
- (13) Manufacture of sporting goods, home and office appliances and supplies.
- (14) Manufacture of water heating and treatment equipment.
- (15) Repair and assembly of vehicles, including the repair and storage of automotive accessories, except the wrecking of motor-propelled vehicles.
- (16) Service industry, such as a laundry, cleaning and dyeing establishment or similar use.
- (17) Contractor's yards, except the storage of wrecked and dismantled vehicles, junk, explosives, or inflammable gases or liquids in bulk quantities.
- (18) The manufacture, compounding, processing, packaging or treatment of the following goods, materials and products: bakery goods, candy, cosmetics, pharmaceuticals, toiletries and food products except the following: meat products, sauerkraut, cabbage by-products, vinegar, yeast and the rendering of fats and oils.

- (19) Truck or transfer terminal, freight house, or bus garage and repair shop.
- (20) Wholesale or distributing establishment or warehouse or wholesale market.
- (21) Other uses of a similar character to the above uses and no more objectionable by reason of the emission of odor, dust, smoke, gas, fumes, noise or vibration.
- (22) Such accessory uses and the open storage of any materials, other than those associated with auto wrecking, junk yards, and similar storage of salvage operations, as are customary in connection with the foregoing uses.
- (23) Conditional Uses
- Automobile service facility
 - Day care center
 - Extraction of sand, gravel, and other raw materials
 - Flea market
 - Hotel/motel directional signs
 - Mental or psychiatric hospital
 - Oil drilling, development, and refining operations
 - Public utility structure
 - Restaurant with drive-up or drive-thru
 - Vocational school

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

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) Principal Structures

- (a) Height: No restrictions unless required by other provisions of this Chapter.
- (b) Front Yard Setback: Twenty-five (25) feet minimum. The front yard shall be entirely devoted to landscaping, except for necessary paving of driveways and sidewalks to reach parking and loading areas inside or rear yards.
- (c) Side Yard Setback: Ten (10) feet minimum.
- (d) Rear Yard Setback: Twenty-five (25) feet minimum.

(2) Accessory Structures

- (a) Front Yard Setback: Sixty (60) feet minimum.
- (b) Accessory structures shall not be located less than ten (10) feet behind the principal structure.

- (c) Side Yard Setback: Ten (10) feet minimum.
- (d) Rear Yard Setback: Twenty-five (25) feet minimum.
- (3) Off-Street Parking: In accordance with Section 30-36 Off-Street Parking and Loading Facilities.
- (4) 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.
- (5) 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.

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

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 G

Plan Commission/Public Hearing
Minutes of June 17, 2014

APPENDIX G

EXCERPT OF PLAN COMMISSION MINUTES

June 17, 2014

MEMBERS PRESENT: David Borsuk, Ed Bowen, Jeffrey Thoms, Thomas Fojtik, John Hinz, Steve Cummings, Kathleen Propp, Donna Lohry, Robert Vajgrt, Karl Nollenberger

EXCUSED: none

STAFF: Darryn Burich, Director of Planning Services; David Buck, Principal Planner; Jeffrey Nau, Associate Planner; Elizabeth Williams, Assistant Planner; Steve Gohde, Assistant Director of Public Works; Allen Davis, Director of Community Development; Deborah Foland, Recording Secretary

Chairperson Fojtik called the meeting to order at 4:00 pm. Roll call was taken and a quorum declared present.

IV. PUBLIC HEARING ON PROPOSED CREATION OF TAX INCREMENT FINANCING DISTRICT #27 NORTH MAIN STREET INDUSTRIAL PARK; DESIGNATION OF BOUNDARIES AND APPROVAL OF PROJECT PLAN

TID #27 is being proposed to facilitate further economic development in the North Industrial Park by installing regional storm water facilities and by directly supporting a proposed manufacturing expansion within the park that will retain and create jobs in Oshkosh. The regional storm water facilities will permit existing industrial park properties that may currently be constrained by storm water requirements, the ability to expand and utilize the regional storm water facilities in favor of onsite retention, which is common in the city's newer developing industrial parks.

The TID will also directly support job retention and creation by helping to assist with a \$25 million expansion to Bemis Healthcare Packaging (Perfecseal) at 3500 N. Main Street. The financial assistance will come in the form of a \$2 million PAYGO development assistance grant that would be paid over a 10 year period based on the increased value resulting from the expansion project.

Mr. Buck stated that two tables were inadvertently omitted from the project plan and distributed copies to the Commissioners for review.

Mr. Burich presented the item and reviewed the site and surrounding area and the reasoning for the proposed TID development which would assist the city in the respect of Bemis Healthcare Packaging being able to retain the 161 jobs currently at the site and the additional 160 jobs that would be created by giving them the ability to expand their facilities. He reviewed the improvement features proposed in the TID area and explained that when these sites were developed many years ago, no detention regulations were required and these proposed improvements such as regional detention basins would provide other businesses in this area the ability to expand. Most sites do not have the required area to expand their facilities due to the current storm water requirements that would have to be created on the lots. He reviewed the land use and zoning classifications in the proposed TID area as well as the boundaries of the original TID #2 area which was part of the this same area when developed in the past. He also reviewed the estimate and timing of costs for TID #27 and commented that the tables support the fact that the project is financially feasible.

Ms. Propp commented that the detention basins appeared to be located in the southern portion of the proposed TID area and questioned if the flow would allow the water to move from the north to the south of the area.

