

Final pass
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City of Marshfield, Wisconsin

TID No. 5
Project Plan and
Boundary Description



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SECTION I. INTRODUCTION

The project plan for Tax Increment Financing District #5 (TID #5) in the City of Marshfield, Wisconsin, has been prepared in compliance with Section 66.46, Wis. Stats. The project plan establishes the need for the project, lists the proposed improvements within the district, provides an estimated time schedule for completion of the project and an estimated budget. This project plan is to be adopted by resolution of the City Council on the recommendation of the City Plan Commission to be the official plan and guide for public and private sector development within the boundaries of TID #5.

Implementation of the project plan and construction of the proposed improvements listed will still require a case-by-case authorization by the City Council. Public expenditures for projects listed in the project plan should and will be based on market conditions and the status of development at the time a project is scheduled for construction. The City Council is not mandated to make the public expenditures described in this plan, but is limited to spending no more than the total estimated cost herein projected. Changes in the proposed project, requiring increased budget expenditures exceeding the total estimated cost in Table 1, will require a formal amendment to the project plan with public review (including meetings with the Joint Review Board and Plan Commission public hearing) and City Council approval. Redistribution of project costs within the total budget estimate will not require amendments to the plan, provided that the projects meet the purpose and intent of the district.

The current status of TIF districts in Wisconsin state legislation allows a district to have a seven-year spending period with twenty-three (23) years to retire the district

or sixteen (16) years after the date of the last expenditure. In addition, the district boundary may be amended once during the first seven years of the TIF district. Any spending within the amended area may take place for only three years after the boundary amendment is adopted by the City Council. Consequently, the City must amend the boundary by the end of the fourth year of the TIF district in order to take advantage of the full three years of spending within that amended area. In addition, all spending must be completed within the seven-year spending period. The City may also amend the project costs at any time during the seven-year spending period.

It is the intent of the City to continually monitor the State legislative changes regarding Section 66.46, Wis. Stats. In order to determine its potential effect on this and future TIF Districts within the City of Marshfield.

As required by Section 66.46(4)(f), Wis. Stats., a copy of this project plan will be submitted to the Department of Revenue and used as the basis of their certification of Tax Increment District #5 in the City of Marshfield.

SECTION II. DESCRIPTION OF HOW TAX INCREMENT DISTRICT #5 WILL PROMOTE THE ORDERLY DEVELOPMENT OF THE CITY OF MARSHFIELD

Tax Increment Financing District #5 has been created for the purpose of promoting the orderly development of the City of Marshfield. The specific purpose of TID #5 is to finance the construction of streets and utilities within the Mill Creek Business Park and also provide incentives necessary for industrial recruitment and growth.

The City of Marshfield is a major community within the region. Business of regional and national reputations are located in the community. The Marshfield Clinic is probably the most renown business in the community, attracting thousands of patients and visitors to the community each year.

Marshfield is also the site for manufactured homes businesses as well as transportation and trucking and other manufacturing companies. Location within this region has attracted businesses that service the Twin Cities as well as southern and southeastern Wisconsin and northern Illinois.

The Mill Creek Business Park land was recently purchased. The intent of the design is for the specific purpose of providing quality, easily-accessible industrial and business sites for businesses wanting to locate within the region. The City currently has an industrial park for medium to heavy industrial uses. The Mill Creek Business Park will afford the City the opportunity to recruit higher end businesses and office-type uses through the establishment of covenant-controlled and highway accessible and visible properties.

The Mill Creek Business Park is located on USH 10 and STH 13, south of the City. There is a significant amount of traffic which travels along these major

transportation corridors. The location of the Business Park is viewed as prime due to excellent visibility and access.

It is important that the establishment of an aggressive but careful marketing strategy and eventual implementation of the Mill Creek Business Park marketing plan be accomplished in order to successfully complete the intent of this business park. Successful implementation of the marketing plan as well as recruitment of high quality businesses will greatly contribute to the orderly growth of the community.

The City is unable to construct the needed infrastructure for Business Park development without the use of tax increment financing due to the cost of developing this infrastructure and services. It is for this reason that the City of Marshfield is proposing the creation of Tax Increment Financing District No. 5.

With the creation of TID #5, the City of Marshfield will remain competitive with surrounding communities in attracting new industry by being able to offer fully-serviced, attractive lots for industries and businesses wishing to relocate and/or expand within the community. This development will contribute to the balanced growth of the City.

