AGENDA OF THE TAX INCREMENTAL DISTRICTS JOINT REVIEW COMMITTEE

THURSDAY, OCTOBER 4, 2018, 4:30 PM
CITY HALL
ROOM 604
AMENDED

A. Roll Call.

B. Approval of the Agenda.

C. Approval of Minutes.

1. Approval of the minutes from the June 28, 2018 and September 6, 2018 meetings.

D. Regular Business.

1. Consideration with possible action on adoption of a Territory Amendment to the Project Plan for Tax Incremental District Twelve (TID 12): I-43 Industrial Park.
2. Consideration with possible action on creation of rehabilitation and conservation Tax Incremental District Twenty (TID 20): Whitney Park and adoption of the Project Plan.
3. Consideration with possible action on creation of blight elimination Tax Incremental District Twenty-One (TID 21): Green Bay Packaging and adoption of the Project Plan.

E. Adjournment.

1) THIS MEETING IS RECORDED: THE VIDEO OF THIS MEETING AND MINUTES ARE AVAILABLE ONLINE AT www.greenbaywi.gov
2) ACCESSIBILITY: Any person wishing to attend who requires special accommodation because of a disability, should contact the City Safety Manager at 920-448-3125 at least 48 hours before the scheduled meeting time so that arrangements can be made.

3) QUORUM: Please take notice that a majority or quorum of the Common Council will attend this Tax Incremental Districts Joint Review Committee meeting and will constitute a meeting of the Common Council for purposes of discussion and information gathering relative to this agenda.
4) REPRESENTATION: The party requesting the communication, or their representative, should be present at this meeting.

Report to the
Tax Incremental Districts Joint Review Committee of the City of Green Bay

MEETING DATE	PREPARED BY
October 4, 2018	

AGENDA ITEM # C.1.

Approval of the minutes from the June 28, 2018 and September 6, 2018 meetings.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. 06.28.18 MINUTES
2. 09.06.18 MINUTES

MINUTES OF THE TAX INCREMENTAL DISTRICTS JOINT REVIEW COMMITTEE

THURSDAY, JUNE 28, 2018, 4:00 PM
CITY HALL, ROOM 207

A. ROLL CALL.

Present: Chad Weininger, John Kasha, Bob Mathews, Brent Weycker, Diana Ellenbecker

Also Present: Economic Development Director Kevin Vonck

B. APPROVAL OF THE AGENDA.

Moved by Bob Mathews, seconded by Brent Weycker to approve. Motion carried.
Yes- Chad Weininger, John Kasha, Bob Mathews, Brent Weycker, Diana Ellenbecker, No- None, Abstain- None

C. APPROVAL OF MINUTES.

1. Approval of the minutes from the August 29, 2017 and September 26, 2017 meeting.

Moved by Brent Weycker, seconded by Bob Mathews to approve. Motion carried.
Yes- Chad Weininger, John Kasha, Bob Mathews, Brent Weycker, Diana Ellenbecker, No- None, Abstain- None

D. REGULAR BUSINESS.

1. Review the TID annual reports.

Moved by Bob Mathews, seconded by Brent Weycker to receive and place on file. Motion carried.

Yes- Chad Weininger, John Kasha, Bob Mathews, Brent Weycker, Diana Ellenbecker, No- None, Abstain- None

2. Staff report on the performance and status of each district governed by the Board.

Moved by Bob Mathews, seconded by Brent Weycker to receive and place on file. Motion carried.
Yes- Chad Weininger, John Kasha, Bob Mathews, Brent Weycker, Diana Ellenbecker, No- None, Abstain- None

E. INFORMATIONAL.

1. Set next meeting date and time.

To be determined at a later date.

F. ADJOURNMENT.

Moved by Brent Weycker, seconded by Bob Mathews to adjourn. Motion carried.
Yes- Chad Weininger, John Kasha, Bob Mathews, Brent Weycker, Diana Ellenbecker, No- None, Abstain- None

VERBATIM MINUTES

- All right, I'd like to call to order the Joint Review Board for Thursday, June 28th, at 4:00 p.m., and we'll take roll call. Diana Ellenbeck is here, Chad Weininger?

- Here.

- John Kasha?

- Here.

- Bob Matthews?

- Here.

- Brent Weycker?

- Here.

- All right, I'll take a motion to approve the agenda.

- So moved.

- Second.

- And there was actually a, yup, okay. All in favor?

- [Everyone] Aye.

- Opposed, that passes. Did you want me to repeat the who?

- Who motioned and who seconded?

- He motioned, and I seconded, Bob and Brent.

- Bob and Brent. And then we take a motion to approve the minutes. As you see there, it's gonna be two in the packet, 'cause from the previous meeting, we have to put the minutes in so we have the minutes from the last two meetings in this packet. Any questions? Brent first, Bob second. All in favor?

- [Everyone] Aye.

- Opposed? That passes. We'll go onto the regular meeting, business portion, but what I want to say is I want to give you some last minute handouts, so I'll just give you a quick overview of what I have, the thickest packet is what was on my agenda and this is a copy of the Wisconsin department of revenue required reporting on annual basis, so the second year this annual reporting has been required so that has been include, that has been submitted to the DIOR, but we still have the chance to modify them if needed.

- I do like the fact that you had the future cost and future revenue.

- I actually went back to DIOR and asked the question, why are you only making me show future cost and not revenue, it made them look terrible, so they actually added them to the back of the report. This is their report and it's actually added to the back of their packets, yes, you get the printouts, there used to be five ugly pages, now it's down to three pages. So what I did is then, if you see on the legal sites, it's all 16 reports just done, summarized as one line item, so the same information has been folded onto this one summary page. What you'll also see is there is a small page called Tiff, value limitation report, that's just from the state of Wisconsin department of revenue and we in Green Bay happen to be in the top portion of this page and it just has all our active TIDS. We are at 5.2% of our equalized value, you can, the municipality can go up to 12%, so this is just the way of measuring of how much is in TIDS. And I think there's one more report, and one other report is just, within each one of the TIDS got charged back an administrative cost, they said they're advocating some of the costs that are paid by their operating budget that was charged back to the TIDS. This is the spreadsheet, it's kind of an ugly, messy spreadsheet, but this is how we came up with some rationale to charge back the TIDS. So that's just the back up for the administration line on each one of the TIDS. So that's just additional backup.

- So from ours, is that activity-based, some type of tracking or is that just an allocation?

- It's an allocation based on, most of our projects run through our development team and we've got the department heads down there, myself, and Mrs. Ellenbecker, Mrs. Chavez, city attorney, Mr. Grenier, mayor, our assistant director and Mrs. Geoffrey is chief of staff and generally most of us work through the development team projects. And so in terms of working on the term sheets, working on development agreements and administration of those projects, we're the ones who are generally most hands-on with those. I think there's a few other cases, I think it was in TID, where is it... You know 18, that one required and this is for 2017, being a newer TID with newer projects coming up, it's time the university was finishing up the third development agreement with JBS project, so there's some TIDS that had more time because we were working on more projects at that time so those are the ones that we spent literally more time on than most things off the ground and so that's where we looked at putting those allocations back to those TIDS based on where we spent our time working on different projects. Even though it's an older TID, TID 5 downtown, we still spend a ton of time going through different projects in that area and working on projects in that area and so I think that's reflecting the seasonal higher cost instrument and administratively come in TID 5 and also TID 14, again, for a few years we've been working on a development agreement to move that piece of property. Last three years we've basically inherited the property, took over the property, sourced the property, and developed the property.