Mr. Burich responded affirmatively and stated that additional storm sewers would be installed to direct the storm water runoff appropriately.

Ms. Propp also questioned if there was no room for a detention basin on either the Bemis property or the Pacur property.

Mr. Gohde discussed detention basin requirements on a single property compared to this proposal which would provide regional detention basins with the flow running from north to south and how this concept allows for more accumulation and flood control than individual basins on each site.

Mr. Burich added that regional storm water facilities are incorporated into new industrial parks at the time of development however when this area was developed many years ago, this practice was not in place at that time.

Mr. Bowen inquired if these regional detention basins were going to eliminate the need for detention basins to be constructed on each site within this area.

Mr. Gohde responded that it would be similar to the new industrial park facilities and elaborated on how they function and how this would allow each site within the industrial park to have up to 70% impervious surface without providing additional area for individual detention basins.

Mr. Bowen commented that is the benefit of regional detention basins.

Mr. Gohde further commented that the town parcels located in this area will not be included and those properties would still have to provide their own detention basins to address their storm water management. The city parcels within the park could expand their facilities without having to address storm water issues on their own site.

Mr. Borsuk discussed the previous developments in this industrial park.

Mr. Gohde stated that some cooperative efforts were necessary for companies to utilize ways to handle storm water runoff without requiring it all to be contained on site and further explained how these regional detention basins would be a benefit to the area in allowing businesses to expand.

Mr. Thoms questioned if the Bemis expansion of their facilities was going to be capable of paying off the proposed TID's costs.

Mr. Burich responded that the lion's share of the payback of the expense will come through the Bemis improvements and expansion.

Mr. Thoms commented that the new TID's are paid for in part by the cost of the land sales in the industrial park area however in this case, existing businesses will not be paying for this and will be receiving benefits from it. He also voiced his concerns regarding increasing debt for the city. He discussed the industrial park on the west side of the city and commented that he could see creating a TID district to assist Bemis with their expansion plans but not for the other existing businesses included in the boundary area.

Allen Davis, Director of Community Development, explained the reasons that the project includes both storm water and TID assistance as the storm water management plans include the entire water shed for this area. The TID would benefit the development and would add more value in the district because of the storm water requirements that would allow other businesses to expand as well. The industries in the north TID area cannot expand due to that fact that they cannot physically fit everything on their property because of lack of area and the city is trying to obtain the most value out of the existing site.

Mr. Thoms inquired if any other businesses in this area have expansion plans due to the creation of this TID and the regional detention basins that would be created by it.

Mr. Davis responded that the city would be giving these businesses the opportunity for expansion although there are no plans for it at this time. The City could project increasing building sizes but it would not be prudent as there are no concrete plans for other business expansions at this time.

Mr. Thoms stated that other businesses in the city have the same issues and questioned if we are going to do this for other businesses in the community as they are paying for storm water management in their utility bills and further discussed if this is fair to other entities that are paying for their own storm water issues.

Mr. Davis replied that other businesses will still be paying the same rates for their utilities and storm water management regardless if this TID project plan is approved.

Ms. Lohry asked for clarification of the area where Bemis is planning to expand.

Mr. Burich indicated that Appendix B of the project plan depicts where the expansion would be located which is off of Main Street and would connect the new and existing facilities together.

Mr. Borsuk commented that the Southwest Industrial Park was different as it was raw land at the time of development where this area was developed from farmland and installing the new storm water facilities was a necessary improvement.

Mr. Nollenberger inquired if this TID project was not done, would these proposed development expansions discussed still take place.

Mr. Davis responded that Bemis would move their facilities out of the area without the approval of the proposed TID district resulting in the loss of the current jobs and the loss of the jobs for the expansion of the facility.

Mr. Thoms suggested that the storm water detention portion of the TID could not be done and just add a TID district for the PAYGO assistance for the Bemis facility.

Mr. Davis replied that Bemis needs both portions of the TID project plan to be approved to complete their expansion as they would lose part of their buildings and parking areas to accommodate the storm water detention area. The expense and fitting the expansion onto the site plan would be an issue without the proposed regional detention basins so the storm water installation plans should be part of the package to allow the expansion.

Mr. Nollenberger commented that he felt the city cannot afford to lose this development.

Mr. Thoms discussed the expense related to the creation of this new TID district and stated that he does not see if one storm water detention basin could correct the issue of the business's ability to expand, the need to spend all this money on a new TID with multiple detention basins and storm water improvements that would benefit other businesses in the boundary area as well. He stated he would not support this request.

Mr. Borsuk stated that the proposed TID is consistent with the Comprehensive Plan and increases the tax base and creates jobs which all wraps together and in the long term benefit goes to all companies.

Mr. Cummings commented that economic development helps the city grow.

Mr. Davis stated that other businesses in that industrial park will experience the same issues in the future and in the long run large regional detention basins are more efficient than multiple individual ones. This proposed TID with the storm water management features will be both economically and environmentally effective and will open opportunities for the expansion of business sites in the industrial park that otherwise would not be possible.

The public hearing was opened for comment at 5:00 pm.