**SECTION III. TAX INCREMENT DISTRICT BOUNDARY DESCRIPTION
AND EQUALIZED VALUES**

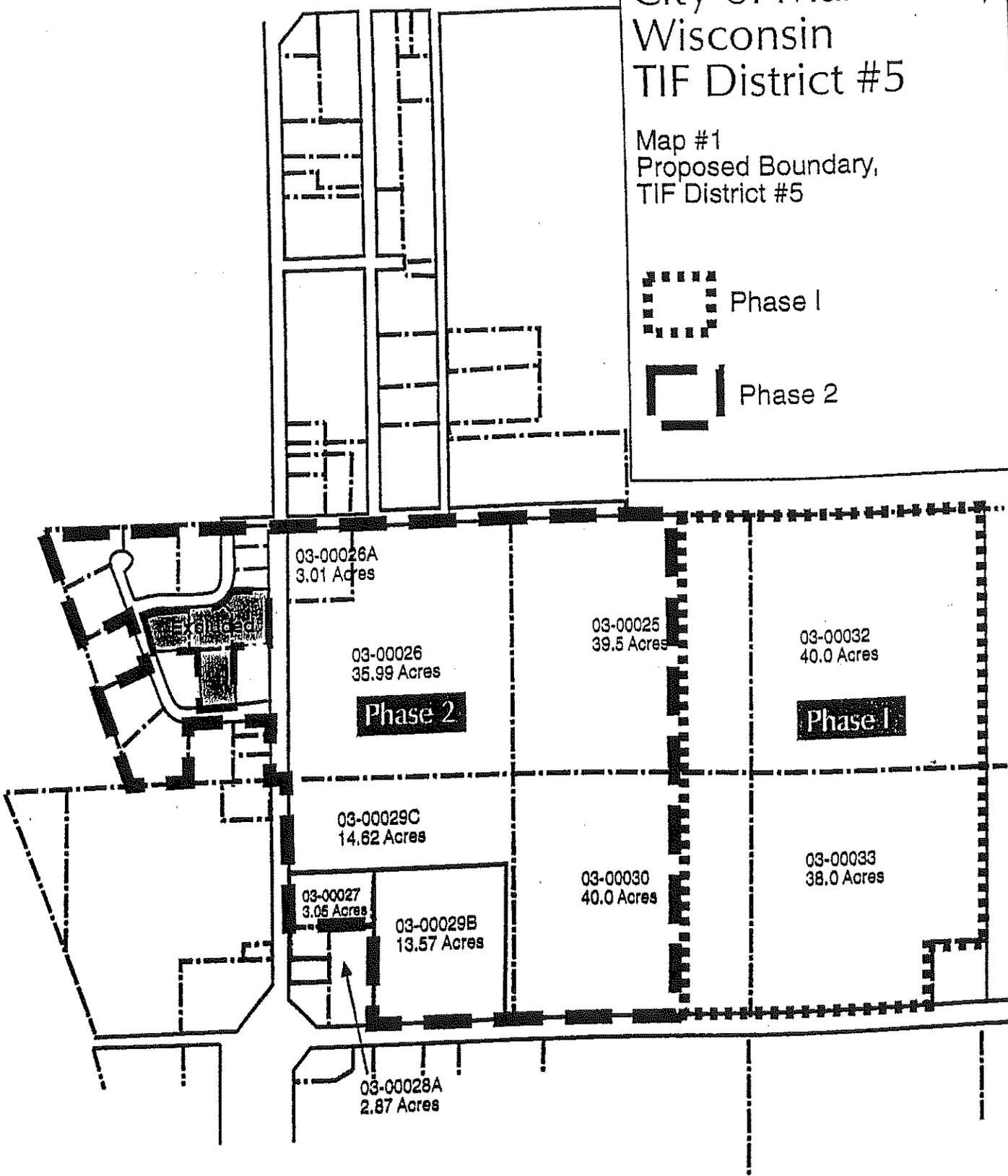
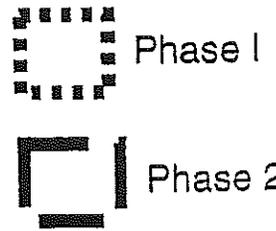
The boundaries of TID #5 are officially designated on Map 1 on the following page. The Business Park will be developed in two phases. Approximately one hundred (100) acres of the proposed Mill Creek Business Park are currently being annexed into the City of Marshfield. Phase 1 will include these 100 acres on the eastern portion of the City-owned property, fronting on USH 10. It is the intent of the City to annex the remaining 100+ acres which will constitute Phase 2 improvements and development. This second annexation is intended to be accomplished in the very near future. At that point, the City will amend the TIF district boundary to include this newly-annexed area and potentially other properties which would logically fulfill the long-range planning and economic development efforts and goals of the City.

Tax Increment District #5 has an equalized base value of zero because the property is City owned. As of January 1, 1996, TID Nos. 2 and 3 had a current value of \$1,106,800. TID No. 4 was created in 1996. January 1, 1997 values will be available from the Department of Revenue in August, 1997.

The City has approximately \$45,000,000 of total capacity, less the value of the existing TIF districts, to create any new districts. Even with the creation of TIF District No. 5, the City has ample capacity to create additional TIF(s). However, the City should carefully monitor the TIF District status on an annual basis to determine future TIF capacity.

City of Marshfield, Wisconsin TIF District #5

Map #1
Proposed Boundary,
TIF District #5



SECTION IV. EXISTING USES AND CONDITIONS OF REAL PROPERTY

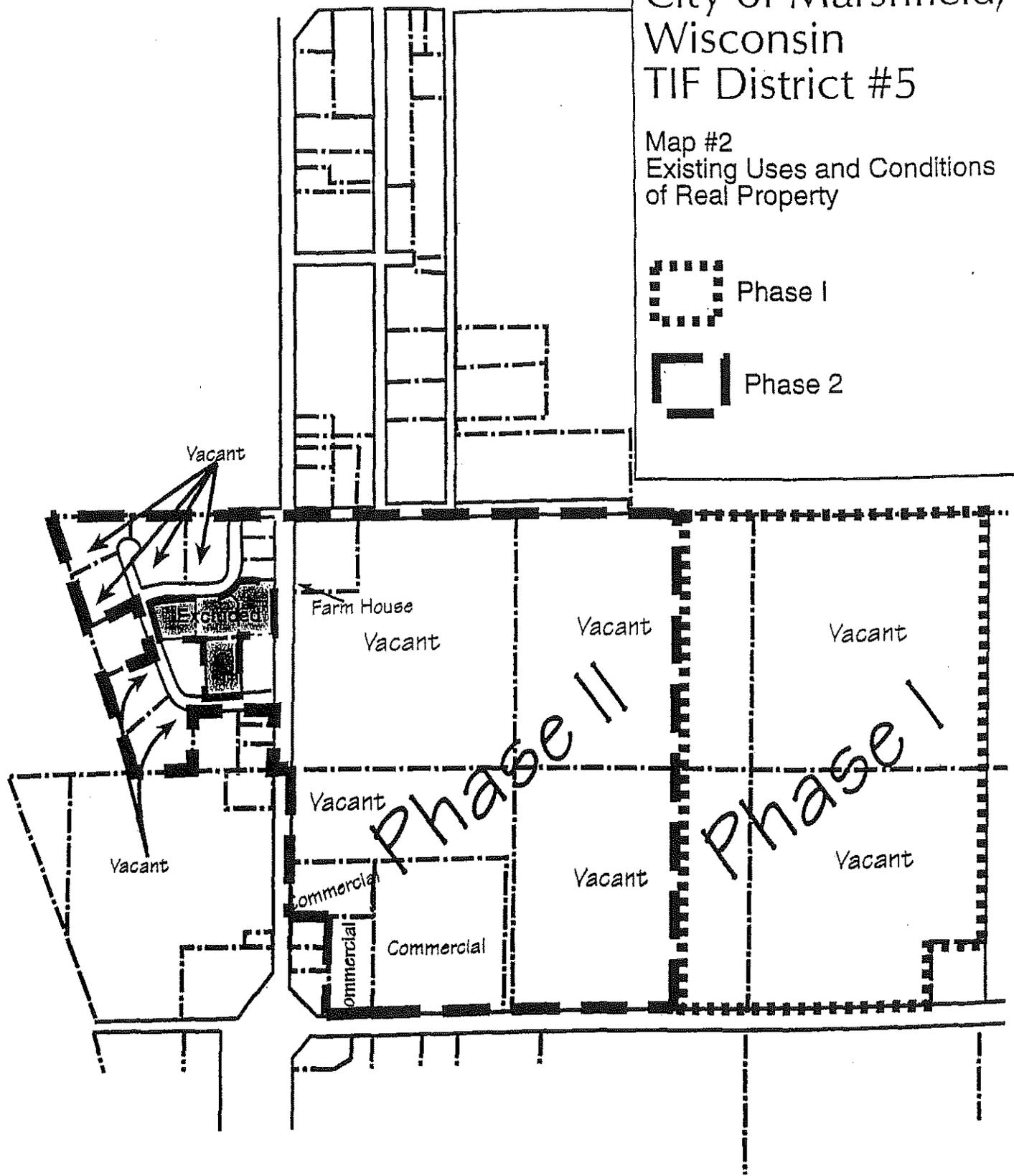
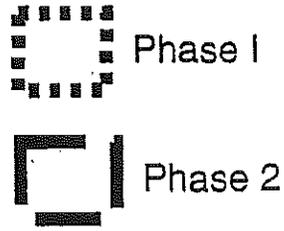
Map 2, on the following page, shows that the lands within Tax Increment Financing District #5 are currently vacant and have been in agricultural use. Upon annexation, the land use and zoning will meet the requirements of being suitable for industrial development as required by Section 66.46(4)(gm)(4), Wis. Stats.

