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SECTION GOV'T. L
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City of Rhine
Oneida County, 1 107 10 136N,

R9E

Thence leaving the north right-of-way line of West Davenport Street, N50°58'49"E, 55.62 feet to the westerlymost corner of the Yeast Plant; thence continuing N50°58'49"E, 100.06 feet along the exterior face of the northwest wall of the Yeast Plant to the building corner; thence continuing N50°58'49"E, 69.46 feet to a Survey Marker Nai; thence N39°12'33"W, 6.60 feet to the southerlymost corner of the Mix Tank Room; thence continuing N39°12'33"W, 48.23 feet along the exterior face of the southwest wall of the Mix Tank Room to its intersection with a northwesterly extension of the northeast face of an interior concrete block wall in the Mix Tank Room; thence along the northeast face of said interior concrete block wall: S39°34'17"E, 24.30 feet. S50°48'15"W, 18.43 feet; and S39°23'52"E, 23.94 feet to the exterior face of the southeast wall of the Mix Tank Room; thence continuing S39°23'52"E, 4.29 feet to a Survey Marker Nail on the west line of the right-of-way of the Canadian National Railway, which right-of-way is recorded in Volume 9 of Misscellaneous on page 197; thence S29°30'28"W, 206.38 feet along the west right-of-way line of the Canadian National Railway to its intersection with the north right-of-way line of West Davenport Street, marked by a 5/16"-diameter drill hole in a concrete sidewalk; thence N89°28'12"W, 114.72 feet along the north right-of-way line of West Davenport Street, marked by a bavenport Street to the place of beginning.

ogether with a nonexclusive easement 13.30 feet in width lying 150°58'49"E, 100.06 feet, and N50°58'49"E, 69.46 feet, for veharking for loading and unloading. and for temporary vehicle

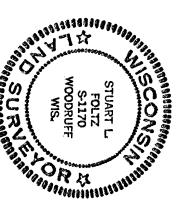
ncing at the northwest corner of Section 6, marked by a railroad spike in the pavement of River Street: thence \$46°04'39"E, feet to a Survey Marker Nail on the north right-of-way line of West Davenport Street, a city street; thence \$89°28'12"E, eet to the place of beginning, marked by a 5/16"-diameter drill hole in a concrete sidewalk where the north right-of-way line Davenport Street intersects the east line of the right-of-way line of the Canadian National Railway, which railroad right-of-coorded in Volume 9 of Miscellaneous on page 197.

wall of the Bleach Plant; thence \$60°18'24"E, 14.37 fect along the exterior face of the south wall of the Bleach Plant; thence \$60°18'24"E, 14.37 fect along the exterior face of the south wall of the Bleach Plant to the reast corner thereof; thence \$89°33'24"E, 27.02 fect to a 1" iron pipe; thence \$829°41'36"E, 53.03 fect to the southeast corner of terte wall; thence \$61°01'47"W, 9.09 fect along the south face of said concrete wall to the southwest corner thereof; thence \$45'42"E, 25.96 fect along the west face of said concrete wall and a northerly extension thereof to a 1" iron pipe near the south of the Mill Race; thence meandering along the Mill Race; \$62°38'54"E, 150.00 fect; \$54°07'36"E, 175.00 fect; and 40'25"E, 70.00 fect to a 1" iron pipe on the north right-of-way of West Davenport Street; thence \$89°28'12"W, 470.00 fect give north right-of-way line of West Davenport Street to the place of beginning.