Doug Kleinschmidt, 886 Old Knapp Road, displayed on the map where open drainage used to exist in the area and the huge ditches are now draining into small sewer drains that cannot handle the flowage. He further stated that Moser Street floods on a consistent basis and he does not know how the detention basins are going to work with this expansion. He further discussed the location of one of the proposed basins as it is located on land owned by his parents and they are not interested in selling it at this time.

Kevin Lindsey, manager of Crown Cork & Seal, stated that the new storm sewer improvements are going past their current business and they have concerns with issues with access to their facilities as they run three full-time shifts.

Mr. Gohde indicated that construction in existing areas is more difficult but although it adds costs to the project, it is staged to make things work for all involved.

Mr. Borsuk stated that the city and contractors work well together to make access possible in these situations.

The public hearing was closed at 5:15 pm.

Mr. Bowen commented that the Main Street detention basin is theoretical at most and questioned if there was a backup plan in place.

Mr. Gohde responded that the City has hired a consultant for a Fernau Avenue water shed study to be completed for this area to ensure that the location of the detention basins and elevations are correct. The process of eminent domain may come into play as far as the acquisition of property but it is too early at this point to predict.

Mr. Bowen commented that the location of the proposed storm water improvements is not as concrete as they should be.

Motion by Bowen to approve the creation of Tax Increment Financing District #27 North Main Industrial Park; designation of boundaries and approval of project plan.

Seconded by Borsuk.

Mr. Thoms commented that he had no issues with providing Bemis with a PAYGO development assistance grant but this TID project plan was making a lot of economic assumptions and we need a reasonable idea if businesses were going to expand in this area. He felt some may but some never will and they will be reaping benefits from the storm water improvements included in this TID. He felt there were still outstanding questions on this issue and we need to think things through more carefully before making any decisions.

Ms. Propp felt there may be some uncertainties but overall she felt it was a good plan even if there may be issues with some aspects of it. She felt it should move forward to the Common Council as the next step as some of the concerns and details being discussed are more for the prevue of the Council to decide.

Motion carried 8-1. (Ayes-Borsuk/Bowen/Fojtik/Hinz/Cummings/Propp/Vajgrt/Nollenberger. Nays-Thoms.)

Appendix H

Common Council Creation Resolution

(CARRIED 6-0 LOST _____ LAID OVER _____ WITHDRAWN _____)

AS AMENDED: Amend the boundaries of TID #27 to remove the recently annexed Pacur property at the southwest corner of Moser Street & Snell Road

PURPOSE: APPROVE TAX INCREMENT DISTRICT NO. 27 PROJECT PLAN; DESIGNATE TAX INCREMENT DISTRICT NO. 27 BOUNDARIES; CREATE TAX INCREMENT DISTRICT NO. 27 NORTH MAIN STREET INDUSTRIAL PARK

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. 27 North Main Street Industrial TID; and

WHEREAS, the City of Oshkosh Plan Commission has prepared and adopted a project plan for Tax Increment District No. 27 North Main Street Industrial TID, 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. 27 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. 27 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 No. 27 Project Plan:

- 1) The district is an industrial TID.
- 2) The improvements contemplated in TID #27 North Main Street Industrial TID are likely to significantly enhance the value of substantially all real property in TID #27.
- 3) Not less than 50% of the real property within TID #27 is suitable for industrial development and zoned for industrial uses.
- 4) Implementation of this Project Plan is consistent with the City's 2005 Comprehensive Plan and its associated amendments and additions.
- 5) Project costs associated with implementing this project plan are consistent with the purpose for which the District was created.
- 6) The equalized value of taxable property of the district plus all existing districts does not exceed 12% of the total equalized value of taxable property within the city.
- 7) The project plan is feasible and in conformity with the City's Comprehensive Plan

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Oshkosh hereby designates the boundaries of TID No. 27 as described in the attached "Exhibit A".

BE IT FURTHER RESOLVED that the Common Council of the City of Oshkosh approves said Project Plan for Tax Incremental District No. 27 North Main Street Industrial TID, pursuant to the provisions of Section 66.1105, Wis. Stats.

BE IT FURTHER RESOLVED that the Common Council of the City of Oshkosh hereby approves creation of Tax Incremental Financing District No. 27 North Main Street Industrial TID.

BE IT FURTHER RESOLVED that the date of creation for the capture of all new taxable value created within TID #27 shall be January 1, 2014.

BE IT FURTHER RESOLVED that TID No. 27 is an industrial district.

BE IT FURTHER RESOLVED that the improvements contemplated in TID No. 27 North Main Street Industrial TID, are likely to significantly enhance the value of all real property in TID No. 27.

BE IT FURTHER RESOLVED that the value of equalized, taxable property in TID No. 27, together with all other established Tax Incremental Districts, does not exceed 12% 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 #27 is suitable for industrial uses within the meaning of 66.1101, Wis. Stats., and has been zoned for industrial uses.

BE IT FURTHER RESOLVED that all property within TID #27 is zoned for industrial use and will remain zoned for industrial uses for the life of TID #27.

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 promote industrial development by providing infrastructure and improvements necessary to encourage and promote development within the existing North Industrial Park, and within TID #27.


BE IT FURTHER RESOLVED that all property within TID #27 was not within the City boundaries on January 1, 2004, but at least 3 years have elapsed since the territory was annexed.

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

I, PAMELA R. UBRIG, 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 8, 2014.