The land use of abutting properties to the west are primarily agricultural with some commercial and residential. The land to the east and south is also primarily agriculture. The land to the north of Phase 1 is in the City and is the well field. Special consideration is given to protecting this area through restricted uses within the covenants as well as a wellhead protection ordinance which is anticipated to be adopted in the very near future. Lastly, the land north of the proposed Phase 2 is currently in the Town and is developed in heavier industrial-type and storage and transportation uses.

The Mill Creek Business Park is fronted by USH 10 on the south and STH 13 on the west. These highways are direct links to Central Wisconsin and USH 51 to the east and connect with Interstate 90/94 to the south. Both are considered major linkages to the state's highway system. Location along these two highways provides excellent transportation access to the region and entire state.

City of Marshfield,
Wisconsin
TIF District #5

Map #2
Existing Uses and Conditions
of Real Property



SECTION V. PROPOSED PUBLIC WORKS AND ESTIMATED COSTS

Because it is the intent of the City to annex the remaining 100+ acres of the proposed Mill Creek Business Park within the next year, this TIF project plan is written to provide the overlying taxing jurisdictions with both Phase 1 and Phase 2 Improvements, development increment assumptions and economic feasibility analyses. Phase 1 project costs are included in Table 1. The development assumptions for Phase 1 are in Table 2, located in Section VI. Economic Feasibility Analysis. Tables 3 and 4 are the Phase 1 economic feasibility analysis tables and are also located in Section VI.

Tables in Appendix A are included as part of the project plan to show the new project costs, development assumptions and economic feasibility analysis once Phase 2 is annexed to the City and joined with Phase 1 of the Business Park. The tables in Appendix A are as follows: Table 5 is the project cost table combining Phases 1 and 2 proposed project costs. Table 6 is the development assumptions for both Phases 1 and 2. Tables 7 and 8 combine information in Tables 5 and 6. These tables are located in Appendix A and not in the main body of the project plan because they are not part of the Phase 1 project plan for TID No. 5.

Table 1 describes the proposed public improvements, the estimated time of construction and estimated costs proposed as improvements. Map 3 shows the location of the proposed improvements.

The public improvement costs included in TID #5 are for the development of infrastructure within the Mill Creek Business Park. The cost estimates are based on preliminary engineering estimates that will be refined as the planning for construction and platting of the land proceeds. The cost estimates have been prepared assuming a

25% contingency above hard construction costs. This contingency includes costs for engineering and typical construction contingencies.

Another type of cost included in the Table 1 is for marketing the Business Park. There are currently \$100,000 of funds designated for marketing over the seven-year spending period. The Marshfield Area Chamber of Commerce and Industry is currently soliciting proposals for the development of a marketing strategy and marketing materials to market the Mill Creek Business Park. Careful consideration should be given during the course of developing the marketing strategy. Economic success of the business park rests solely on the types of industries and businesses recruited into the park. Development of a comprehensive marketing strategy and approach and careful, aggressive implementation will be the key to successfully recruiting these businesses. As will be discussed in the economic feasibility analysis, a level of value per acre must be achieved in order to economically cashflow the debt service needed to install the proposed infrastructure. Selective marketing to higher end businesses will assure economic success.

In addition, it is critical that the Industrial Park Authority carefully adhere to the protective covenants proposed for the Mill Creek Business Park. Higher end businesses are very selective in the areas they relocate to. Individual investment in a community needs to be protected, therefore adherence by the Industrial Park Authority to the proposed protective covenants will give assurance to new businesses that their investment will not only be protected but enhanced as time goes on.

Business recruitment incentives have been included as another key project cost throughout the seven-year spending period. An estimated total of \$700,000 has been included. Competition for industrial recruitment within the region is keen. A high quality park is necessary to remain competitive. However, additional incentives are many

times needed to attract desired business to a community. Through creation of the TIF district, the City is committing to construct infrastructure and pay for it through taxes generated from new development within the TIF. The cost of infrastructure is not reflected in the land cost. However, even with this lower land cost, businesses may seek further incentives to locate to Marshfield as they will generally be offered incentive packages from other communities. Consequently, the City of Marshfield should maintain the flexibility of being able to offer additional recruitment incentives, but only if absolutely necessary. The City should reserve those incentives for optimum businesses they are trying to recruit.

Planning, legal and administration costs are the last project costs included in Table 1. Inclusion of these costs are typical in industrially-created TIF districts. It is essential that continued planning take place within the Business Park as it develops and expands. Phase 1 is currently not platted. Conceptual lot layouts have been prepared by the City's planning consultant with cooperation from the City's engineering consultant on this project. Continued refinement of this conceptual lot layout is critical to meet the market demands and needs. Additional planning activities can also include assisting the Industrial Park Authority and/or City with services such as site plan review, preparation of refined lot layouts, recommendations on project funding strategies and other similar activities.

The City will be expending staff time to administer this TIF district. In addition, any legal time associated with the TIF district administration or needed to review documents and implementation of the project plan and establishment of the TIF District and Business Park are also TIF-eligible. The City will be able to recoup these costs by including them in the project plan. Taxes generated from the TIF will pay for these costs rather than taking them out of the general fund and tax levy.

As platting and engineering of Phase 1 improvements take place, the projects and cost estimates will be finalized. The infrastructure improvements in Phase 1 are anticipated to be constructed over a two year period. This construction timeline is based solely on marketing and development of properties within the Park. Phase 2 improvements are anticipated to be constructed over a three year period. This is due to the fact that project expenditures within an amended area must take place within three years of amendment. If the district is amended in 1998, Phase 2 project costs must be expended 3 years after that date or 2001. The City will need to carefully monitor land sales and lot availability prior to making the decision to amend the district as the expenditure timeline within the amended area will then be accelerated.