- So basically you're just estimating the time.

- I think we can go back and justify that for, look in this, there's not a lot of projects in TID 8, so there's not a lot allocated.

- But you have a mechanism to show where you believe it is correct?

- Yeah.

- So those are the additional reports I handed out. The first item on regular business is the review of the TID annual reports. Again, all the details attached behind in the packet or we can look at the summarized version. Similarly reported handout last year, but I just kind of went through the first account of TIF number, the type of TIF it is, it's just the name on the TIF. The creation date, the mandatory term date and the next column is the fund balance where it was at the beginning of the year and it shows you the first four pages, five calendars, so it shows you the revenues and it shows you expenditures and it shows where the fund balance ended up at the end of the year. Future costs are based on cashflow projections that have been pulled together on how much costs are still either expected, and the future revenues, and that would show you whether or not we think this TIF will have a surplus or deficit by the time it comes down to mandatory term date. I don't know if you have any specific questions?

- Thank you Madam Chair. I put in a request to get the developer agreements, can I still get those?

- Yes.

- And I know you have a lot, I'm not making a big deal,

- Yeah, look it's a good exercise for us, any way just to make sure they're all in a spot, yes, but you can get copies of all the agreements that we've done today.

- Thanks a lot, it's just the first time that the county is looking out.

- Yes, it's numerous and we were both comparing our list to make sure we have the same people on the list. And so we would be pulling them together.

- I know it's a drag, and so many of these guys have quite a bit, some of them don't have any. But we've been reading through all of them. Can I ask a quick question? I can't find it here, the military TIF, I'm not sure what number that is, its number 16. So that still looks like that's negative. Is there any?

- At this point, this is based on the cashflow that I'm aware of, Kevin and I haven't spent a lot of time on this one. But its negative correct at this one.

- And that one, went into darker net, and you re-adjusted the value and it's still negative? I thought that after you would adjust for the docker med, you would've been to a point where there is just not enough of an error?

- I think this was before my time, adjusting the docker med, was to keep us, it was in a hold, but because some properties have still come off, it was continuing to go down and I think it was a move to stop the bleeding, so you didn't erase the deficit that was there in terms of, I think a lot of expenses were for the road, the street.

- So you readjusted the value?

- I think it was in 2014.

- So there hasn't been enough increment from 14 to the positive cashflow then?

- Yeah, at this point, I'm the one who helped put the cashflow together and I don't know of any project in the future right now so I can't anticipate additional increment, but it doesn't mean it won't happen.

- Okay, so you just kind of used it is, it's equalized valuable, under construction.

- Yes, we did take our total taxes increment and we do write that, we do project it up but that's not based on any new development at this point.

- Just out of curiosity, why did you use like a three-year rolling average, or five-year rolling average for the value increase?

- I'm just using a percentage increase taken last year, the current year tax increment and I'm taking a plus of, I think its 2% increase. I think that's what my cashflows are, it's 2% and if I know of a project coming online, then I will take an estimate of what that additional assess value will be over the next couple of years based on development agreements, especially those that have guarantee assessed values because if they don't meet their guarantees, then we would bill them for additional revenue.

- In all the TIFS moving forward, those are all

- For the most part, I explained a little, there's a few upfront cost and I can go through them as we talk about what projects were and what those are. We tried to do more pay as you go to balance the risk out with the city. There's a few cases where we do put money up front but I think it's a better proportion, the money we're putting in to the amount that has to be guaranteed or the amount that has to be developed or paid to that service. I just want to follow up quick to your military F question, so when that did get reset in 2014, that balance forward still came in and owing 713,000. So because you reset it, you reset basically the base value, you didn't take away any net values there.

- Yeah, but what was the negative there, as long as you're projecting negative 13. I'm sorry, negative 3 million. It's been a long day.

- Sorry, just pulling up when... Yeah where that jump is coming from.

- That might be a rebonding schedule.

- Correct, it starts in 2018.

- Okay, that makes sense.

- That's when it starts to kick in. The sheets for 2010 bonds, principal and expense, they start to come in.

- That's okay, that makes sense, I was just curious, I was just trying to figure out what was going on.

- I think we had a development agreement that started kicking in either Burlington or Broadway auto. I think the first part of it just started kicking in in 17, so there's some agreements there.

- But that's pretty minor in comparison for infrastructure.

- I know there's a lot of infrastructure.

- Yes.

- Can you talk about number nine here, versus the other ones, why is it negative, just kind of?

- Let's see, 54 or 57, highway 54, 57 TIF and there have just been, we can't get into it, but there has been very little of a development goal there, there's land that we own out there.

- Correct and we had parties interested, but I think conceptually it's still too far out for some businesses and they'd just rather be around I-43 or closer into this area even though on the highway it's a few minutes difference, conceptually they don't want to be the first ones in and we had Adelaide, but we just can't get takers for out there.

- We even lost a gas station.

- I don't think the gas station.

- Starting to drill past.

- They're setting up again and.

- Apologies, were you gonna do a presentation or something?

- I was gonna go through them, these were the formal reports, updates.

- Do I have to receive a place on file, I think I have to have some kind of approval, so I'm gonna take a motion to, I guess we're doing motion to accept the reports, to receive and place on file, for DIOR, I have to have something that board has reviewed them.

- Everyone is doing them a little bit different, so you can have whatever you want.

- The board has been receiving place on file, some of them have been like no action, it's really formational.

- Unless you want any changes, like before she formally submits these to UR, and says these are the norms for the year, then we're okay.

- Your reports are all--

- In 2017 actuals, there's nothing I can do at this point to change the actuals. And they would be read last, two or three columns are really the only thing we could potentially change and that's the only thing that is a projection of cashflow, so I guess I will take a motion to receive and place on file the reports.

- My turn, I'll move.

- Second.

- Bob has put in the motion, and Brent is second. All in favor?

- [Everyone] Aye.

- That passes, so next item is staff report on the performance and status on each of the districts governed by the board and then Kevin can give a presentation.

- Sure, so I'm just gonna kind of breeze through taxing districts, things that are going on, not going on in some of these districts and kind of set up, I think we'll be having another slate up there, of meetings maybe in the summer or this fall, maybe look at some changes. TID 4, that's our downtown TID, most of us got overlaid with five, primarily it was financing the Alveana company, apartments riverside place, those are, all 202 converted to condos now so that's continued to increase in value and that TID has been as you see in good shape and some of the increments are helping to pay off the debt service, and sure rent which services that facility, good shape, but not other projects really planned for this TID.

- So should we go through these, could you just talk about your close date and estimated close date?

- Sure the anticipated close date in here, this is opened in 98 and obviously as you go through, the close date is 2025, so that's coming up. Among other things, we do use some of the increment here to help pay for Cherry Street ramp, because this facility uses Cherry Street ramp because they can't part everybody on site so they do have parking spaces in Cherry street so that's where some of the funding is going.

- Just out of curiosity of the Cherry street ramp I know you had some involvement there, you're trying to do development there, the debt service payment on there, is that a couple of million?

- On the Cherry street ramp?

- How much allocation is going there? You know what, don't worry, I know everyone wants to get going, I'll follow up with you guys.

- We can make that a note, that can be a follow up.

- I'll follow up with you guys, don't worry about it.

- It's probably between TID 4 and TID 5. Yeah, it's split.