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

DATED: July 10, 2014



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

"EXHIBIT A"
TIF 27 NORTH MAIN STREET INDUSTRIAL PARK
LEGAL DESCRIPTION

ALL OF CERTIFIED SURVEY MAP (CSM) NO. 1578 OF WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 1720 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 1721 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 1728 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 2008 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 2154 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 2199 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 2221 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 3585 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 3586 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 4108 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 4675 WINNEBAGO COUNTY RECORDS; LOT 2 OF CSM NO. 5456 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 5512 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 6255 WINNEBAGO COUNTY RECORDS; ALL OF LOTHE ACRES PLAT AND ASSOCIATED VACATED RIGHTS-OF-WAY; PART OF LOT 4 OF WINDSOR GREEN SUBDIVISION; PART OF LOT 1 OF THE FIRST ADDITION TO WINDSOR GREEN SUBDIVISION; PART OF W. FERNAU AVENUE; ALL OF E. FERNAU AVENUE; PART OF N. MAIN STREET; ALL OF MOSER STREET; PART OF JACKSON STREET (STATE HIGHWAY 76); PART OF W. SNELL ROAD; PART OF E. SNELL ROAD; ALSO PART OF THE NORTHWEST $\frac{1}{4}$, PART OF THE WEST $\frac{1}{2}$ OF THE NORTHEAST $\frac{1}{4}$ AND PART OF THE NORTH $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$ ALL IN SECTION 1, TOWNSHIP 18 NORTH, RANGE 16 EAST; ALSO PART OF EAST $\frac{1}{2}$ OF THE NORTHEAST $\frac{1}{4}$ OF SECTION 2, TOWNSHIP 18 NORTH, RANGE 16 EAST; ALSO PART OF THE SOUTH $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SECTION 36, TOWNSHIP 19 NORTH, RANGE 16 EAST, LOCATED IN THE TWELFTH AND FIFTEENTH WARDS, CITY OF OSHKOSH, WINNEBAGO COUNTY, WISCONSIN BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTH QUARTER CORNER OF SECTION 1, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE NORTH $89^{\circ}28'01''$ EAST, 363.38 FEET, ALONG THE NORTH LINE OF SAID SECTION 1, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE SOUTH $00^{\circ}34'21''$ EAST, 258.00 FEET; THENCE NORTH $89^{\circ}28'01''$ EAST, 465.42 FEET, TO A POINT OF A CURVE, ALSO BEING THE WESTERLY RAILROAD RIGHT-OF-WAY LINE OF WISCONSIN CENTRAL RAILROAD; THENCE 475.26 FEET ALONG A CURVE ALSO BEING SAID WESTERLY RAILROAD RIGHT-OF-WAY, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 2,697.12, WHOSE CHORD BEARS $07^{\circ}37'22''$ WEST, 474.65 FEET; THENCE SOUTH $01^{\circ}58'41''$ WEST, 1,915.24 FEET ALONG SAID WESTERLY RAILROAD RIGHT-OF-WAY TO A POINT ON THE SOUTH LINE OF THE NORTH $\frac{1}{2}$ OF SAID SECTION 1; THENCE SOUTH $89^{\circ}52'37''$ WEST, 676.16 FEET ALONG SAID SOUTH LINE TO THE CENTER OF SAID SECTION 1; THENCE SOUTH $00^{\circ}38'16''$ EAST, 1,031.81 FEET ALONG THE EAST LINE OF THE WEST $\frac{1}{2}$ OF SAID SECTION 1 TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF E. FERNAU AVENUE; THENCE SOUTH $88^{\circ}55'01''$ WEST, 2,599.30 FEET ALONG THE SOUTH RIGHTS-OF-WAY LINES OF E. AND W. FERNAU AVENUES TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 76); THENCE NORTH $00^{\circ}28'13''$ WEST, 370.82 FEET ALONG SAID EAST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 76); THENCE NORTH $88^{\circ}57'05''$ EAST, 619.39 FEET TO A POINT ON THE WEST LINE OF LOT 2 OF CSM NO. 5456; THENCE NORTH $00^{\circ}33'21''$ WEST, 496.11 FEET ALONG SAID WEST LINE OF LOT 2 OF CSM NO. 5456 TO THE NORTHWEST CORNER OF SAID LOT 2; THENCE NORTH $88^{\circ}55'40''$ EAST, 624.32 FEET ALONG THE NORTH LINE AND EXTENDED NORTH LINE OF SAID LOT 2 TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF N. MAIN STREET; THENCE NORTH $00^{\circ}37'04''$ WEST, 165.45 FEET ALONG SAID WEST LINE OF N. MAIN STREET TO A POINT ON THE SOUTH LINE OF THE NORTH $\frac{1}{2}$ OF SAID SECTION 1; THENCE NORTH $00^{\circ}31'40''$ WEST, 665.16 FEET ALONG SAID WEST LINE OF N. MAIN STREET; THENCE