The estimated year of construction for each of the phases is based upon an assumption that industrial recruitment goes well. The actual construction phasing will be based on an annual review of tax increment revenues. If the tax increment revenue projections are not being met, part of the infrastructure construction may be deferred or not even commenced within the seven-year spending period of this district.

Anticipated Phase 1 non-project costs are private sector improvements which could total \$21,550,000 if all development occurs.

**TABLE 1
PHASE 1 ESTIMATED PROJECT COSTS**

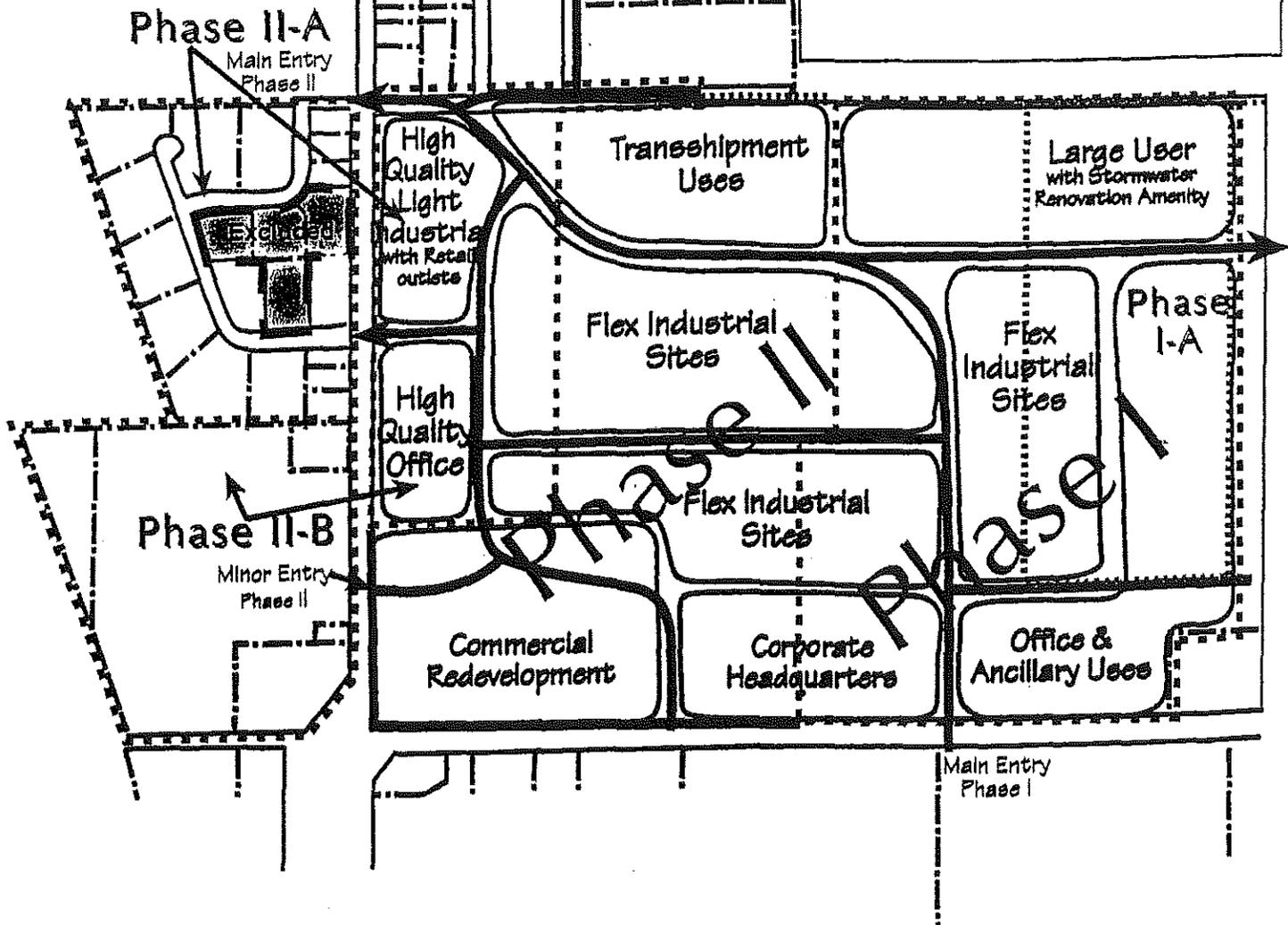
YEAR	PHASE	PROJECT DESCRIPTION	ESTIMATED PROJECT COST	TOTAL ESTIMATED COST
1997	1	Sanitary sewer	\$ 487,000	
		Water mains	330,000	
		Storm water improvements	353,000	
		Street improvements	247,000	
		Entrance & intersection improvements	125,000	
		Street lighting	29,000	
		Site grading	60,000	

YEAR	PHASE	PROJECT DESCRIPTION	ESTIMATED PROJECT COST	TOTAL ESTIMATED COST
		<i>Subtotal Phase 1 Estimated Infrastructure Costs</i>	<i>\$1,631,000</i>	
		Marketing	25,000	
		Business recruitment incentives	100,000	
		Planning, legal, administration	30,000	
		SUBTOTAL PHASE 1 ESTIMATED PROJECT COSTS		\$1,786,000
1998	1A	Sanitary sewer	69,000	
		Water mains	116,000	
		Storm water improvements	291,000	
		Street improvements	383,000	
		Street lighting	48,000	
		Site grading	60,000	
		<i>Subtotal Phase 1A Estimated Infrastructure Costs</i>	<i>\$ 967,000</i>	
		Marketing	25,000	
		Business recruitment incentives	100,000	
		Planning, legal, administration	30,000	
		SUBTOTAL PHASE 1A ESTIMATED PROJECT COSTS		\$1,122,000
1999	N/A	Marketing	10,000	
		Business recruitment incentives	100,000	
		Planning, legal, administration	10,000	
		SUBTOTAL 1999 PROJECT COSTS		\$ 120,000
2000	N/A	Marketing	10,000	
		Business recruitment incentives	100,000	
		Planning, legal, administration	10,000	
		SUBTOTAL 2000 PROJECT COSTS		\$ 120,000
2001	N/A	Marketing	10,000	
		Business recruitment incentives	100,000	
		Planning, legal, administration	10,000	
		SUBTOTAL 2001 PROJECT COSTS		\$ 120,000
2002	N/A	Marketing	10,000	
		Business recruitment incentives	100,000	
		Planning, legal, administration	10,000	
		SUBTOTAL 2002 PROJECT COSTS		\$ 120,000
2003	N/A	Marketing	10,000	
		Business recruitment incentives	100,000	
		Planning, legal, administration	10,000	
		SUBTOTAL 2003 PROJECT COSTS		\$ 120,000
TOTAL PHASE 1 ESTIMATED PROJECT COSTS				\$3,508,000

All Infrastructure estimates include 25% for contingencies and engineering.