NOTTOTAL		
NUMBER	DESCRIPTION	COMMENTS / LOCATION
2	General taxes for the year 2009, not yet due and payable. Rights of the public in any portion of the subject premises lying below the ordinary high water mark of MILL RACE, and rights of the government to regulate the use of the shore and marian rights	Not a survey matter. The ordinary high water line of Mill Race is shown on this survey. The rights of the government to regulate the use of the shore and riparian rights are not addressed by this survey.
ပ	Public or private rights, if any, in such portions of the subject premises as may be presently used, laid out or dedicated in any manner whatsoever, for road and/or highway purposes.	This survey has not revealed any portions of the subject premises that are presently used, laid out or dedicated for road or highway purposes.
1 4	Railroad easement executed by Rhinelander Paper Company to Chicago and North Western Railway Co. dated May 13, 1903 and recorded August 4, 1903 in Volume 36 of Deeds, page 394.	Volume 36 of Deeds, page 394 calls for a map attachment with yellow lines and parallel dotted lines representing the railroad tracks that are the subject of this easement. The title company has informed the surveyor that there is no map attached to the original easement document recorded in Volume 36 of Deeds on page 394. The location of this
5	Railroad easement executed by Rhinelander Paper Company to Minncapolis, St. Paul and Sault St. Marie Railway Company dated April 28, 1917 and recorded May 5, 1917 in Volume 81 of Deeds, page 501.	Volume 81 of Deeds, page 501 calls for a map attachment marked "Exhibit A" with certain spur tracks that are the subject of this easement delineated thereon in red. The title company has informed the surveyor that there is no map attachment to the original easement document recorded in Volume 81 of Deeds on page 501. The location of this easement is therefore not determinable.
6	Utility easement executed by Rhinelander Paper Company to Wisconsin Public Service Corporation dated April 19, 2000 and recorded June 22, 2000 in Volume 980 Records, page 796, Document #518973.	This 60-foot-wide high-voltage electric transmission line easement lies almost entirely within the Canadian National Railway right-of-way, but also crosses the southwest corner of the 1.58-acre parcel shown on this survey. The location of this casement is shown on this carrier.
7	Railroad right-of-way abutting the subject premises in Volume 9 Misc., page 197.	The Canadian National Railroad right-of-way lies between and abuts the two parcels shown on this survey. The location of this right-of-way is shown on this survey.
œ	Fire hydrant encroachment as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	A City of Rhinelander fire hydrant on the north side of West Davenport Street approximately halfway between the Mill Race and the Canadian National Railway encroaches onto the surveyed property as shown on this survey
9	Concrete steps encroachment as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	The existing concrete steps on the south side of the Dryer Plant encroach into the right-of-way of West Davenport Street as shown on this survey.
10	Yeast plant encroachment as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	of-way as shown on this surve
<u></u>	Phosphoric acid tanks encroachment as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	Two phosphoric acid tanks encroach into the west side of the Canadian National Railroad right-of-way as shown on this survey
12	Effluent tanks encroachment as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	Two effluent tanks encroach into the west side of the Canadian National Railroad right-of-way as shown on this survey.
55	Ammonia pump house encroachment as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	An ammonia pump house eneroaches into the west side of the Canadian National Railway right-of-way as shown on this survey.
14	Ammonia tanks encroachments as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	Two ammonia tanks encroach into the west side of the Canadian National Railroad right-of-way as shown on this
15	Pump house encroachment as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	A pump house encroaches into the west side of the Canadian National Railway right-of-way as shown on this survey.
	Sump house encroachment as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	8 5
	Concrete wall encroachment as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	A concrete wall encroaches into the west side of the Canadian National Railway right-of-way as shown on this survey.
18	6-foot-high chain link fence encroachments as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	high chain link fence es into the west side or right-of-way. A secord with the Dryer Plant madian National Railw
19	Loading docks encroachments as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	Loading docks associated with the Dryer Plant encroach into the east side of the Canadian National Railway right-of-way.
20	Dryer plant encroachment as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	The Dryer Plant encroaches into the east side of the Canadian National Railroad right-of-way as shown on this survey.
21	Two 12-inch pipes encroachments as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	Two 12-inch pipes running across the Canadian National Railroad right-of-way between the Yeast Plant and the Dryer Plant encroach.
22	Fence and post encroachments as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	The posts and fencing at the two southerly ends of a 6-foot-high chain link fence enclosing a park area on the north side of West Davenport Street where it intersects the Mill Race encroach into the right-of-way for West Davenport Street.
23	Storm water drain pipe as shown on survey prepared by Foltz & Associates, Inc. dated July 29, 2009.	A storm water drain pipe conducting storm water from West Davenport Street to the Mill Race crosses a corner of the surveyed property immediately to the north of the west end of the West Davenport Street bridge across the Mill Race and the Wisconsin River.
24	Terms, Conditions, Restrictions and Provisions relating to the use and maintenance of the easement described in Schedule A herein as shown on legal description and deed called for in Schedule B-I.	The easement referred to is shown on this survey as "Fasement Road". It is a 13.30-foot-wide easement over a paved alley running from West Davenport Street northeasterly between the Yeast Plant and the Paper Mill to the Mix Tank Room. Terms, Conditions, Restrictions and Provisions relating to the use and maintenance of this