LEGAL DESCRIPTION CONT'D

SOUTH 88°55'40" WEST, 561.43 FEET; THENCE NORTH 00°30'55" WEST, 293.48 FEET TO THE SOUTHEAST CORNER OF LOT 2 OF CSM NO. 2199; THENCE SOUTH 88°58'15" WEST, 764.31 FEET ALONG THE SOUTH AND EXTENDED SOUTH LINE OF SAID LOT 2 OF CSM NO. 2199 TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 71); THENCE NORTH 00°26'03" WEST, 359.70 FEET ALONG SAID WEST LINE OF JACKSON STREET (STATE HIGHWAY 76) TO A POINT ON THE SOUTH LINE OF THE NORTHEAST ¼ OF THE NORTHEAST ¼ OF SECTION 2, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE NORTH 00°29'22" WEST, 980.93 FEET ALONG SAID WEST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 76); THENCE NORTH 89°32'57" EAST, 91.69 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 76 AND WEST LINE OF LOT 1 OF CSM NO. 6255); THENCE NORTH 01°44'49" WEST, 394.89 FEET ALONG SAID WEST AND EXTENDED WEST LINE OF CSM NO. 6255; THENCE NORTH 89°10'56" EAST, 258.02 FEET ALONG THE NORTH RIGHT-OF-WAY LINE AND EXTENDED NORTH RIGHT-OF-WAY LINE OF W. SNELL ROAD TO A POINT ON THE WEST LINE OF LOT 1 OF THE FIRST ADDITION TO WINDSOR GREEN SUBDIVISION; THENCE SOUTH 01°27'09" EAST, 14.59 FEET ALONG SAID WEST LINE OF LOT 1 OF THE FIRST ADDITION TO WINDSOR GREEN SUBDIVISION TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF W. SNELL ROAD; THENCE NORTH 89°07'55" EAST, 103.12 FEET ALONG THE NORTH LINE OF SAID NORTH RIGHT-OF-WAY LINE OF W. SNELL ROAD TO A POINT ON THE EAST LINE OF LOT 1 OF THE FIRST ADDITION TO WINDSOR GREEN SUBDIVISION; THENCE NORTH 87°29'18" EAST, 97.05 FEET TO A POINT ON THE WEST LINE OF LOT 4 OF WINDSOR GREEN SUBDIVISION; THENCE NORTH 89°07'54" EAST, 93.80 FEET ALONG SAID NORTH RIGHT-OF-WAY LINE OF W. SNELL ROAD; THENCE SOUTH 00°52'04" EAST, 7.00 FEET ALONG THE EAST RIGHT-OF-WAY LINE OF W. SNELL ROAD TO A POINT ON THE SOUTH LINE OF SAID LOT 4 OF WINDSOR GREEN SUBDIVISION, SAID POINT ALSO BEING A POINT ON THE NORTH RIGHT-OF-WAY OF W. SNELL ROAD; THENCE NORTH 89°07'56" EAST, 716.73 FEET ALONG THE NORTH LINE OF W. SNELL ROAD TO A POINT ON THE EAST LINE OF THE SOUTHWEST ¼ OF THE SOUTHWEST ¼ OF SECTION 36, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE NORTH 88°57'17" EAST, 1,324.18 FEET ALONG THE NORTH LINE OF E. SNELL ROAD TO A POINT ON THE EAST LINE OF THE WEST ½ OF SAID SECTION 36; THENCE SOUTH 00°21'10" EAST, 32.92 FEET ALONG SAID EAST LINE OF THE WEST ½ OF SECTION 36 TO THE POINT OF BEGINNING.

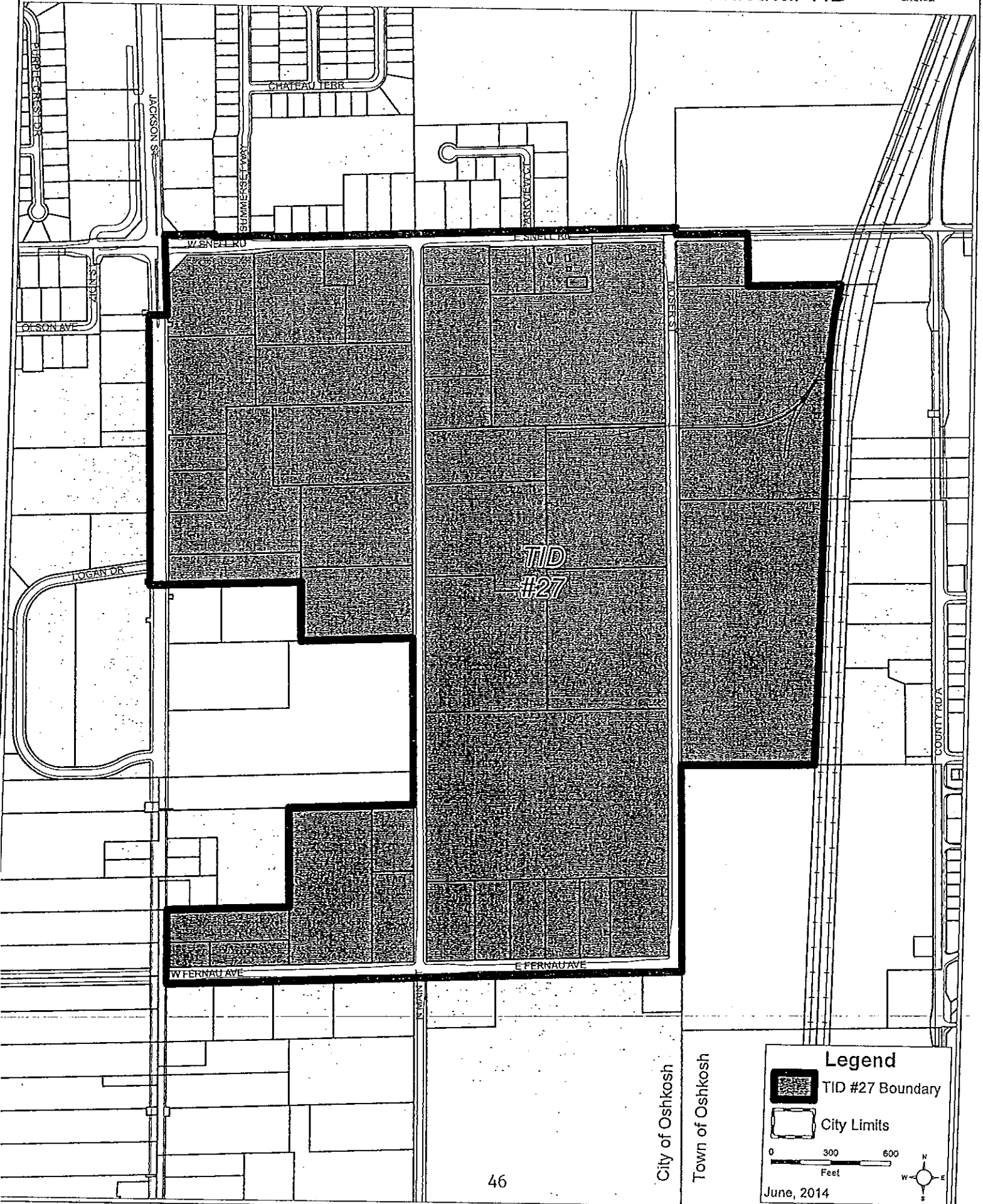
SAID AREA CONTAINS APPROXIMATELY 10,027,733 SQUARE FEET OR 230.205 ACRES MORE OR LESS.

