

# BEAVER DAM 151 BUSINESS PARK

## COMMUNITY OVERVIEW

Beaver Dam is a thriving city of more than 16,000 residents, situated on the southeast shore of Beaver Dam Lake. The urban setting of the city blends into the suburban neighborhoods in adjacent townships and seamlessly transitions to century-old farms in outlying Dodge County. The city is a wonderful place to live, work, and raise a family. The community is nestled among three nearby major metropolitan areas.

With a 6,000-acre lake, beautiful parks, and a progressive school system, Beaver Dam is a wonderful place to call home. Quality employers, a workforce that's second to none, and a robust and growing retail marketplace all combine to make it an excellent place for business.

Beaver Dam's 151 Business Park is a brand-new, 200-plus-acre corporate park development on the city's far north side, with Highway 151 for its eastern border. The park will provide large-scale facilities with the property they need for new, immediate development and land for the future.

- ✓ General surroundings fit for industrial activity
- ✓ Roadway access
- ✗ Rail access (n/a)
- ✓ Commercial airport access
- ✓ Freight airport access
- ✓ 171 contiguous developable acres
- ✓ American Land Trust Association (ALTA) survey site not located on or adjacent to flood plain
- ✓ Flight path certifications not proximate of any airport
- ✓ Single owner with documented willingness to sell
- ✓ No significant topography issues
- ✓ No utility easements that would prevent development
- ✓ 171 contiguous acres not affected by wetlands
- ✓ No known environmental impediments to immediate industrial development
- ✓ No known archeological/historical impediments to immediate industrial development
- ✓ No known impediments to immediate development related to endangered species
- ✓ Fire insurance classification rating 4
- ✓ Industrial zoning

This site has been designated as "suitable for development"\* by Deloitte Consulting and the Wisconsin Economic Development Corporation (WEDC). The site meets pre-defined criteria for site size, availability of utility and transportation infrastructure, physical and technical condition, environmental assessments, support by local communities, and other factors.

For more information about this Wisconsin Certified Site, please visit [LocateInWisconsin.com](http://LocateInWisconsin.com) or contact Trent Campbell from Beaver Dam Area Development Corporation at 920.887.4661.

\*Site designation is based on information that has been submitted to Deloitte and WEDC, and that Deloitte and WEDC believe to be true. Deloitte and WEDC have no liability or responsibility for existing or future conditions of the sites

# COMMUNITY INTRODUCTION

REQUIREMENT	COMMENTS
<p><b>Community overview</b></p> <ul style="list-style-type: none"> <li>General community fit for industrial activity</li> </ul>	<ul style="list-style-type: none"> <li>Population 16,250, but ~30 minute drive to I-39 and Madison on 4-lane highway – larger labor draw. 7.7% unemployment</li> <li>Have had success in recent years filling up established industrial parks, landing Wal- Mart DC (750 employees)</li> <li>Kraft Foods, Richelieu Foods, JB Kenehan Printing, John Deere (garden tractors in nearby Horicon), Apache Stainless; Mayville Engineering Co. (advanced paint) employs ~300 people in two plants in the community</li> </ul>
<p><b>Site environment overview</b></p> <ul style="list-style-type: none"> <li>General surroundings fit for industrial activity</li> </ul>	<ul style="list-style-type: none"> <li>190 acres fronting Hwy 151 between County Hwy A and County Hwy B</li> <li>High visibility of entire site from Hwy151</li> <li>Trailer park, ATV/dirt bike sales company, and auto dealer to the south. Farms to the west and north (mostly hobby), industrial parks across 151 to north and south</li> <li>Slightly rolling, very flexible configurations, one power line easement</li> <li>Not difficult to expand to west, and possibly north as well</li> <li>TIF financed – can be free to good company</li> </ul>
<p><b>Roadway access</b></p> <ul style="list-style-type: none"> <li>Proximity to interstate and other highways providing convenient access for labor and logistics</li> <li>Access roads in place to site, or plans in place to extend access road(s) to site</li> </ul>	<ul style="list-style-type: none"> <li>Site adjacent to Highway 151 between two full-diamond interchanges</li> <li>Hwy 151 is 4-lane, 30 minute drive to I-39/I-94 and Madison</li> <li>County Hwy A (interchange ~0.5 mile north of the site) is improved and acts as a Hwy 33 bypass around the north of Beaver Dam (serves Wal-Mart DC)</li> <li>County Hwy B (interchange ~0.5 mile south of the site) would serve as primary access to site from 151, via frontage road (Kellom Rd, which would require improvement) along 151, or via County Hwy W at western end of site</li> </ul>
<p><b>Rail Access</b> (if applicable) – not required</p> <ul style="list-style-type: none"> <li>feasibility of service (if site is to be marketed as rail-served)</li> </ul>	<ul style="list-style-type: none"> <li>Not applicable</li> </ul>
<p><b>Commercial Airport Access</b> – Access to airport(s) with commercial air service</p> <ul style="list-style-type: none"> <li>Driving distance to proximate commercial airport(s) and overview of service available</li> </ul>	<ul style="list-style-type: none"> <li>Dodge County Airport ~8 - 10 miles from site (mainly used for private, corporate, charter traffic)</li> <li>Dane County Regional Arpt: 42 miles south of site via Hwy. 151 (&lt;45 min drive time)</li> <li>General Mitchell International Arpt: 73 miles from site</li> </ul>
<p><b>Freight Airport Access</b> – Access to airport(s) with freight air service</p>	<ul style="list-style-type: none"> <li>Dane County Regional Arpt: 42 miles south of site via Hwy. 151 (&lt;45 min drive time)</li> <li>General Mitchell International Arpt: 73 miles from site</li> </ul>