- So are the both TIDS paying the debt service on there?

- To my understanding yes.

- Okay, so we don't have to.

- And four came first and five overlapped pretty much all of four with the exception of riverside place.

- Okay, that makes sense, that's perfect.

- TID five is the downtown TID, again one of our older TIDs slated to close in 2026. Right now, we're getting outline on some of the projects that we're forwarding here including metro that is fully online right now, parts of the watermark, those are to build out, also getting assessed at higher rate, some of these did have money up front and those payments, I think we talked last year, were kind of in a big dip before, we made payments and increments coming on but we're starting to see some additional increment come on from those projects, again little remodels here and there for some of the downtown properties. It's currently negative fund balance but we do see that climb out pretty quickly.

- I'm sorry, that's where the watermark is, right?

- Correct. So the watermark property actually split in two, most of it is in TID 5, small portion where flats on the fox are, that is actually in TID 13, but most of it is in five. TID-7, this is down Marry Avenue, Legends district area, no active projects going currently. Right now, note says on here, it's created in 2002, slated to close in 2029, negative fund balance as of 17, but this year it's back positive, there are payments for the tender loan project which paid off, so we will start to be generating some positive increment in that area and with Tender Logic Times we've discussed some future development, the Decastro properties, discussed in future development but we don't have anything inked at this time in terms of solid projects.

- What was the other, the one in 200,000? There was 200,000 and one--

- You skipped over six, I was gonna explain. 200,000, I didn't explain you the last time we met, there were three TIDS that we're going to be closing, six, 11 and 15 we're gonna be closing and in each case there was not enough increment to cover all the expenses so there was an allocation that was done from TID 12 to cover five, 11 and 13, and 15, we got approval at the end of 17, but it's officially gonna be closing by August of 18. So prior to the end of the year, we allocated enough dollars to make that in a positive position so that it can close because it couldn't close on a negative.

- And that came from 12?

- TID 12, ended up transferring 700,000 in total, 200,000 went to TID six and if you see down, TID 11 got 350 and TID 15 got 150.

- So what's the reality that donor TID will close.

- I think Kevin talked about 12, we'll get to 12.

- We're getting there.

- I was just trying to figure out the 200,000.

- So he actually jumped over six.

- Those are the ones that at Gereby last year, made the allocation amendment for 12, to close those three and now just because of timing, those aren't closed out actually this year, so that's why they're showing up on 17, they're still there, but next year's meeting they will not be on there.

- They might be on 18 as they close them all up. As expenses but yes, they're going away.

- So TID-7, TID-8, this was an e-site for housing development for the industrial park area, it's been doing well, performing, there's no slated projects or future development at this time. But still, I talked about maybe some additional housing, there's still a little bit vacant land in there, potentially a project, but nothing on deck at this time. University Heights, as I discussed, once again the gas station isn't there. It's just been a tough one, people have been looking for an industrial land, but just seemed too far out for some, city really only controls one property out there, about 60 acres, and we had clients interested from time to time but nobody moved forward with any proposals. We market it, we push it to the private property owners who own land out there, but at this time we don't have anyone who's been willing to move forward with the deal and given how industrial development has gone over the last two years, maybe we'll see that, but we don't have anything pending at this time. Tax increment 10, this is May and Mason, created in 2004, closes in 2031. Originally created to help with some pick and save development, Planet Fitness, that area. We've had good growth in there, positive fund balance, last year, we'd come online projects, real estate investments, took some vacant property and put in the western bank, So that did come online and I think next year we'll start to generate additional increment for this area. There's a small pay going there for some of our metal work, but most of that increment will go into the TID. 12.

- 11 closing.

- Sorry, yeah. 11, that's on Main Street.

- You're skipping all the ones in closing.

- They're slated to close in 2032. We closed it early, had a minor fund balance, we needed to pay off some future obligations in there, so that's why the allocation was made. This is one where we just didn't have a lot of growth or some of the growth was nonprofit, the school district acquired a number of properties over there, after we acquired the TID, which are good from a property tax standpoint, but wasn't good for getting people over there and in that area, also just timing to take some pieces off for East river trail and it didn't put us in a good growth situation, I think that's why we decided to close it last year, if we get a project in the future, maybe we can look at something in that area again, actually I'll be talking a little later about something kind of around the area of Main street and park and potential projects there. But 11 will be closed this year with that allocation amendment. All right, 12, 12 performs quite well, I know last year we talked about closure, it's slated to close in 2032. I think I talked about, we're on track to be able to close that early.

- It's 2025.

- I'm sorry, 2025, I'm reading one line off here through these. I still think we'll be able to close that early. We don't have all the full infrastructure cost yet, one of the things that we were doing was expanding Erie road and expanding the sewer system which I'll talk about a little bit here where that's going. But we did have come in and move forward is and health, strategic behavior at Health, their hospital is now completed, we're in agreement with them, it's a pay go to go back to them, but they're fully online, they hit their turn value of 10 million so they're fully assessed right now. Aurora continues to be developed and expanding their property, they've been good to work with and they've continued to invest in this facility and generated additional increment and Nature's Way, the project I was referring to, this is out in the very east end of the business park, Mason street and on the right, Erie road and running across the bottom, part of the infrastructure there, they're underway right now, slated, they should be having some infrastructure done this year but probably fully assessed 1.1. of 20. Part of the infrastructure cost, we're doing Erie road and extending the sewer service into that area by putting in additional pipes into to the north. One of the things that we ran into is there, all east side lands are a number of wetlands out here so actually we had to break the chunk and part off the project into two phases. So we are doing phase one this year which gets the road and sewer basically down to about a middle, in this picture so we'll be able to service Erie road but we'll have to wait till next year to do the rest 'cause we're going through our permitting right now to do the rest of the expansion down basically to the line with Bellview and expanding the sever a little bit further east. One of the things that will allow us to do and I talked a little bit about last year is expand the business park to the east and one of the things we talked about is this TID comes to a close, using it to basically be able to pay cash for those projects so we don't have to bond for them from the city and as we look east, what properties will be part of that expansion of the business district and once we get a project, we'll get a potentially new tax increment district out there, but again timing will depend on any project coming forward. But with that, I think last year I talked about shutting that down two or three years earlier, 2021 or 2022, I still think we can hit that target because we're gonna have enough increment in there to pay for all the infrastructure.

- Like you said, I think you might've said a year earlier last year, but we also thought that the infrastructure and all are gonna happen at one phase and potentially all in this one year, to do the wetlands, and now it's got split into phase one and phase two, so we really pushed half the project back additional year, so part of the increment isn't gonna go on and the expenses aren't gonna happen until 2019. So that may have pushed back the closure by a year.

- Potentially, but I don't have a full number for you, like the full project cost of what is going to be.

- So you're just gonna work that within the framework of that TID?

- Yeah. The goal again with that TID, once that infrastructure project is paid for, that we can look at shutting that one down, there is no other. It's pretty much fully built out and any new projects in terms of timing we'd probably want to look at something.

- So, this is more philosophical, but realistically you want to prepay a year one bond fill, which is great, that will spare you some money, but certainly, if you're gonna rebuild the infrastructure you're probably gonna have to TIF it anyway, right? So why not just wait?

- Part of it, we have to do, and we're obligated to do some of this infrastructure for Nature's Way in order to service them. Initially, in one of their earlier projects we talked about, we could've gotten by without it, but because they're a heavy water user, they need the sewer out there.

- That's fair.