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	CITY OF RHINELANDER DIMENSIONAL REQUIREMENTS FOR THE I-2 ZONING DISTRICT	
SETBACKS:	Front, corner, side, rear and transitional vards shall be unobstructed from ground level to the sky. All accessory buildings which are attached to principal buildings shall comply with the yard requirements of the principal building.	EXISTING DIM
Front Yard	None	7.5 feet from Yeast Plant to Street, 17.1 feet from Dryer Davenport Street.
Corner Side Yard	None	Not determined where "corne Parcel layout shown has been the City of Rhinelander.
Vision Clearance	On corner lots, a vision clearance shall be provided not less than 10 feet deep, extending in height from the sidewalk level to the ceiling line of the ground floor, but in no case less than 12 feet high.	The parcels on this survey ar lots.
Rear Yard	Every building or structure shall provide a rear yard of not less than 10 feet in depth.	Not determined where "rear layout shown has been appro of Rhinelander.
Transitional Yard	Where a side or rear lot line in an industrial district coincides with a side or rear lot line in an adjacent residence or business district, a yard shall be provided along such side or rear lot line on the industrial lot. Such vard shall be not less than 20 feet in depth.	Not applicable. There is no i business district adjacent to t parcels.
Regulations along	nce ht	Not applicable. All adjoining including those located across
business district boundaries	case, be nearer to the business or residence district boundary line than a horizontal distance equal to 1½ times the height of such point above curb level. However, stacks, tanks, bulkheads or ventilating equipment, including towers enclosing same, shall be exempt from such limitation if not exceeding in the aggregate 25 feet in lineal dimension parallel to the street for any 100 feet of street frontage. Parapets not exceeding 3 feet in height shall also be exempt from such limitation.	either I-2 General Industrial industrial.
	On properties or portions thereof located adjacent to a side or rear property line in a business or residence district, if any point on the exterior surface on any building or structure is a greater height than 35 feet above curb level, the vertical projection of such point upon the ground shall, in no case, be nearer to side or rear lot line of any property in the adjacent business or residence district than a horizontal distance equal to the height of such point above curb level. However, stacks, tanks, bulkheads, or ventilating equipment, including towers enclosing same, shall be exempt from such height limitation if not exceeding in the aggregate 25 feet in lineal dimension parallel to such business or residential lot line or lines for any 10 feet of length of such lot line or lines. Parapets not exceeding 3 feet in height	

OFF- STREET LOADING:	For buildings containing 5,000 to 40,000 square feet of gross floor area, one loading berth shall be provided. For buildings containing 40,000 to 100,000 square feet of gross floor area, two (2) loading berths shall be provided, plus one additional loading berth for each additional 100,000 square feet of gross floor area or fraction thereof. Each such loading berth for buildings in excess of 10,000 square feet of gross floor area shall be not less than 12 feet in width by 55 feet in	EXISTING DIMENSIONS
Location	All required loading berths shall be located on the same zoning lot as the use served. All motor vehicle locating berths which abut a Residence District or intervening alley separating a Residence District from an Industrial District shall be completely screened therefrom by building walls, or a uniformly painted solid fence, wall or door, or any combination thereof, not less than 8 feet in height. No permitted or required loading berth shall be located within 30 feet of the nearest point of intersection of any two streets. No loading berth shall be located in a required front or side yard, and any loading berth located in a required rear vard shall be open to the sky.	Not addressed by this survey
Size	~	Not addressed by this survey
Access	ing berth shall be designed with appropriate means of vehicular a manner which will least interfere with traffic movement, and shall a Building Inspector.	Not addressed by this survey
Surfacing	d with a dustless all-weather material capable of	Not addressed by this survey
Repair and Service	nd shall be permitted in conjunction with tif such loading facilities are within 600 feet of essory vehicles and emergency service required	Not addressed by this survey
Utilization	Space allocated to any offstreet loading shall not, while so allocated, be used to satisfy the space requirements for any offstreet parking facilities or portions thereof.	Not addressed by this survey
Minimum Facilities	hich are located in buildings cilities shall be provided with bjacent alley, service drive or	Not addressed by this survey
Central Loading	ed for loading berths on the individual zoning lots Illed: direct access to the Central Loading Area without	Not addressed by this survey
	 Total berths provided shall meet the requirements based on the sum of the several types of uses served. (Area of types of uses may be totaled before computing number of loading berths.) No zoning lot served shall be more than 500 feet removed from the Central Loading 	
	 The tunnel or ramp connecting the Central Loading area with the zoning lot served shall be not less than 7 feet in width and have a clearance of not less than 7 feet. 	