City of Marshfield,
Wisconsin
TIF District #5

Map #3
Proposed Public Improvements



SECTION VI. ECONOMIC FEASIBILITY ANALYSIS

The economic feasibility analysis for TID #5 is presented in Tables 3 and 4. Table 3, Phase 1 Economic Feasibility Analysis, Revenue Analysis takes the development increment assumptions from Table 2, below, and projects the amount of tax revenue increments generated over the life of the TIF district. Table 4, Phase 1 Economic Feasibility Analysis, Expenditure Analysis, looks at the project costs listed in Table 1, takes the tax revenue increments as estimated from Table 3, and runs a preliminary cashflow analysis based on a fixed interest rate and rate of inflation. All of the retirement projects are preliminary in nature and will be finalized once bonding has occurred.

The revenue projections in Table 2 are based upon market assumptions of the development increment that will likely occur if the Mill Creek Business Park is aggressively marketed to higher end types of businesses. If this happens, the development increments assumed in Table 2 are considered realistic and conservative. Development increment projections are derived from calculating a value per acre of \$150,000 for 77 acres of industrial land. The second assumption takes into account a per acre value of \$500,000 for 18 acres of office and ancillary uses. These types of uses in Phase 1 are conceptually laid out to front on USH 10. These lots are more conducive to higher end office or office support types of uses needing more visibility and access than a typical light to medium manufacturing use.

The \$150,000 per acre value for industrial uses fits conservatively within the range of businesses already located in the region. The average takes into account the types of businesses anticipated to be recruited for relocation to the Business Park. It is

important to emphasize that quality business that not only provide jobs that pay a living wage and are environmentally clean are important to the community, but businesses that will build quality buildings and help to increase the tax base are essential to cashflowing the TIF district.

The assumptions on when development will occur, or "the rate of absorption", is projected with information from City officials, local businesses and inquiries into the community. Development may occur at a faster pace than projected. However, the reverse is very often the case where development might be slow at first or not be very steady. It is necessary for City staff to annually review the condition of the TIF district to determine whether or not revenue projections are being met. This information should be given to the City Council at the time future expenditures are being considered. The Council may choose to bond for infrastructure and other improvements without a guarantee of available increment sufficient to pay the debt. This action should be carefully thought through to determine if this course is necessary to provide infrastructure which will aid in recruiting businesses to the area. However, the Council should be very well informed prior to making any expenditure decisions.

It is anticipated that the City will apply for State and Federal matching funds to offset infrastructure improvements. Currently, the City has made application to the Wisconsin Department of Transportation for the Transportation Economic Assistance Grant program. This program is a 50/50 match for infrastructure necessary to service industry. The program has certain criteria which must be met in order to qualify for the grant. It is anticipated that the City will be successful in obtaining at least one of these grants. This type of funding is known as a "Non-tax revenue". For purposes of determining economic feasibility in Phase 1 of this TIF district, however, no non-tax revenues are being considered for debt service repayment. The development

Increment projections, as outlined in Table 2, if met on a fairly similar timeline, will be sufficient to cover the expenditures needed to fully service Phase 1. This economic feasibility is also based on current legislation with no further changes anticipated in existing TIF districts.

**TABLE 2
PHASE 1 DEVELOPMENT INCREMENT ASSUMPTIONS**

YEAR	PHASE	DESCRIPTION	DVLPMNT \$/AC	# OF AC	TOTAL BY TYPE	TOTAL DVLPMNT INCRMNT
1997	1	Industrial	\$150,000	6.66	\$1,000,000	\$1,000,000
1998	1	Industrial	150,000	10	1,500,000	\$4,000,000
		Office	1,000,000	2	2,000,000	
		Office & Ancillary Uses	500,000	1	500,000	
1999	1	Industrial	150,000	8.33	1,250,000	\$1,750,000
		Office & Ancillary Uses	500,000	1	500,000	
2000	1	Industrial	150,000	4	600,000	\$1,100,000
	1A	Office & Ancillary Uses	500,000	1	500,000	
2001	1	Industrial	150,000	4	600,000	\$1,100,000
	1A	Office & Ancillary Uses	500,000	1	500,000	
2002	1	Industrial	150,000	4	600,000	\$1,600,000
	1A	Office & Ancillary	500,000	2	1,000,000	
	1	Industrial	150,000	4	600,000	\$1,600,000
	1A	Office & Ancillary	500,000	2	1,000,000	
2004	1	Industrial	150,000	4	600,000	\$1,600,000
		Office & Ancillary	500,000	2	1,000,000	
2005	1A	Industrial	150,000	4	600,000	\$1,600,000
		Office & Ancillary Uses	500,000	2	1,000,000	
2006	1A	Industrial	150,000	8	1,200,000	\$2,200,000
		Office & Ancillary Uses	500,000	2	1,000,000	
2007	1A	Industrial	150,000	4	600,000	\$1,600,000
		Office & Ancillary Uses	500,000	2	1,000,000	
2008	1A	Industrial	150,000	4	600,000	\$ 600,000
2009	1A	Industrial	150,000	8	1,200,000	\$1,200,000
2010	1A	Industrial	150,000	4	600,000	\$ 600,000
GRAND TOTAL DEVELOPMENT ASSUMPTIONS						\$21,550,000

The expenditure analysis presented in Table 4 essentially takes the project costs, outlined in Table 1, and the development increment assumptions and their tax revenue increment projections, shown in Table 3, and analyzes when pay-back would occur. The expenditure analysis assumes that the TIF district will be responsible for the cost of interest repayment conservatively calculated at 6 percent.

In the spring of 1994, the Wisconsin State Legislature passed a new law concerning the allocation of property taxes. The reallocation concerns the property tax levy of each individual school district. The law identifies that the school district's current tax levy, now payable, is reduced. In other words, the school property tax levy has been fairly significantly reduced, thereby reducing the overall tax revenues to the existing TIF districts. Consequently, this change in law has limited the flexibility and amount of spending that municipalities were able to accomplish prior to this law change. This TIF project plan takes into account the law in existence as of the creation of this district.

Based upon the assumptions used in Tables 3 and 4, the TID is feasible and retires in the 18th year or 2015.

The preliminary economic feasibility analysis projects that TID #5 is feasible. The City should, however, be cautious at spending at levels projected in the Project Cost Summary (Table 1). The City should analyze the fiscal condition of TID #5 and how well the development assumptions are being reached. This analysis should be done annually. Decisions to continue spending should be based on the "state of the district".