- TID 13, downtown, this is basically the northern end of downtown, North Pine and Cherry Streets more or less, this one, again we'll have lot of debt service on this one that we're working on right now in terms of expenditures which put us in negative spot as far as the fund balance. One of the things that we've all been waiting for is this hotel to open which will put that increment online, helps us pay off some of that debt service. That we'll anticipate to be fully online one-one of next year, we'll be opening this Fall, which will help not only pay the debt service for that project, but again help contribute to the TID. Other than that, there's been some small projects here and there.

- Is there still like a guarantee, I haven't been following all of this stuff, is there still a guaranteed increment in that project or is that all gone now?

- No, so the development agreement still states there is a guaranteed increment.

- That's fine, I was just coming to that.

- And that got passed down to the current owner, assumes the terms and conditions of development.

- Okay.

- So your projection includes North end in there.

- And what happens if North end doesn't happen?

- It will happen. We just met with a general manager today. It will happen, yes.

- Easier to say that today than a year ago.

- The NWTC will have a new campus location.

- Yes, exactly.

- That will be the hotel, or some other buildings if you want downtown. Tax increment district 14, this is more or less the rail yard, also known as. I'm sorry, skipped. No still good, rail yard, also known as Larson and Green. This parcel in of itself, really went through a time last year when this property was off the tax roles for some time. With on Broadway having it and then they went into foreclosure, the city acquiring it and there wasn't any revenue from it for a few years. We sold the property to DDL last year, so as of 1.1.18, it's back on the tax roles. With that, came a development agreement to work on some additional development but correct me if I'm wrong, but rehab of those norther buildings, the buildings on the left RST, was gonna turn into office space and in the far northern building maybe some options for residential. Putting in the infrastructure, constructing some town homes to the north, eastern portion of the site and still probably about at least 10 acres of additional developable land, as this group have been working with other multi-family, medical office type uses, just to really densify this area. With that, the buildings to the right, A, B, C, D.

- Enough.

- I wonder how far we go up.

- We didn't come up with the creative names.

- All in all are all pretty much fully built out and so those should all be hitting goals in terms of full assessment if not by 1.1. of this year, then 1.1. Of next year.

- So who's doing the development on their northern?

- So the DDL is doing all the development so they are the ones who did the development basically the lining here at Kelog street, they're the ones who did all this down here, they're the ones who purchased this from the city.

- So this is the Chamber, all these buildings. And there is the stadium, and this is future Kelog and it goes all the way up to the shelter. And all the way to the tracks or almost the tracks.

- That whole section is DDL's?

- It's a group of tidal tumbering and base companies.

- They'll be primarily doing the rehab of buildings and condos, they'll work with other groups that may come in and take off a piece of land for additional developments so really it will be involving not only DDL, but the city, RDA, other groups that come in, DDL has really been in the district for the area, they may not own everything at the end of the day, but they're gonna be the ones responsible for doing the infrastructure, and other development going in that area.

- What's the investment from the infrastructure standpoint?

- From infrastructure standpoint, it needs, we've done by DDL, the development agreement says that for every million dollars of increment that they create, the city can put in a $100,000 that goes towards infrastructure which includes the street, all the utilities and the storm water. So with that, the initial agreement looked at about 12 million of increment .2 worth, so just for that first phase of infrastructure that the developer will be responsible for doing, before turning it over and dedicating it to the city. There's some pay-go after the debt service and that is paid off, but really it's up to the developer to generate projects that are going to increment for us to pay for the infrastructure. And we thought that was a better balanced model than sometimes just a business park, just build everything and when it comes, at least this we're doing incrementally so it serves the project. I think one of the nice things is that buildings, they're on Broadway, so they're already served, so it's really tell that stuff in the back and it develops, you don't need streets back there, but I think we're on schedule right now to at least put in the extension of Kelok street, the new Kelok street and a segment down on driver way will be under construction this year. These are great pictures by the way, where did you get all of them?

- They're just Google Earth.

- So just on thewhat is the thought on that? That was at that area?

- It might've been before my time, further down south in the shipyard. So that area across is the green area, mostly light park, area closest to the bridge on the right where the tree is, that the city actually owns and that's lake park, the piece that's all grass the city actually leases. From the NY Company and that's just leased land right now but it's used for parking functions.

- So that won't be developed?

- Depends. I can't say it won't be in perpetuity, but I think the lease goes at out at least 10, 15, it's a while yet on that. So that's what we talked about in terms of, with them and how they angle their buildings and heights and what they're going to be looking at, they can see that the chunk of the southern piece is mostly likely gonna remain a part of the plan and talking about connections to get across. But that northern piece, that the city has offered to purchase, but they're not interested in selling at this time.

- Perfect, thank you.

- All right, 15. Cold north, Webster, that was created in 07, 2034 scheduled to close, we did an allocation last year 150,000 to basically close it out, this is generally in the area of North Webster to the west, initially probably was created for some industrial development and things just never really moved forward in that area, it's a tough neighborhood. A lot of it is in the floodplains, that's really tough to rebuild, a lot of houses actually got taken down, and the authority acquired some property through tax foreclosures, some folks came off the tax roles and just probably in timing, but things didn't progress as they thought and so it's in the best interest of the city to close that down. Military Avenue, talked a little bit earlier, this is one created in 07 through the distress criteria in 2014, reevaluated and set to close in 2034. With that, we've had some smaller projects and businesses coming in and reinvesting. The bigger ones that started to move is Green Bay plaza and new developer purchased this property last year and just since has had some good detailed anchors in there, also acquired the Sears property and is looking at some redevelopment plans and plans to densify the area, as you can see there's a ton of asphalt that never gets used, so looking at some out parcels, traditional restaurants or other uses, really to kind of densify this area and bring some additional activity to this corner. TID 17, north Broadway, this was one created for what you'd call industrial, semi-industrial redevelopment project, was one in 2008, set to expire in 2035. I think it's really to help clean up some blighted property, with that, the project, the developer didn't perform further obligations so with that, we're in a situation of a little bit of a deficit in the fund balance. As far as increment is concerned, there has been some development on the property, I think an old warehouse was taken down and some new buildings have gone in its place. So it's the job of cleaning up the blight, but what was put in its place hasn't met the expectations in terms of increment that was expected. With that, it's small, there's six parcels here involved and pretty much it's what we're going to get, so I think that's one of the things Dr. Alen and I are gonna discuss, is it worth looking at potentially closing down this one, just decided without going too much. I mean the developer in terms of those obligations, we believe we still have a binding case, so whether the TID is open or not, we're still going to see that the developer fulfills those obligations in terms of the guarantee of that and I think that can be done regardless of whether the TID is open or not because they have an agreement to do this, to perform and they didn't. So either way, I think we'll pursue that remedy, but again I mean there's nothing most likely going to happen here, so maybe it's in our best interest to look at potentially shutting this one down. 18. This is one of our newer ones, University Avenue. On the far East side. This was created really kind of culminating on the planning process, when we started the redevelopment, brown fields redevelopment, study, strategy, potential sites fordevelopment and I think we moved forward with some of those, the first one was the university of Triango, reconfiguring that weird traffic intersection, that side of town, taking down a lot of blight, underused or abandoned spaces. Cleaning up a lot of brown fields. There's a pile of something like 6,000 tires on this site, just all sorts of gems cleaning this up. With that, we now have a festival of foods, which was fully aligned the other year, outdoor, all parcel shops and the bling stock on the riot gear is our quick trip which is fully online, they came online November 18th. So there's still one more parcel on this development right to the left, you see that parking lot, that's still slated for future development, they're parking in it right now, but there's up to two acres that could be developed to help generate increment in that area. And that one was done as a pay go, so it's generating the increment, we need to help sustain the TIF. Other project that's been moving along is Packerland Packing, entered development agreement last year to basically convert the 30 acre plus meatpacking site, take all buildings and reconstruct multi-family units out here. With all said and done, probably 320-360 apartment units, all market rate, it did have a partnership with EWG, where it looks like they're gonna build two off campus units of student housing kind of like what they did with NWBC, it would be privately held, but really geared towards students from the college. Those are underway right now. They need to be open in August 'cause they plan on putting students in there. So TMD property is developing this, they partnered with D-leers, Jim Lapont to do the design and they're building this, so they will build and operate, manage these facilities, so that's been done in the left area while the rest of the buildings being taken down, in this agreement we did allow up to 1.5 million up front for environmental work and demolition. That's been drawn out, basically reversible expenses, in order to cover that debt service, they basically need to put a unit or a building and a half online, so two units coming on that will cover at least that debt service, when the debt has been paid off, there's pay-go mechanism after that. But in terms of, when we talk about putting money up front, we don't want to put everything up front, so I think we've done a better balance of mixing how much goes in and in this case, it's the stuff that's dedicated towards environmental work in here. With twothis year, they've had a five year phased approach but I think the way the apartment market is, they'll probably end up squeezing that down to maybe three or four years.