	sign device of signal.	
	 The use of traveling messages or segmented messages are prohibited. Changing the illumination will in no way impair the vision of the driver of any motor vehicle or otherwise interfere with the driver's operation of the motor vehicle. No sign shall be so illuminated that it interferes with the effectiveness or obscures an efficient traffic. 	
Not applicable. There are no advertising signs or devices within the surveyed area.	 Flashing business signs may be conditionally permitted if they meet all the following conditions: Each change of light or message shall be accomplished in one second or less. Each message or light shall remain in a fixed position for at least 6 seconds. 	Flashing Business Signs
	 The gross area in square feet of the additional sign on a zoning lot shall not exceed 3 times the lineal feet of frontage of such zoning lot. However, the gross surface area of such additional sign, if flashing, shall not exceed 1½ times the lineal feet of frontage of such zoning lot. Such sign shall be set back a minimum of 10 feet from the front lot line of such industrial park. No sign shall project higher than 50 feet above curb level, except as may be allowed by conditional use permit. 	
Not applicable. There are no advertising signs or devices within the surveyed area.	 For industrial parks, one additional sign on each street frontage shall be permitted, subject to the following: Such sign shall advertise only the name and location of such industrial park and the name and type of business of each occupant of the park. 	industrial Parks
Not applicable. There are no advertising signs or devices within the surveyed area.	No sign shall project higher than 50 feet above curb level, except as may be allowed by conditional use permit.	Height
Not applicable. There are no advertising signs or devices within the surveyed area.	No sign shall project into the public way.	Projection
Not applicable. There are no advertising signs or devices within the surveyed area.	The gross area in square feet of all signs on a zoning lot shall not exceed 4 times the lineal feet of frontage of such zoning lot. However, the gross area of all illuminated signs shall not exceed 2 times the lineal feet of frontage of such zoning lot.	Area
	 All signs and advertising devices shall be mounted in one of the following manners: Flat against a building or wall. Back to back, in pairs so that the back of the sign or advertising device will be screened from public view. In clusters in an arrangement which will screen the back of the signs or advertising devices from public view. Otherwise mounted so that the backs of all signs/advertising devices or sign/advertising device structures showing to public view shall be painted and maintained a neutral color or a color that blends with surrounding environment. All signs and advertising devices shall be properly maintained, electrically connected and suitably supported. 	
	A sign or advertising device in direct line of vision of any traffic signal, from any point in the traffic lane from a position opposite the near sidewalk line to a position 150 feet before said sidewalk line, shall not have red, green or amber illumination.	
EXISTING DIMENSIONS	No advertising signs or advertising devices shall be permitted within 75 feet of any residence district boundary line unless such sign or advertising device is completely screened from such residence district by a building, solid fence, or an evergreen planting; such planting shall be not more than 2 feet shorter than the height of the sign or advertising device at the time such evergreens are planted, shall be spaced not more than ½ the height of the tree for regular varieties and ½ the height of the tree for columnar varieties of trees, and shall be continuously maintained; or unless such sign or advertising device is facing away from the residence district and the back is screened.	SIGNS:

Employee Parking space	Location All parking soming lot as on April 15. by parking facilities are	Design and Plan - Design of the pa standards approved by t Character - Accessory Surfacing - All open o load of 6,000 pounds (n requirement). Screening and landsca screened on each side au wall, fence, or densely I Lighting - Any lighting public streets in such a t measured at the lot line. Repair and service - N accessory parking facili Business District. Wash	In Yards Offstreet par parking shal	Access Each require width and de facilities sha with traffic r	Size A required of aisles, ramps measured at 60° parking, aisle) and 12	Collective Offstreet par Provision than the sum parking space required spar	ion	OFF-STREET One offstree PARKING:
Parking spaces required on an employee basis shall be based on the maximum number of employees on duty or residing, or both, on the premises at any one time.	All parking spaces required to serve buildings or uses erected or established after April 15, 1966 shall be located on the same zoning lot as the building or use served or within 600 feet thereof if located in an Industrial District. Buildings or uses existing on April 15, 1966 which are subsequently altered or enlarged so as to require the provision of parking spaces may be served by parking facilities located on land other than the zoning lot on which the building or use served is located, provided such facilities are within 600 feet walking distance of a main entrance to the use served.	Plan - Design of the parking lot or area shall be subject to the approval of the Building Inspector, in accordance with standards approved by the Plan Commission. Character - Accessory parking spaces may be open to the sky or enclosed in a building. Surfacing - All open offstreet parking areas shall be surfaced with a dustless all-weather material capable of carrying a wheel load of 6,000 pounds (normally, a 2-inch blacktop on a 4-inch base or 5 inches of Portland Cement will meet this requirement). Screening and landscaping - All open automobile parking areas, containing more than 4 parking spaces, shall be effectively screened on each side adjoining or fronting on any property situated in a Residence District or any institutional premises by a wall, fence, or densely planted compact hedge, not less than 5 feet nor more than 8 feet in height. Lighting - Any lighting used to illuminate offstreet parking areas shall be directed away from residential properties and public streets in such a way as not to create a nuisance. However, in no case shall such lighting exceed 3 foot-candles measured at the lot line. Repair and service - No motor vehicle repair work or service of any kind shall be permitted in conjunction with any open accessory parking facility provided in an Industrial District if such parking facilities are within 600 feet of a Residence or Business District. Washing of accessory vehicles and emergency service required to start vehicles shall be permitted.	Offstreet parking spaces, open to the sky, may be located in any yard. Enclosed buildings and carports containing offstreet parking shall be subject to applicable yard requirements.	Each required offstreet parking space shall open directly upon an aisle or driveway at least 12 feet wide or such additional width and design as to provide safe and efficient means of vehicular access to such parking space. All offstreet parking facilities shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movement. No driveway across public property shall exceed a width of 25 feet, not including curb cuts.	A required offstreet parking space shall be at least 8 ⁻⁶ ° in width and at least 20 feet in length, exclusive of access drives or aisles, ramps, columns, or office or work areas. Such space shall have a vertical clearance of at least 6 ⁻⁶ °, and shall be measured at right angles to the axis of the vehicle. Aisles shall be not less than 24 feet wide for 90° parking, 18 feet wide for 60° parking, 15 feet wide for 45° parking (angle shall be measured between center line of parking space and center line of aisle) and 12 feet wide for parallel parking. For parallel parking the length of the parking space shall be increased to 23 feet.	Offstreet parking facilities for separate uses may be provided collectively if the total number of spaces so provided is not less than the sum of the separate requirements for each such use and provided that all regulations governing location of accessory parking spaces, in relation to the use served, are adhered to. Further, no parking spaces or portion thereof shall serve as a required space for more than one use unless otherwise authorized by the Board of Appeals.	When determination of the number of offstreet parking spaces required results in a requirement of a fractional space, any fraction of ½ or less may be disregarded while a fraction in excess of ½ shall be counted as one parking space.	One offstreet parking space shall be provided for each three employees.
Existing parking available was reviewed and	Existing parking available was reviewed and approved for conformance with the I-2 requirements by the City of Rhinelander.	Existing parking available was reviewed and approved for conformance with the I-2 requirements by the City of Rhinelander.	Existing parking available was reviewed and approved for conformance with the I-2 requirements by the City of Rhinelander.	Existing parking available was reviewed and approved for conformance with the I-2 requirements by the City of Rhinelander.	Existing parking available was reviewed and approved for conformance with the I-2 requirements by the City of Rhinelander.	Existing parking available was reviewed and approved for conformance with the I-2 requirements by the City of Rhinelander.		EXISTING DIMENSIONS

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