Financing for the proposed project will be determined by City staff, the financial consultant and presented to appropriate City commissions and councils. The amount of borrowing or the strategy of financing is yet to be determined. The accounting for

TID #5 will be done as a separate fund. The City will make its final decision on where and how to borrow funds on a case-by-case basis and with the advice of the City's financial consultant.

**TABLE 3
PHASE 1 PRELIMINARY ECONOMIC FEASIBILITY ANALYSIS**

REVENUE ANALYSIS

BASE VALUE YEAR		1997	RATE OF INFLATION		0.010		
BASE VALUE AMOUNT \$1000		0	INTEREST RATE		0.060		
NET VALUE TAX RATE		0.0250					
YEAR	DEVELOPMENT INCREMENT	TAX BASE LOSS	TOTAL VALUE	INFLATION FACTOR	TOTAL VALUE	TOTAL VALUE	TAX REVENUE
	BASE \$ (\$1000)	BASE \$ (\$1000)	BASE \$ (\$1000)		CURRENT \$ (\$1000)	INCREMENT (\$1000)	INCREMENT (\$1000)
1997	1000	0	1000	1.000	1000.00	1000.00	0.00
1998	5000	0	5000	1.010	5050.00	5050.00	0.00
1999	6750	0	6750	1.020	6885.68	6885.68	25.00
2000	7850	0	7850	1.030	8087.86	8087.86	126.25
2001	8950	0	8950	1.041	9313.41	9313.41	172.14
2002	10550	0	10550	1.051	11088.16	11088.16	202.20
2003	12150	0	12150	1.062	12897.47	12897.47	232.84
2004	13750	0	13750	1.072	14741.86	14741.86	277.20
2005	15350	0	15350	1.083	16621.85	16621.85	322.44
2006	17550	0	17550	1.094	19194.18	19194.18	368.55
2007	19150	0	19150	1.105	21153.51	21153.51	415.55
2008	19750	0	19750	1.116	22034.45	22034.45	479.85
2009	20950	0	20950	1.127	23606.98	23606.98	528.84
2010	21550	0	21550	1.138	24525.91	24525.91	550.86
2011	21550	0	21550	1.149	24771.17	24771.17	590.17
2012	21550	0	21550	1.161	25018.88	25018.88	613.15
2013	21550	0	21550	1.173	25269.07	25269.07	619.28
2014	21550	0	21550	1.184	25521.76	25521.76	625.47
2015	21550	0	21550	1.196	25776.98	25776.98	631.73
2016	21550	0	21550	1.208	26034.75	26034.75	638.04
2017	21550	0	21550	1.220	26295.10	26295.10	644.42
2018	21550	0	21550	1.232	26558.05	26558.05	650.87
2019	21550	0	21550	1.245	26823.63	26823.63	657.38
2020	21550	0	21550	1.257	27091.86	27091.86	663.95
		0					10036.18

**TABLE 4
PHASE 1 PRELIMINARY ECONOMIC FEASIBILITY ANALYSIS**

EXPENDITURE ANALYSIS

BASE VALUE YEAR		1997	RATE OF INFLATION		0.010		
BASE VALUE AMOUNT \$1000		0	INTEREST RATE		0.060		
NET VALUE TAX RATE		0.0250					
YEAR	TAX REVENUE INCREMENT (\$1000)	NON-TAX REVENUE (\$1000)	PROJECT COSTS (\$1000)	ACCOUNT BALANCE (1/1) (\$1000)	DEBT SERVICE (\$1000)	ACCOUNT BALANCE (12/31) (\$1000)	ANNUAL AMOUNT BORROWED (\$1000)
1997	0.00	0	1786	-1786.00	107.16	-1893.16	-1893.16
1998	0.00	0	1122	-3015.16	180.91	-3196.07	-1302.91
1999	25.00	0	120	-3291.07	197.46	-3488.53	-292.46
2000	126.25	0	120	-3482.28	208.94	-3691.22	-202.69
2001	172.14	0	120	-3639.08	218.34	-3857.42	-166.20
2002	202.20	0	120	-3775.23	226.51	-4001.74	-144.32
2003	232.84	0	120	-3888.91	233.33	-4122.24	-120.50
2004	277.20	0	0	-3845.04	230.70	-4075.74	0.00
2005	322.44	0	0	-3753.30	225.20	-3978.50	0.00
2006	368.55	0	0	-3609.95	216.60	-3826.55	0.00
2007	415.55	0	0	-3411.00	204.66	-3615.66	0.00
2008	479.85	0	0	-3135.81	188.15	-3323.96	0.00
2009	528.84	0	0	-2795.12	167.71	-2962.83	0.00
2010	550.86	0	0	-2411.97	144.72	-2556.68	0.00
2011	590.17	0	0	-1966.51	117.99	-2084.50	0.00
2012	613.15	0	0	-1471.35	88.28	-1559.63	0.00
2013	619.28	0	0	-940.35	56.42	-996.78	0.00
2014	625.47	0	0	-371.30	22.28	-393.58	0.00
2015	631.73	0	0	238.14	0.00	0.00	0.00
2016	638.04	0	0	0.00	0.00	0.00	0.00
2017	644.42	0	0	0.00	0.00	0.00	0.00
2018	650.87	0	0	0.00	0.00	0.00	0.00
2019	657.38	0	0	0.00	0.00	0.00	0.00
2020	663.95	0	0	0.00	0.00	0.00	0.00
	10036.18	0	3508				-4122.24

SECTION VII. CONSISTENCY OF ACTIVITIES WITHIN TAX INCREMENT DISTRICT #5 WITH THE CITY ZONING ORDINANCE, MASTER PLAN AND OTHER DEVELOPMENT ORDINANCES

All of the land in TID #5 is currently in the City of Marshfield. The majority of land is zoned Industrial. All of the industrially-zoned land within TID #5 is suitable for "Industrial" sites within the meaning of Section 66.52, Wis. Stats. It is further the intent of the City that this land will remain zoned for industrial use for the life of the tax increment district as required by statutes.

The development of the Mill Creek Business Park is consistent with local plans. In addition to local zoning, the Industrial Park Authority is currently finalizing protective covenants that are aimed at encouraging good planning and site design review in the placement of individual business buildings as well as architectural and landscaping controls. Adoption of these covenants is anticipated prior to sale of any of the land.

It is anticipated that there will be no displaced persons from project activities as currently contemplated. If conditions change in the future, the City will conform to the State of Wisconsin Relocation laws.