- So your future revenue of that is based off of what you have at hand for your projections or are you betting on the account of some of that 21 million?

- That is betting on the common, that is based on the development agreement and the projections and some of them are guarantees, for assessed, that is based on future.

- But the firm development agreements you have or they're?

- This one is in place.

- Okay, perfect. I didn't know how much of that is speculative.

- This one came to agreement last year, so it's in place.

- That's great.

- Another project is on the Keiser site, the developer is looking at about 90 units, south of market rate apartments back here. This is behind festival of foods, they went through process and working with parks to get some access to a creek there. They may be looking at written ground potentially this year, maybe next year moving forward for that site. But that's still in the works, to get some final approvals, but that could be some additional increment, multi-family market is very strong especially on this area, so this is another project that could help fill that.

- So what's the price point on those?

- I would say comparable to some of the units around it. So I think when you look at, I'm trying to think, I don't want to name numbers that are off, but I know the number of properties that Tumans have out there, in terms of some of their rents, I think that's the market they want to compete with. I think JBS was looking at a little higher because they're going after students who apparently are loaded, but also empty masters, so their price points were higher than that. That's one of the things we look at in the development agreement too is we're not just gonna add the same stuff to the market, we need a differentiator, so these are probably gonna look at comparable properties that are around. A new TID, TID 19 which is east Mason, east town, it was created to move forward with some developments, in the old east Mall area, cup foods is now 90% online, there's one small, 3,000 square foot spot for lease in this building, but Pitsmarshalls and Brass are all in and built out, or were built out as of the first of the year. And so this picture will be looking different in the future and much better than the abandoned grocery store that it had been for so many years. And then east town, we've been working with them, they've secured leases for the Pet Go and the Hobby Lobby with the right tenant mix for the interior. They've been going for a few different mixes and of course once you line up, you're gonna get the rest of them up. Hopefully, didn't close on those, still to get this year, but they're required, there is some potential money for them up front for demolition, but again, that only comes as reimbursable expenses. With that, the development agreement is in place and states I think by 1.1 of 20 that value.

- Is it 18, 15?

- I can pull up, I'll pull up on the charts. So there are some targeted amounts they are gonna be required to pay taxes on moving forward. That's one of the things and I'll just pop out of this for a minute. One of the things I wanted to look at is, we start looking at projections for some of these, they kind of take some of our spreadsheets and turn them into just more visual ways of looking at these tax increment districts to get a better scope of performance and so I started with current ones and worked my way back and did some other tricky ones. But I really wanted to see if you can put all in just one spot, all the potential revenues which here are the blue lines in tax increments, all the potential expenses, which are basically management, things that we do in terms of administrative chargebacks or DUR fees or any special services that we charge the district. With that then developer incentives, whether it's debt service or pay-go, and then really how does this look at the balance of a TID account? And so one of the thing we're interested in, you know, generally in a TID when you take out debt service, you go in a hole and climb back out, where is that point of climbing back out and I think one of the things we're trying to balance is making sure, if we look at these districts, what's the path forward and when we're looking at a district, what are the assumptions that we're using. And so in this case, looking at potential revenues, so for east town mall, they are slated, they got to be all in I think 12 million by 2020 and it would be 15 million in 2022. It says in the development agreement in terms of getting the tenants in there and doing that redevelopment, I guess regardless of where those are or where they assess out, they are guaranteeing payments on that taxed amount so that enables us to pay our debt service and I think on that one, put in 1.5 2.5 But that again kind of minimizing the spot and specifically for demolition and remediation expenses can only be done as reimbursement, we're just trying to make sure we're protecting us and if things don't happen, it's not like we spent money. And that's money hanging out there. So again pushing back to some of the pay go incentives that we're using, but then just kind of at a glance an again we can play around with assumptions and see where things go, but based on just these properties, the Kaputs project and the east town project, this is how we see it playing out, there's a little debt service that goes in, if this project moves forward, but then in terms of its balance, looking at where that grows, all said and done, by the time the tenants, there should be around three million in that fund, but that is really kind of projected out in the future board we can discuss. Okay, does it get to a point where TID's done its function and you can shut it down? So those are something we'll work and our redevelopment is also looking for some ways, at least DOR was better this year because a lot of revenues on there, I think last year's reports just, all you saw was expenses, that's like, well, what's going to happen here, where are we getting the money from? This way, we're just trying to take some of those reports and put them in a little graphical form to kind of see cashflows and balance out your money in versus money out in the future. So those are our current districts, any questions on anything there?

- Having close to half a million dollars in initiative services, excluding all the stuff, legal stuff, things like that, you're gonna be closing down three, looks like, potentially four, I mean, that's actually, you're gonna have to shift those costs from TID back to the administration, when you guys are considering that, somethey don't have any administrative fees other than what it actually costs to run the TID which is theand things like that, so they never really have to worry about that and you have something like that almost have kind of your expense and have far and fewer TIDs, they are a little more equity and finding better shareholder, would you guys look at that as a budgetary concern at all?

- I was anticipating, it's probably 17, or it turns this year for administrative costs for those three TIDS, April would be put on the spreadsheet, and that will be taken into consideration as we move through this year's budget.

- From the county, our thing would be don't put administrative fees that close as soon as possible, I get it that working from the city, you got to try to recoup your cost, it's just one of those things that when you get close to having it, you just want to make sure it's on your radar.

- Obviously, that is all.

- That's something that we actually today calculated, the expenses were that we charged this year knowing that would be available or we probably wouldn't have those expenses for the 2018 year. Ours would just be shifted to another TID or another project.

- But in 2020 or 2019 if you shut down the I43, then you don't have to worry about anything, life is good for everyone.

- Exactly.