# SITE INTRODUCTION

REQUIREMENT	COMMENTS
<p><b>Master Site plan</b> and/or site plan illustrating exact dimensions and number of parcels for the specific site being submitted for certification</p> <ul style="list-style-type: none"> <li>Minimum of 50 contiguous developable acres</li> </ul>	<ul style="list-style-type: none"> <li>Site total acreage: 196.5 acres; Useable acreage: 171 acres</li> <li>Useable acreage calculation excludes two illustrative future storm water mgmt ponds, illustrative potential access road within site, and small delineated wetland (&lt;1 acre at northern site boundary)</li> <li>TIF District in place for 151 Business Park (the site) is actively funding the following underway improvements: repave, widen, and extend frontage road access to site (Kellom Rd.); Water tower sited at entrance to site from Kellom Rd.(projected completion: Fall 2012) and boost station to serve the park; extension of 16" water main long eastern boundary of site; new sanitary pump station located at the park</li> </ul>
<p><b>Aerial photograph</b> illustrating the specific site being submitted for certification as well as the surrounding properties</p>	<ul style="list-style-type: none"> <li>Aerial views illustrating site and surroundings submitted</li> <li>Agricultural land to north of site is Comp. Planned for industrial future use – currently farmed land, but owners are reportedly amenable to sale for ind. dev.</li> </ul>
<p><b>ALTA Survey</b> (American Land Trust Association) inclusive of site being submitted for certification</p>	<ul style="list-style-type: none"> <li>Completed August 2, 2012; illustrates all easements, rights-of-way, roads and utilities impacting the site, including the transmission line bisecting the western tail of the property</li> </ul>
<p><b>Flood Plain map</b> (FEMA-produced FIRM map)</p> <ul style="list-style-type: none"> <li>No part of the site may be located on (or directly adjacent to) a flood plain</li> </ul>	<ul style="list-style-type: none"> <li>FEMA FIRM map submitted – no 100 or 500 year flood plains proximate to site</li> </ul>
<p><b>Flight path specifications</b> (if site is within 2 miles of an airport)</p> <ul style="list-style-type: none"> <li>Documentation (letter or map from FAA) indicating any restrictions related to airport proximity</li> </ul>	<ul style="list-style-type: none"> <li>Dodge County Airport ~9 miles from the site; FAA documentation submitted, indicating that none of 151 Business Park is located in a flight path – no restrictions</li> </ul>
<p><b>Ownership</b> – entire site must be wholly controlled by a single owner with documented willingness to sell to an industrial user</p>	<ul style="list-style-type: none"> <li>Entire site (151 Business Park) is wholly owned by the City of Beaver Dam</li> <li>100% paid for (from past land sales)</li> </ul>
<p><b>Asking Price</b> – current asking price for sale or lease of the land must be indicated</p> <ul style="list-style-type: none"> <li>Documentation of asking price on a per-acre basis</li> </ul>	<ul style="list-style-type: none"> <li>Land would be priced according to the perceived value to the city of a project, but the City is prepared to sell the land for \$1 or free to companies producing good employment and capital investment</li> <li>\$30K / acre will be the published starting asking price</li> <li>City of Beaver Dam can combine free land with grants and loans as well</li> <li>Can use TIF for utility improvements</li> </ul>