APPENDIX A

**PHASES 1 & 2
ESTIMATED PROJECT COSTS
DEVELOPMENT INCREMENT ASSUMPTIONS
PRELIMINARY ECONOMIC FEASIBILITY ANALYSIS**

TABLE 5
PHASES 1 & 2 ESTIMATED PROJECT COSTS

YEAR	PHASE	PROJECT DESCRIPTION	ESTIMATED PROJECT COST	TOTAL ESTIMATED COST
1997	1	Sanitary sewer	\$ 487,000	
		Water mains	330,000	
		Storm water improvements	353,000	
		Street improvements	247,000	
		Entrance & intersection improvements	125,000	
		Street lighting	29,000	
		Site grading	60,000	
		<i>Subtotal Phase 1 Estimated Infrastructure Costs</i>	<i>\$1,631,000</i>	
		Marketing	25,000	
		Business recruitment incentives	100,000	
		Planning, legal, administration	30,000	
		SUBTOTAL 1997 PROJECT COSTS	\$1,786,000	
		1998	1A	
Water mains	116,000			
Storm water improvements	291,000			
Street improvements	383,000			
Street lighting	48,000			
Site grading	60,000			
<i>Subtotal Phase 1A Estimated Infrastructure Costs</i>	<i>\$ 967,000</i>			
2	Sanitary sewer			\$ 165,100
	Water mains		234,500	
	Storm water improvements		180,000	
	Street improvements		531,250	
	Entrances		150,000	
	Street lighting		66,750	
	Site grading & demolition		75,000	
	<i>Subtotal Phase 2 Estimated Infrastructure Costs</i>		<i>\$1,402,600</i>	
	Marketing		25,000	
	Business recruitment incentives		100,000	
	Planning, legal, administration		30,000	
	SUBTOTAL 1998 PROJECT COSTS		\$2,524,600	
1999	2A		Sanitary sewer	122,625
		Water mains	101,375	
		Storm water improvements	93,750	
		Street improvements	271,250	
		Entrances	137,500	
		Street lighting	14,700	
		Site grading	30,000	
		Traffic Signals on Hwy 10	100,000	

YEAR	PHASE	PROJECT DESCRIPTION	ESTIMATED PROJECT COST	TOTAL ESTIMATED COST
		<i>Subtotal Phase 2A Estimated Infrastructure Costs</i>	<i>\$872,000</i>	
		Marketing	10,000	
		Business recruitment incentives	100,000	
		Planning, legal, administration	10,000	
		<i>SUBTOTAL 1999 PROJECT COSTS</i>		<i>\$ 992,000</i>
2000	2B	Sanitary sewer	31,000	
		Water mains	68,000	
		Storm water improvements	15,000	
		Street improvements	143,000	
		Entrance & intersection improvements	75,000	
		Street lighting	18,000	
		Traffic Signals on Hwy 13	175,000	
		<i>Subtotal Phase 2B Estimated Infrastructure Costs</i>	<i>\$525,000</i>	
		Marketing	10,000	
		Business recruitment incentives	100,000	
		Planning, legal, administration	10,000	
		<i>SUBTOTAL 2000 PROJECT COSTS</i>		<i>\$ 645,000</i>
2001	N/A	Marketing	10,000	
		Business recruitment incentives	100,000	
		Planning, legal, administration	10,000	
		<i>SUBTOTAL 2001 PROJECT COSTS</i>		<i>\$ 120,000</i>
2002	N/A	Marketing	10,000	
		Business recruitment incentives	100,000	
		Planning, legal, administration	10,000	
		<i>SUBTOTAL 2002 PROJECT COSTS</i>		<i>\$ 120,000</i>
2003	N/A	Marketing	10,000	
		Business recruitment incentives	100,000	
		Planning, legal, administration	10,000	
		<i>SUBTOTAL 2003 PROJECT COSTS</i>		<i>\$ 120,000</i>
TOTAL ESTIMATED PROJECT COSTS				\$6,307,600

All infrastructure estimates include 25% for contingencies and engineering.

TABLE 6

PHASES 1 & 2 DEVELOPMENT INCREMENT ASSUMPTIONS

YEAR	PHASE	DESCRIPTION	DVLPMNT\$ /AC	# OF AC	TOTAL BY TYPE	TOTAL DVLPMNT INCRMNT BY YEAR
1997	1	Industrial	\$150,000	6.66	1,000,000	\$1,000,000
1998	1	Industrial	\$150,000	10	1,500,000	\$4,000,000
		Office	1,000,000	2	2,000,000	
		Office & Ancillary Uses	500,000	1	500,000	
1999	1	Industrial	150,000	8.33	1,250,000	\$3,950,000
	1A	Office & Ancillary Uses	500,000	1	500,000	
	2	Office	1,000,000	2	2,000,000	
	N/A	Industrial/Office west	200,000	1	200,000	
2000	1	Industrial	150,000	4	600,000	\$3,075,000
	1A	Office & Ancillary Uses	500,000	1	500,000	
	2	Industrial	175,000	5	875,000	
		Commercial Redevelopment	300,000	3	900,000	
	N/A	Industrial/Office west	200,000	1	200,000	
2001	1	Industrial	150,000	4	600,000	\$3,075,000
	1A	Office & Ancillary Uses	500,000	1	500,000	
	2	Industrial	175,000	5	875,000	
		Commercial Redevelopment	300,000	3	900,000	
	N/A	Industrial/Office west	200,000	1	200,000	
2002	1	Industrial	150,000	4	600,000	
	1A	Office & Ancillary Uses	500,000	2	1,000,000	
	2	Industrial	175,000	5	875,000	
		Commercial Redevelopment	300,000	3	900,000	
	2A	High Quality Light				

YEAR	PHASE	DESCRIPTION	DVLPMNT\$ /AC	# OF AC	TOTAL BY TYPE	TOTAL DVLPMNT INCRMNT BY YEAR
		Industrial	250,000	2	500,000	\$5,575,000
	2B	High Quality Office	500,000	3	1,500,000	
	N/A	Industrial/Office west	200,000	1	200,000	
2003	1	Industrial	150,000	4	600,000	
	1A	Office & Ancillary Uses	500,000	2	1,000,000	\$5,575,000
	2	Industrial	175,000	5	875,000	
		Commercial Redevelopment	300,000	3	900,000	
	2A	High Quality Light Industrial	250,000	2	500,000	
	2B	High Quality Office	500,000	3	1,500,000	
	N/A	Industrial/Office west	200,000	1	200,000	
2004	1	Industrial	150,000	4	600,000	\$5,575,000
	1A	Office & Ancillary Uses	500,000	2	1,000,000	
	2	Industrial	175,000	5	875,000	
		Commercial Redevelopment	300,000	3	900,000	
	2A	High Quality Light Industrial	250,000	2	500,000	
	2B	High Quality Office	500,000	3	1,500,000	
	N/A	Industrial/Office west	200,000	1	200,000	
2005	1A	Industrial	150,000	4	600,000	\$5,575,000
		Office & Ancillary Uses	500,000	2	1,000,000	
	2	Industrial	175,000	5	875,000	
		Commercial Redevelopment	300,000	3	900,000	
	2A	High Quality Light Industrial	250,000	2	500,000	
	2B	High Quality Office	500,000	3	1,500,000	
	N/A	Industrial/Office west	200,000	1	200,000	
2006	1A	Industrial	150,000	8	1,200,000	
		Office & Ancillary Uses	500,000	2	1,000,000	