- So with that kind of segway into new TIFS, and this is what we've been discussing, proposing for 2018. To setup a schedule of meetings again to go through the process for creating project plans and establishing new tax and commit districts for two, potentially three districts. One of the things that we'd look at and learning lessons from past is making TIDs the right size and doing the timing right. So that we don't end up with TIDS that are too big or too small and also we create TIDS when there are projects in the queue and ready to go so that when we create it, it's not speculative, build it and they will come. So with that, one of the ones that we're looking at is the area around Witney Park. Witney Park, there's the green square in the middle, we have entered development agreements for a few projects and these are contingent upon and they have request for the JRB to create tax increment districts or tax increment district that would include them. One is for Witney school, it's actually two separate projects, one is to take the school and turn it into 20 market rate apartments and the other project would be to build 12 market rate town homes for, I don't know if you can see, on the parking lot perimeter, of the project. So they would like to use tax credits to help finance the renovation of the school and the structures that they're building to anticipate sales price between 220, 230, maybe pushing 250, based on the comps an numbers that they've looked at in this area.

- You have houses in that area selling for 250?

- So, with that, it's kind of hard because there's not a comp yet, you wouldn't buy an existing house there necessarily, so they looked at, Witney's park town homes, which are right to the right, initially, though, they hit the market anywhere between 120 and 150, but they've been reselling for 170, 180. And so they looked at their finishes and grades, they'll be putting in there and they feel pretty good that they can get 220 for those three bedrooms, covered parking. They feel, actually another phase of Witney town homes across the street, I'll get a term sheet for that, they already have some units presold at that range, like 219. So people want to be in this area, be downtown. For a new housing product, they look at tradeoffs, okay, it will be one house in the suburb area, but here, it's close to all amenities.

- Who knows you might have a big announcement tomorrow, or who knows.

- To be determined, right? So another housing project would be some CDM and RDM property, this is the curve on main street, somewhere in time antiques. Developer is proposing 20 market rate apartments here, covered parking, a little bit of retail space on this area, so one of the things that we looked at for this area and I'll pull up.

- Does that include a bus stop?

- It does not include a bus stop that is privately owned right now. Correct.

- It's actually kind of cool.

- It is and it's one of the things we look at whether or not that comes in, there's two warehouses up river, two up north that maybe we've talked about some potential development, but for these projects, we look at just in terms of estimated revenue, just for these properties alone, there's also the town houses that I talked about which are across main square. The city owns a lot of it, so the base value is actually pretty low, under a million dollars for all of this. But what we'll look at and again, it's just a little curve on this one and one of the things we need to look at is just again getting our arms round some of the management cost in terms of, up front there's a lot of development agreements that need to get done for some smaller projects, but all of these projects so far are all pay-go projects. So there's no money in up front, once these start to generate some increment to help pay admin fees, but also to use that for amenities in an area, that's what we're looking at for a part of the project plan for this area. I think this kind of covers a few of the spots near old main street district that we closed down, that really focuses on projects that are happening now in real, and with that, like I said their apartment numbers are really strong, housing numbers are really strong, so based on that, we see these as kind of the start of maybe another project or two for the next two years in this area.

- So do you think you'll come forward next year with this or this?

- This year.

- Yeah. So looking at one, to create one of 18, the other one to create 1.1 of 18 would be a pretty big packaging. And basically this would look at all the parcels, that they owned in areas around north Quincy street, generally in the area of Quincy and Raddison, probably heard, they're building a mill. It's gonna cost 500 plus million dollars. And with that, with the county in terms of the county, the city and the state paying an incentive package to get the to stay here and build that new mill here in the city, I think that's really good for all of us in terms of just the investment, the jobs. So they're gonna build.

- And they're gonna buy your $220,000 houses around there too.

- They could, they pay well. They got good employees who might want to live downtown. So this is the old mill here, they're basically gonna build where all those trucks are, build the new mill and once the new mill is up and running, they'll shutdown and tear down the old mill. It's pretty good, I think they said maybe only like a 30-day lag where things might get a little quirky, but it's a brand new mill, it's a huge machine, but that can also help spur some ancillary development, like their box plant for some of their other facilities around here. So we would pull those into a taxing commit district. This one, it's a little bit trickier because the state does the assessing, not us. But through some conversations with them we feel pretty comfortable with the numbers that they're looking at. Base value now, all their property is about $18 million dollars, we feel when all is done, it will probably come in around 64, could come up as much as 80, but I think, we assumed pretty conservative numbers and we didn't look at any personal property just because the state has been trying to take that away and it may go away, it probably will go away, but we didn't anticipate anything there. Our development with packaging is 90% pay go, so with that, we feel I think it protects our risk because we don't know what the assessment is going to come in at, and the balance of those funds could go into a TID, if we're redoing Webster avenue, if we need some funds to help with traffic or other things, we can use it for some improvements there. Or around that area, but we feel this is pretty solid, one in terms of industrial moving forward to get done, to stay here first of all. And then the third which would be maybe a 2018, more likely probably a 2019, it would be... The shipyard area, so this is where the Bullfrogs have looked at their stadium, they left, but we came forward and just approved earlier this month a different plan for redevelopment of this area. Looking at, on the southern parcel, a multi-function sports facility for basically, taking the baseball out of it for soccer, football, rugby, lacrosse, concerts, other amenities, with some additional waterfront improvements. With that, one of the things we looked at is, okay additional development in this area, the city owns all in probably about 20 acres here so with that we want to do the timing right so that we're getting close to moving forward with the development of the north side of the parcel, but doing the timing right, we're not gonna do it this year, not start it this year if we're not gonna have increment until 2019. We're also looking at acquiring sheet metal property as part of this which is across the street here. We need that for some short term storage needs and long term we see a part of this development as waterfront developments, also developing. I think we've got a fair deal on it in terms of close to assessed value for the city and just for our concerns controlling the development in the future. But with that, we also don't want to put in the TID and the buyout and take it off the tax roll. And create that decriment situation right away, so that's why maybe 18 or 19 for this one. But this is an area where we kind of see extending Broadway further south, I know we have TID-5 in this area, but we can look, in terms of projects that were in TID-5 or in terms of some of the things that we want to do to help pay for some of the funding to build the shipyard itself. We'd want the increment from future development to go towards paying those project costs. So, just a kind of review of projects, all the TIDs, where we're going and it will probably be on the dev kit later this summer.

- Yeah.

- All said.

- It's great.

- Any questions? That was the staff report, I'm not sure if we can receive the place on file? I'm gonna take motion to receive a place on file.

- I'll take it.

- Second.

- Bob and Brent. Second, all in favor?

- [Everyone] Aye.

- Great. The next item on the list is to set a potential next date and we can either look at setting it here or we can just let Anna send it out as we have the information ready and available to share with you.

- I think last time we did a poll of some things that work and don't work, and I think we found that similarly of what we did last summer have been opening meeting, to discuss the proposals, we'll probably dedicate RDA to do the process from the city side, public hearing and then have our meetings here if something is good and resolutions done by September.

- Great. Motion to adjourn.

- Motion to second.

- All in favor.

- [Everyone] Aye.

- Great, thank you.

MINUTES OF THE TAX INCREMENTAL DISTRICTS JOINT REVIEW COMMITTEE

THURSDAY, SEPTEMBER 6, 2018, 5:30 PM
CITY HALL

A. ROLL CALL.

Present: Chad Weininger, Cale Pulczinski, Bob Mathews, Diana Ellenbecker, Brent Weycker

Also Present: Development Director Kevin Vonck

B. APPROVAL OF THE AGENDA.

Moved by Bob Mathews, seconded by Cale Pulczinski to approve. Motion carried.
Yes- Chad Weininger, Cale Pulczinski, Bob Mathews, Diana Ellenbecker, No- None, Abstain- None

C. APPROVAL OF MINUTES.

1. Approval of the minutes from the June 28, 2018 meeting.

Minutes were not included in the packet so this item will be held until the next meeting.