Map 1 - District Boundary

Tax Increment District #27 - North Main Street Industrial TID



Oshkosh
WISCONSIN





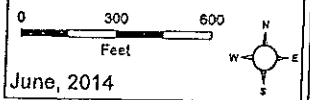
TID
#27

City of Oshkosh

Town of Oshkosh

Legend

-  TID #27 Boundary
-  City Limits



June, 2014

LEGAL DESCRIPTION
TID #27 NORTH MAIN STREET INDUSTRIAL TID
(revised 7/2/2014)

ALL OF CERTIFIED SURVEY MAP (CSM) NO. 1578 OF WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 1720 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 1721 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 1728 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 2008 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 2154 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 2199 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 2221 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 3585 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 3586 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 4108 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 4675 WINNEBAGO COUNTY RECORDS; LOT 2 OF CSM NO. 5456 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 5512 WINNEBAGO COUNTY RECORDS; ALL OF CSM NO. 6255 WINNEBAGO COUNTY RECORDS; ALL OF LOTHE ACRES PLAT AND ASSOCIATED VACATED RIGHTS-OF-WAY; PART OF LOT 4 OF WINDSOR GREEN SUBDIVISION; PART OF LOT 1 OF THE FIRST ADDITION TO WINDSOR GREEN SUBDIVISION; PART OF W. FERNAU AVENUE; ALL OF E. FERNAU AVENUE; PART OF N. MAIN STREET; ALL OF MOSER STREET; PART OF JACKSON STREET (STATE HIGHWAY 76); PART OF W. SNELL ROAD; PART OF E. SNELL ROAD; ALSO PART OF THE NORTHWEST ¼, PART OF THE WEST ½ OF THE NORTHEAST ¼ AND PART OF THE NORTH ½ OF THE SOUTHWEST ¼ ALL IN SECTION 1, TOWNSHIP 18 NORTH, RANGE 16 EAST; ALSO PART OF EAST ½ OF THE NORTHEAST ¼ OF SECTION 2, TOWNSHIP 18 NORTH, RANGE 16 EAST; ALSO PART OF THE SOUTH ½ OF THE SOUTHWEST ¼ OF SECTION 36, TOWNSHIP 19 NORTH, RANGE 16 EAST, LOCATED IN THE TWELFTH AND FIFTEENTH WARDS, CITY OF OSHKOSH, WINNEBAGO COUNTY, WISCONSIN BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTH QUARTER CORNER OF SECTION 1, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE NORTH 89°28'01" EAST, 363.38 FEET, ALONG THE NORTH LINE OF SAID SECTION 1, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE SOUTH 00°34'21" EAST, 258.00 FEET; THENCE NORTH 89°28'01" EAST, 465.42 FEET, TO A POINT OF A CURVE, ALSO BEING THE WESTERLY RAILROAD RIGHT-OF-WAY LINE OF WISCONSIN CENTRAL RAILROAD; THENCE 475.26 FEET ALONG A CURVE ALSO BEING SAID WESTERLY RAILROAD RIGHT-OF-WAY, CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 2,697.12, WHOSE CHORD BEARS 07°37'22" WEST, 474.65 FEET; THENCE SOUTH 01°58'41" WEST, 1,915.24 FEET ALONG SAID WESTERLY RAILROAD RIGHT-OF-WAY TO A POINT ON THE SOUTH LINE OF THE NORTH ½ OF SAID SECTION 1; THENCE SOUTH 89°52'37" WEST, 676.16 FEET ALONG SAID SOUTH LINE TO THE CENTER OF SAID SECTION 1; THENCE SOUTH 00°38'16" EAST, 1,031.81 FEET ALONG THE EAST LINE OF THE WEST ½ OF SAID SECTION 1 TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF E. FERNAU AVENUE; THENCE SOUTH 88°55'01" WEST, 2,599.30 FEET ALONG THE SOUTH RIGHTS-OF-WAY LINES OF E. AND W. FERNAU AVENUES TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 76); THENCE NORTH 00°28'13" WEST, 370.82 FEET ALONG SAID EAST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 76); THENCE NORTH 88°57'05" EAST, 619.39 FEET TO A POINT ON THE WEST LINE OF LOT 2 OF CSM NO. 5456; THENCE NORTH 00°33'21" WEST, 496.11 FEET ALONG SAID WEST LINE OF LOT 2 OF CSM NO. 5456 TO THE NORTHWEST CORNER OF SAID LOT 2; THENCE NORTH 88°55'40" EAST, 624.32 FEET ALONG THE NORTH LINE AND EXTENDED NORTH LINE OF SAID LOT 2 TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF N. MAIN STREET; THENCE NORTH 00°37'04" WEST, 165.45 FEET ALONG SAID WEST LINE OF N. MAIN STREET TO A POINT ON THE SOUTH