YEAR	PHASE	DESCRIPTION	DVLPMNT\$ /AC	# OF AC	TOTAL BY TYPE	TOTAL DVLPMNT INCRMNT BY YEAR
	2A	High Quality Light Industrial	250,000	2	500,000	\$2,700,000
2007	1A	Industrial	150,000	4	600,000	\$1,600,000
		Office & Ancillary Uses	500,000	2	1,000,000	
2008	1A	Industrial	150,000	4	600,000	\$ 600,000
2009	1A	Industrial	150,000	8	1,200,000	\$1,200,000
2006	1A	Industrial	150,000	4	600,000	\$ 600,000
GRAND TOTAL PHASES 1 & 2 AND WESTERN PARCEL DEVELOPMENT ASSUMPTIONS						\$44,100,000

TABLE 7

PHASES 1 & 2 PRELIMINARY ECONOMIC FEASIBILITY ANALYSIS
REVENUE ANALYSIS

	BASE VALUE YEAR	1997		RATE OF INFLATION	0.010		
	BASE VALUE AMOUNT \$1000	1000		INTEREST RATE	0.060		
	NET VALUE TAX RATE	0.0250					
YEAR	DEVELOPMENT	TAX BASE	TOTAL VALUE	INFLATION	TOTAL VALUE	TOTAL VALUE	TAX REVENUE
	INCREMENT	LOSS	BASE \$		CURRENT \$	INCREMENT	INCREMENT
	BASE \$	BASE \$	(\$1000)	FACTOR	(\$1000)	(\$1000)	(\$1000)
	(\$1000)	(\$1000)	(\$1000)				
1997	1000	0	1000	1.000	1000.00	1000.00	0.00
1998	5000	0	5000	1.010	5050.00	5050.00	0.00
1999	8950	0	8950	1.020	9129.90	9129.90	25.00
2000	12025	0	12025	1.030	12389.37	12389.37	126.25
2001	15100	0	15100	1.041	15713.12	15713.12	228.25
2002	20675	0	20675	1.051	21729.63	21729.63	309.73
2003	26250	0	26250	1.062	27864.90	27864.90	392.83
2004	31825	0	31825	1.072	34120.71	34120.71	543.24
2005	37400	0	37400	1.083	40498.84	40498.84	696.62
2006	40100	0	40100	1.094	43856.78	43856.78	853.02
2007	41700	0	41700	1.105	46062.74	46062.74	1012.47
2008	42300	0	42300	1.116	47192.77	47192.77	1096.42
2009	43500	0	43500	1.127	49016.89	49016.89	1151.57
2010	44100	0	44100	1.138	50189.91	50189.91	1179.82
2011	44100	0	44100	1.149	50691.81	50691.81	1225.42
2012	44100	0	44100	1.161	51198.73	51198.73	1254.75
2013	44100	0	44100	1.173	51710.72	51710.72	1267.30
2014	44100	0	44100	1.184	52227.83	52227.83	1279.97
2015	44100	0	44100	1.196	52750.10	52750.10	1292.77
2016	44100	0	44100	1.208	53277.60	53277.60	1305.70
2017	44100	0	44100	1.220	53810.38	53810.38	1318.75
2018	44100	0	44100	1.232	54348.48	54348.48	1331.94
2019	44100	0	44100	1.245	54891.97	54891.97	1345.26
2020	44100	0	44100	1.257	55440.89	55440.89	1358.71
		0					20595.78

TABLE 8

PHASES 1 & 2 PRELIMINARY ECONOMIC FEASIBILITY ANALYSIS
EXPENDITURE ANALYSIS

BASE VALUE YEAR		1997	RATE OF INFLATION		0.010		
BASE VALUE AMOUNT \$1000		0	INTEREST RATE		0.060		
NET VALUE TAX RATE		0.0250					
YEAR	TAX REVENUE INCREMENT (\$1000)	NON-TAX REVENUE (\$1000)	PROJECT COSTS (\$1000)	ACCOUNT BALANCE (1/1) (\$1000)	DEBT SERVICE (\$1000)	ACCOUNT BALANCE (12/31) (\$1000)	ANNUAL AMOUNT BORROWED (\$1000)
1997	0.00	0	1786	-1786.00	107.16	-1893.16	-1893.16
1998	0.00	0	2525	-4417.76	265.07	-4682.83	-2789.67
1999	25.00	0	992	-5649.83	338.99	-5988.82	-1305.99
2000	126.25	0	645	-6507.57	390.45	-6898.02	-909.20
2001	228.25	0	120	-6789.77	407.39	-7197.16	-299.14
2002	309.73	0	120	-7007.42	420.45	-7427.87	-230.71
2003	392.83	0	120	-7155.04	429.30	-7584.34	-156.47
2004	543.24	0	0	-7041.10	422.47	-7463.57	0.00
2005	696.62	0	0	-6766.95	406.02	-7172.96	0.00
2006	853.02	0	0	-6319.95	379.20	-6699.14	0.00
2007	1012.47	0	0	-5686.67	341.20	-6027.87	0.00
2008	1096.42	0	0	-4931.45	295.89	-5227.34	0.00
2009	1151.57	0	0	-4075.77	244.55	-4320.32	0.00
2010	1179.82	0	0	-3140.50	188.43	-3328.93	0.00
2011	1225.42	0	0	-2103.51	126.21	-2229.72	0.00
2012	1254.75	0	0	-974.97	58.50	-1033.47	0.00
2013	1267.30	0	0	233.83	0.00	0.00	0.00
2014	1279.97	0	0	0.00	0.00	0.00	0.00
2015	1292.77	0	0	0.00	0.00	0.00	0.00
2016	1305.70	0	0	0.00	0.00	0.00	0.00
2017	1318.75	0	0	0.00	0.00	0.00	0.00
2018	1331.94	0	0	0.00	0.00	0.00	0.00
2019	1345.26	0	0	0.00	0.00	0.00	0.00
2020	1358.71	0	0	0.00	0.00	0.00	0.00
	20595.78	0	6308				-7584.34