D. REGULAR BUSINESS.

1. Adoption of a Territory Amendment to the Project Plan for Tax Incremental District Twelve (TID 12): I-43 Industrial Park, which proposes the addition of 926 Erie Road (Tax Parcel 21-171).

Moved by Bob Mathews, seconded by Cale Pulczinski to approve. Motion carried.
Yes- Chad Weininger, Cale Pulczinski, Bob Mathews, Diana Ellenbecker, No- None, Abstain- None

2. The dissolution of Tax Incremental District Seventeen (TID 17): 900 Block North Broadway.

Moved by Chad Weininger, seconded by Bob Mathews to approve. Motion carried.
Yes- Chad Weininger, Cale Pulczinski, Bob Mathews, Brent Weycker, Diana Ellenbecker, No- None, Abstain- None

3. The creation of rehabilitation and conservation Tax Incremental District Twenty (TID 20): Whitney Park and adoption of the Project Plan.

Moved by Bob Mathews, seconded by Chad Weininger to approve. Motion carried.
Yes- Chad Weininger, Cale Pulczinski, Bob Mathews, Brent Weycker, Diana Ellenbecker, No- None, Abstain- None

4. The creation of blight elimination Tax Incremental District Twenty-One (TID 21): Green Bay Packaging and adoption of the Project Plan.

Moved by Bob Mathews, seconded by Brent Weycker to approve. Motion carried.
Yes- Chad Weininger, Cale Pulczinski, Bob Mathews, Brent Weycker, Diana Ellenbecker, No- None, Abstain- None

E. ADJOURNMENT.

Moved by Brent Weycker, seconded by Chad Weininger to adjourn. Motion carried.
Yes- Chad Weininger, Cale Pulczinski, Bob Mathews, Brent Weycker, Diana Ellenbecker, No- None, Abstain- None

VERBATIM MINUTES

- All right, we'll call to order the Tax Increment District District Joint Review Board Committee for Thursday, September 6. To take roll call, we have Chad Weininger from Brown County.

- Here.

- We have Bob Matthews from NWTC.

- Here.

- Cale Pulczinski from Green Bay Area Public Schools.

- Here.

- I'm Diana Ellenbecker from the City of Green Bay. And at this point Brent Weycker is not in attendance. Cale is replacing John Kasha. That is rollcall.

- Could we just

- We will take approval of the agenda. Any questions on the agenda?

- Approved agenda. Motion to approve the agenda.

- All right. Anyone want to second the agenda?

- I second.

- All right. All in favor?

- Aye.

- All in favor of the agenda? Are you still... You do.

- You can

- Okay. Motion passes. We're gonna do approval of the minutes from the June 28, 2018 meeting. Oh, I managed to have a copy.

- Do you just do motions?

- We just do motions. It looks like it was missed from the packet. No, it wasn't in the packet. So we can hold it to the next meeting. Okay, moving on to regular business. Number one, adoption of the territory amendment to the project plan for tax incremental District 12 from the I43 industrial Park, which proposes the addition of 926 Erie Road, which is tax parcel 21-171.

- All right, so included in your packet was a map of Tax Incremental Financing District number 12. This map on the board shows the current existing boundaries of the district. As you can see there is a little tooth in there, up across Marlene Lane, in the southwest corner of Mason Street and Road.

- What we worked on this past year, correction, last year, was a development agreement with Nature's Way, constructing a health food manufacturing facility out there. They purchased roughly 30 acres from the city, which is this corner. It actually was four parcels, two larger parcels and then two smaller old farmsteads. With that the farmstead here at the bottom right, going right at the corner, was not included in the original Tax Increment District. The developer is requesting that that be added in to the district so that they can combine the parcel all into one. Right now they can't. And just based on the way their structure is built they are right up to the property line, so in order to meet building requirements, zoning requirements, they need to all be on one parcel. So we would recommend that this one parcel be added to 10 12. It would go in, right now it's a base value of about $170,000.00. That is what would be added to that.

- Who owns that parcel?

- Who owns the parcel? The city, they do now.

- But the city, why wasn't it

- Originally

- on there originally?

- So originally it was in private hands when it went into the TID. The city purchased it in 2017 and then sold it to the developer as part of the development agreement, but 1/1 of '17, Nature's Way closed on it in 2017. So starting on it, it's going in with a value net of zero.

- I make motion to approve the amendment to the TID 12 for the additional parcel.

- Any other discussions? Get a second?

- I'll second.

- All in favor?

- Aye.

- Aye.

- It passes. I show the first was by Bob Matthews and the second one was by Cale.

- We're two for two.

- All right.

- We're waiting for Chad.

- All right, moving on to the second item, the dissolution of Tax Increment District 17, TID 17, the 900 block North Broadway.

- We'll note it's the west side, it's okay.

- So it's a train, right?

- No there was nothing

- No, there was another meeting and I was trying to get out of there. Thank you.

- So this is Tax Increment District number 17. It's a smaller district, probably one of the smallest. It was created for a project, a redevelopment project, on the 900 block of North Broadway. That project has since been completed and is finalized. With that, we do not anticipate any additional development up in this area. We do note that in the developer's agreement the developer has not basically fulfilled the obligations in the developer agreement. And so we will be looking at recouping, basically based on the guarantee, what they owe us. That can be done whether the tax district exists or not because we still have the agreement with them, and then the guarantee that will go through with that. But with that, there's going to be no additional development in this area. Keeping it open, we could keep it open, but I think thecould still take us at least ten years, 12 years to recoup back what we needed to do, and we felt really wasn't worth keeping it open. Because again there is no other additional projects. I mean, it is what it is and that we would recommend that we dissolve this TID district and have it go back on the tax rolls.

- What is the current position on that? Is it in surplus or is it in deficit?

- You all need to bring that with meetings.

- Let me pull out...

- Excuse me as we started I said I have information to be brought up. It does have an incremental value. At the end of 2017, it does have a positive increment of $267,300.00. So we just were expecting a higher increment. It does have a positive.

- Correct, so it has positive increment. The fund balance right now we're short about $64,000.00. And this was as of the end of...

- '17.

- '17, so this year because this won't be dissolved until next year there will be some additional revenues and as you see it will cash flow. Eventually the increment as is will put it back above the positive. I think we're at a point right now though to look at...

- I would assume that when you go back and get your, you recoup your investment, you'll be more

- Correct.

- as well. So is that something that you can do before the end of this year?

- Yeah, well before we close it. It would be a closure actually in 2019. It's just starting the process now. So that we can, like we did...

- But you don't anticipate any fights or challenges in terms of the developer, or you do or...

- Potentially, yeah I mean I don't wanna discuss legal strategy

- No, that's fine.

- too much here, but the project overall has been a challenge. So there may be some challenges in moving forward with that.

- Okay, but that's a risk the city is willing to take?

- I think in terms of the scheme of the amount. I mean, it's $64,000.00, it's enough, but in the scheme of our budget it's not worth it in terms of keeping this piece open.

- Any other discussion on number two?

- Are there other TIDs we are looking to dissolve as well?