# SITE PHYSICAL CHARACTERISTICS

REQUIREMENT	COMMENTS
<p><b>Topography</b> – no significant topography issues that could present major obstacles to industrial development of the site</p> <ul style="list-style-type: none"> <li>• Topographic map with clearly defined contour intervals of 2' or less</li> </ul>	<ul style="list-style-type: none"> <li>• Gentle roll to the currently cultivated crop land, spreading across a large majority of the site, which is mostly flat (total elevation change across site: 942' – 964')</li> <li>• Gentle roll to areas where illustrative retention ponds have been suggested, but those locations are flexible per users needs</li> </ul>
<p><b>Easements</b> – site not intersected by utility or any other easement that would prevent development of 50 contiguous acres of the site</p> <ul style="list-style-type: none"> <li>• Maps of all utility infrastructure directly proximate to (or intersecting) the site</li> </ul>	<ul style="list-style-type: none"> <li>• 69kV ATC transmission line bisects a short segment of the site along the western boundary of the majority of the site. This utility easement separates the northwestern tail of the site, extending to County Hwy. W, from the bulk of the site</li> <li>• Utility easements exist at eastern edge of site around the water tower being built and the new sanitary pump station to be installed</li> </ul>
<p><b>Wetlands</b> – demonstrate that a user can utilize 50 contiguous acres that are not affected by wetlands</p>	<ul style="list-style-type: none"> <li>• Completed Sept. 2011 – delineated one 0.7 acre wetland at the far northern boundary of the site (behind an illustrative location for a retention pond)</li> </ul>
<p><b>Environmental Assessment</b> – no known environmental impediments to immediate industrial development</p> <ul style="list-style-type: none"> <li>• Phase I within the past 2 years; Remediated sites provide completed Phase II and documentation of liability protection</li> </ul>	<ul style="list-style-type: none"> <li>• August 2011 – identified no concerns, but an interviewee indicated that at one time there may have been an underground fuel tank located in a specified place on the property. A Phase II on that area found no evidence of the presence of a fuel tank or any kind of soil contamination in that area, and therefore recommended no further actions or investigations; The site has always been agricultural</li> </ul>
<p><b>Geotechnical</b> – minimum of 5 soil borings (for 50-acre site); no presence of sink holes or limestone caves; suitable water content / water table depth</p>	<ul style="list-style-type: none"> <li>• August 2011 – 29 borings to 11' – 21' and dispersed evenly across the entire site;</li> <li>• Encountered sandy silt and gravel, intermixed with clay, stones and boulders; bedrock encountered between 11' – 19'; no groundwater encountered in any borings</li> </ul>
<p><b>Archaeological / Historical</b> – no known archaeological / historical impediments to immediate industrial development</p>	<ul style="list-style-type: none"> <li>• July 2011 – determined that there are no previously recorded archaeological sites or historic properties within or adjacent to the project area</li> </ul>

<p><b>Endangered Species</b> – no known impediments to immediate industrial development related to endangered species</p>	<ul style="list-style-type: none"> <li>Completed July 2012 – no actions required with regard to industrial development of the subject property</li> </ul>
<p><b>Fire Protection</b></p> <ul style="list-style-type: none"> <li>Fire Insurance Classification Rating</li> <li>Distance to the nearest servicing fire department</li> </ul>	<ul style="list-style-type: none"> <li>Class 4. Full-time 24-hour manned station (14 full time) with paramedic unit within 3.5 miles with easy access to 151 interchange, so access within 5 minutes</li> <li>Will have water tower to serve fire protection needs in the park</li> </ul>

# ZONING

REQUIREMENT	COMMENTS
<p><b>Industrial zoning</b> (or equivalent) currently in place, or zoning change procedure underway as of field investigation</p> <ul style="list-style-type: none"> <li>Zoning certificate and relevant ordinance; or, letter from municipal authorities communicating status of zoning change procedure as of field investigation date</li> </ul>	<ul style="list-style-type: none"> <li>Light Manufacturing (changed from R-1 Residential as of 07/16/12) – Light Mfg. zoning allows for a broad array of clearly listed industrial operations</li> <li>Currently, no Covenants &amp; Restrictions exist for the park, and any future Covenants &amp; Restrictions will be high-level and align with market demand as best possible</li> </ul>
<p><b>Surrounding area zoning</b> – zoning of surrounding properties compatible with industrial development of site</p> <ul style="list-style-type: none"> <li>Comprehensive Plan of area (if applicable)</li> <li>Zoning map of area including site (if applicable)</li> <li>Existing/planned zoning of surrounding land</li> <li>Codes, Covenants, and Restrictions on site and surrounding sites, as applicable</li> </ul>	<ul style="list-style-type: none"> <li>It is a Zoning by Right community, so can re-zone through the committee very easily if needed and desired by the community</li> <li>City plans to develop some general design guidelines, but will allow variances for attractive companies</li> <li>There is multi-family residential (mobile home park) to the south of the park boundary, but that boundary is forested and the higher elevation on the south end of the park would be conducive to berming (if desired)</li> </ul>