LINE OF THE NORTH ½ OF SAID SECTION 1; THENCE NORTH 00°31'40" WEST, 665.16 FEET ALONG SAID WEST LINE OF N. MAIN STREET; THENCE SOUTH 88°55'40" WEST, 561.43 FEET; THENCE NORTH 00°30'55" WEST, 293.48 FEET TO THE SOUTHEAST CORNER OF LOT 2 OF CSM NO. 2199; THENCE SOUTH 88°58'15" WEST, 764.31 FEET ALONG THE SOUTH AND EXTENDED SOUTH LINE OF SAID LOT 2 OF CSM NO. 2199 TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 76); THENCE NORTH 00°26'03" WEST, 359.70 FEET ALONG SAID WEST LINE OF JACKSON STREET (STATE HIGHWAY 76) TO A POINT ON THE SOUTH LINE OF THE NORTHEAST ¼ OF THE NORTHEAST ¼ OF SECTION 2, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE NORTH 00°29'22" WEST, 980.93 FEET ALONG SAID WEST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 76); THENCE NORTH 89°32'57" EAST, 91.69 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF JACKSON STREET (STATE HIGHWAY 76) AND WEST LINE OF LOT 1 OF CSM NO. 6255; THENCE NORTH 01°44'49" WEST, 394.89 FEET ALONG SAID WEST AND EXTENDED WEST LINE OF CSM NO. 6255; THENCE NORTH 89°10'56" EAST, 258.02 FEET ALONG THE NORTH RIGHT-OF-WAY LINE AND EXTENDED NORTH RIGHT-OF-WAY LINE OF W. SNELL ROAD TO A POINT ON THE WEST LINE OF LOT 1 OF THE FIRST ADDITION TO WINDSOR GREEN SUBDIVISION; THENCE SOUTH 01°27'09" EAST, 14.59 FEET ALONG SAID WEST LINE OF LOT 1 OF THE FIRST ADDITION TO WINDSOR GREEN SUBDIVISION TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF W. SNELL ROAD; THENCE NORTH 89°07'55" EAST, 103.12 FEET ALONG THE NORTH LINE OF SAID NORTH RIGHT-OF-WAY LINE OF W. SNELL ROAD TO A POINT ON THE EAST LINE OF LOT 1 OF THE FIRST ADDITION TO WINDSOR GREEN SUBDIVISION; THENCE NORTH 87°29'18" EAST, 97.05 FEET TO A POINT ON THE WEST LINE OF LOT 4 OF WINDSOR GREEN SUBDIVISION; THENCE NORTH 89°07'54" EAST, 93.80 FEET ALONG SAID NORTH RIGHT-OF-WAY LINE OF W. SNELL ROAD; THENCE SOUTH 00°52'04" EAST, 7.00 FEET ALONG THE EAST RIGHT-OF-WAY LINE OF W. SNELL ROAD TO A POINT ON THE SOUTH LINE OF SAID LOT 4 OF WINDSOR GREEN SUBDIVISION, SAID POINT ALSO BEING A POINT ON THE NORTH RIGHT-OF-WAY OF W. SNELL ROAD; THENCE NORTH 89°07'56" EAST, 716.73 FEET ALONG THE NORTH LINE OF W. SNELL ROAD TO A POINT ON THE EAST LINE OF THE SOUTHWEST ¼ OF THE SOUTHWEST ¼ OF SECTION 36, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE NORTH 88°57'17" EAST, 777.18 FEET ALONG THE NORTH LINE OF E. SNELL ROAD; THENCE SOUTH 00°32'41" EAST, 33.00 FEET TO A POINT ON THE NORTH LINE OF SAID SECTION 1, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE NORTH 88°57'17" EAST, 118.50 FEET ALONG THE NORTH LINE OF SAID SECTION 1 TO THE EXTENDED EAST LINE OF CSM NO. 5512; THENCE SOUTH 00°32'41" EAST, 276.44 FEET ALONG THE EXTENDED EAST AND EAST LINE OF SAID CSM NO. 5512 TO THE SOUTHEAST CORNER OF SAID CSM NO. 5512; THENCE SOUTH 88°56'55" WEST, 511.96 FEET ALONG THE SOUTH LINE OF SAID CSM NO. 5512 TO A POINT ON THE EAST LINE OF CSM NO. 2008; THENCE SOUTH 00°33'16" WEST, 655.75 FEET ALONG THE EAST AND EXTENDED EAST LINE OF SAID CSM NO. 2008 TO A POINT ON THE NORTH LINE OF CSM NO. 3585; THENCE NORTH 88°57'18" EAST, 874.22 FEET ALONG THE NORTH AND EXTENDED NORTH LINE OF SAID CSM NO. 3585 TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF MOSER STREET; THENCE NORTH 00°32'14" WEST, 932.25 FEET ALONG THE WEST RIGHT-OF-WAY LINE OF MOSER STREET TO A POINT ON THE NORTH LINE OF SECTION 1, TOWNSHIP 18 NORTH, RANGE 16 EAST; THENCE NORTH 88°57'17" EAST, 66.00 FEET ALONG THE NORTH LINE OF SAID SECTION 1 TO THE POINT OF BEGINNING.