# ELECTRIC UTILITY INFRASTRUCTURE

REQUIREMENT	COMMENTS
<p>Proximate electric power infrastructure availability and capacities</p> <ul style="list-style-type: none"> <li>Utility maps indicating location and current size / capacity of proximate transmission lines, distribution lines, and substations; Available capacity that could be provided to the site for each of the above</li> </ul>	<ul style="list-style-type: none"> <li>Electric utility infrastructure maps submitted</li> <li>Alliant Energies has two substations within 1.5 miles of the site, from which the site could receive service today over existing 12.4 kV distribution lines</li> <li>North Beaver Dam substation (~0.5 mile south of site) could provide 2-3MW of existing capacity to a new user before Alliant would need to add another distribution bay there</li> </ul>
<p>Detailed description of dual feed potential (current or proposed redundant service)</p> <ul style="list-style-type: none"> <li>Overview (and map) illustrating dual feed electric service routes, including location, size and capacity of each node of delivery (substation, distribution line, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>North Beaver Dam sub is 1.25 miles away</li> <li>East Beaver Dam sub is 1.5 miles away</li> <li>Secondary feed could be from East Beaver Dam substation, currently capable of serving the site at a 2-3MW load over existing 12.4kV distribution line coming up N. Crystal Lake Rd.</li> <li>Waupun Substation is about 14 miles to the north along Hwy 151</li> </ul>
<p>Introduction of any proposed improvements to / extensions of electric service to the site</p> <ul style="list-style-type: none"> <li>Cost, timing, and funding responsibility of any improvements required to provide proposed service to the site</li> </ul>	<ul style="list-style-type: none"> <li>A looped feed currently exists between North Beaver Dam Substation and East Beaver Dam Substation</li> <li>Walmart DC (includes frozen storage) reportedly received all of their connections for free through credits from Alliant based on WM's projected future use</li> </ul>

# GAS, WATER, & WASTEWATER UTILITY INFRASTRUCTURE

## NATURAL GAS

REQUIREMENT	COMMENTS
<p>Proximate natural gas infrastructure availability and capacities</p> <ul style="list-style-type: none"> <li>Utility maps indicating location and current size / capacity of proximate transmission lines, distribution lines, delivery points, etc; Available capacity that could be provided to the site for each of the above</li> </ul>	<ul style="list-style-type: none"> <li>Alliant Energies is the gas provider, with two separate 300 psi systems currently capable of serving the site</li> <li>Regulating station ~500 ft south of the site takes 300 psi service down to 60 psi and sends that up a feeder line that is stubbed in to the southeastern corner of the site (line runs north to site boundary along Kellom Rd.)</li> </ul>

<p>Introduction of any proposed improvements to / extensions of natural gas service to the site</p> <ul style="list-style-type: none"> <li>• Cost, timing, and funding responsibility of any improvements required to provide proposed service to the site</li> </ul>	<ul style="list-style-type: none"> <li>• Can tap up to 300psi gas for very large user</li> <li>• Plenty of gas capacity given regional line and regulator station nearby</li> </ul>
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**WATER & WASTEWATER**

REQUIREMENT	COMMENTS
<p>Proximate water and wastewater infrastructure availability and capacities</p>	<ul style="list-style-type: none"> <li>• <b>Water:</b> 16" treated water line runs up Kellom Road to site boundary and will feed the new 400K gallon water tower being built on the SW corner of the site</li> <li>• System ties to a newly developed well – the city's fifth. Wells have had no change in static level over many years, and the only relevant capacity constraint is the City's softening capability, which can be bypassed</li> <li>• Beaver Dam's water rates are reportedly among the lowest in the state</li> <li>• <b>Wastewater:</b> 12" forced main runs south along 151 from the pump station near Wal-Mart DC. Also have 8" line near site, and another 8" line by the old Home Depot building nearby – all lines are looped together so capacity is very large</li> </ul>
<p>Introduction of any proposed improvements to / extensions of water and/or wastewater service to the site</p>	<ul style="list-style-type: none"> <li>• New sanitary pump station project is under development at the eastern boundary of the site (at Hwy 151) – it and the 400K gallon water tower are TIF-funded</li> <li>• City will reportedly bring water and sewer to the buildings for the client at no cost</li> </ul>