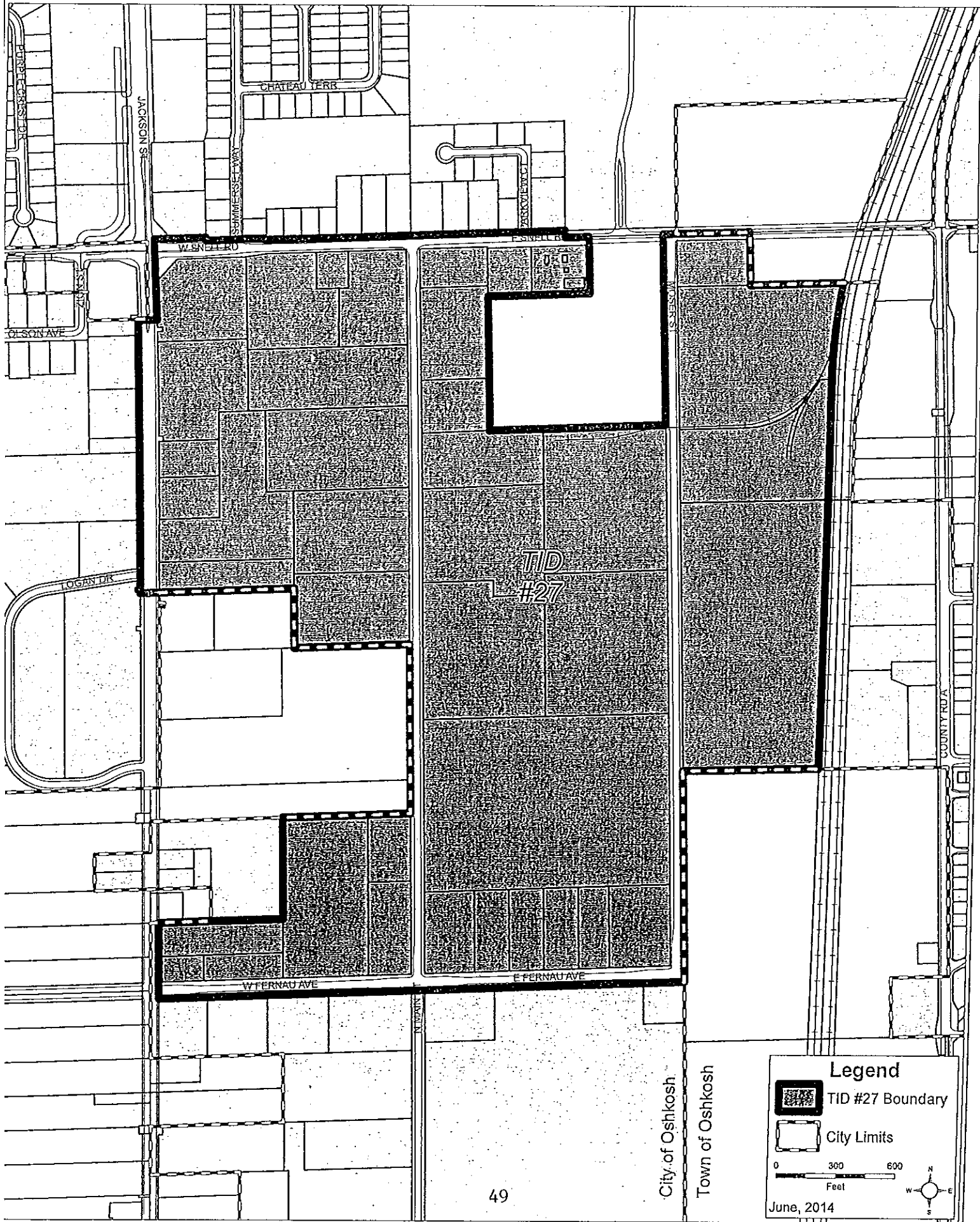
SAID AREA CONTAINS APPROXIMATELY 9,334,236 SQUARE FEET OR 214.284 ACRES MORE OR LESS.

Map 1 - District Boundary

Tax Increment District #27 - North Main Street Industrial TID



OSHKOSH
WISCONSIN



City of Oshkosh
Town of Oshkosh

Legend

- TID #27 Boundary
- City Limits

0 300 600
Feet

June, 2014