- Yes, so we had talked about... We had talked about initially, at our annual meeting, we had put on the possibility, and actually had council draft resolutions, to designate the RDA to be the authority to do what we're doing here today, but to also potentially close number seven of Barty Ashland, number nine University Heights, I'm sorry. Yeah, seven, eight, and nine.

- Okay, and eight further

- Barty Ashland. Berger Morrow and University Heights. These were our '17 numbers. We wanted to start the process of closure.

- Can you broaden F? Sorry.

- Yeah, so you can see it. So these three, on Barty Ashland that is where the Tundra Lodge is. As of this year that fund balance is back up positive again. So we wanted to wait to make sure we got that fund balance for sure above positive before closure. And then in terms of Berger Morrow and University Heights, those are pretty much would be intertwined. I wouldn't close one without closing the other in terms of the balance there in order to try and not impact anything on the levy. We basically use fund balance from Berger Morrow to cover the loss from University Heights. We wanted to have, at least go through the end of this year to see is there anyone kind of last chance with University Heights in terms of development out there. It hasn't looked promising, but we felt in terms of the closure date that we wanted to start the process, but we still needed to crunch a few more numbers before we officially start that closure.

- So do you think that will happen, or is that...

- I think that for number seven, there is no eminent projects. I think that one we probably for sure could look at closing. I think we just have to talk internally to our development team a few more items in terms of potential development out at University Heights. I think we, you know as we talked about with TID 12, potentially closing that one down early, and looking at expansion of...

- That was my next question.

- Correct, so we were just getting the numbers through for TID 12 in terms of what expenditures are out there. If you've been out there you've seen the new stretch of Erie Road, actually out by Nature's Way. So the stretch has all been replaced and done, and the sewer is going in from here all the way back up to basically the school district property up there. That was done all at about a cost of $2 million. We're about a third of the way done with the whole project. We ran into some wetlands here, so it's going into next year to finish expanding. So we're all in probably about 6 1/2 million dollars for that project. And as I said the fund balance in there right now is just under I think five million. So again at that increment we should be able to pay that in cash and still be able to target an early closure date for that. And that goes back to then once that is completed it basically opens up all that area east to get ready for development, and we've had more interested in being east of I-43 than we have at University Heights. If someone would pop up this year, I think maybe we'll come back to University Heights and see about keeping it open, but I don't anticipate that happening.

- I think the conversation has been let's put University Heights to bed. If you come back with a new TID I perfectly understand that, but...

- We've tried and the economy's probably about as good as it's gonna be in terms of employment and growth and those types of things and if it's not hitting at peak economy I don't know when...

- Right, I'm sorry.

- it's gonna hit.

- I meant Industrial Park, I'm sorry. I may have misspoke, Industrial Park.

- Correct.

- And then these TIDs that you're talking about closing down, are these the same ones that were brought to us last time we met, the exact same ones, or are we missing any?

- Nope, I think these are the exact same ones. We talked about...

- I thought there was one that was close to Green Bay Packaging that was gonna, you were talking about shutting down.

- That already is closed.

- That is closed.

- They closed that this year. So this year, the actions we took last year, we closed six, which was Navarino down here.

- That has, okay.

- We closed 11 Old Main and we closed 15 Old North.

- Thanks, Kevin. Thanks for a refresh.

- So those are now closed.

- Perfect, okay.

- And then we talked about yeah, seven, eight, and nine. And then the other one we didn't bring here was we also had resolution to create a new one for the shipyard, but we feel we're going to do that one in 1/1 of '19 instead of this year.

- Just out of curiosity, how's the military TID going?

- Currently, at the end of '17 it had a negative fund balance of 583. That one is going to stay negative because it has more project costs, mostly because of the infrastructure.

- So nothing's really changed then.

- At this point nothing's changed.

- It's at least going in the right direction for fund balance, but it's got a ways to crawl up because last year was

- 700.

- 717 in the hole.

- No, that's fine, I guess I was just curious.

- Any other discussion on number two? Can we take a motion?

- Motion to dissolve.

- I'll second.

- And we had a first one Chad, and a second by Bob. And all in favor?

- Aye.

- Aye.

- That passes. Moving on to number three, the creation of rehabilitation and conservation Tax Increment District number 20 to 20, Whitney Park, and adoption of the project plan.

- So I just handed out a project plan to you that has just been updated and took care of some grammatical, spelling, and other things, just an updated version. No content changes involved, I just wanted you to have a fresh copy. With that, this is what we talked about at our annual meeting, we talked about potentially creating a Tax Increment District around the Whitney Park area, based on some development projects that we have been talking with through the Redevelopment Authority and the city over this past year. Those three projects, one is the redevelopment of the Whitney School property, rehabbing the school and the 21 Monterey Apartments, building a dozen townhomes here on the outside, May 901 20 market rate apartments right at the tip of Van Buren, Main Street. And then Whitney Park Townhomes, an extension or another phase of townhomes along Van Buren Street, taking the corner of Van Buren and Cherry, starting with four townhomes, but developer looking to work its way north up the block. So those three projects were discussed, contemplated, and had development agreements passed by RDA and council. Those developers have asked the city to pursue the GRB, to pursue creating Tax Increment District to allow for those to happen. I talked to you a little bit last time about just some projections based on those three projects and the performa about how those would move forward. All three of those projects are pay-go TID incentives, so its incentive is really dependent on them creating the increment. With that we feel these are good projects that will create some decent increment in that district. They're gonna bring some much-needed diversity and housing options to the city, just outside of the downtown corridor, providing some housing for a lot of downtown workers potentially, but maybe at a little different price point.

- What's the target lower price?

- So the townhomes, not quite as low as the NeighborWorks townhomes, sold for about 150, 160. The developers here were looking at these townhomes from like low 200s, 210, up to potentially 225, 230. I think we estimated them in at about 220. I know for the Whitney Park townhomes, I think they already had two or three pre-sales at 220.

- Kevin, I think Garrett had developed these other townhome styles?

- Correct.

- What did those sell for?

- So those initially started selling for about 145 for the interior, to like 150 for the exterior. Some recent sales on them have been up to 160, 175. So they've appreciated in value. They are included in this district. They're newer, but based on trends we anticipate them to appreciate. They're not going to get torn down anytime soon so I didn't build it into this model, but there could be some additional increment from those as those resell.

- Sure, no, that makes sense. So the quality, is it about the same level of quality for appraisal value, or are they going to be lesser or greater?

- So the developer knows that these will be assessed at the sale price, so long as it is a market sale.

- At the sale price and not... Okay.

- Yep, and so we worked with the assessor and the developer on what they anticipate selling. Again, I know Mr. Bader has two or three pre-sales on his. I know Whitney has talked about some pre-sales. They haven't publicly announced anything, in terms of where they've sold those. But we've kind of estimated it. We did talk to the assessor and also some other real estate folks to kind of, all right, does this make sense? Then we feel that that 200, 210 does fit in that area. They will be probably, I would say, in terms of grades and finishes, a step above the existing townhomes that Mr. Bader did.

- Then, just out of curiosity, if you don't mind me just asking you a few more questions, on the site here, that square, are you going to be demoing that, any of the property there?

- Which square, the parking lot?

- Yeah.

- So just the garage will get taken down. The church and the house on the southwest corner, those both remain. Those are not part of the corrective.

- The house isn't...

- No, no, so the house and the church will stay.

- And then you're gonna do something across the street, too, right?

- Yep, That's where the other townhomes will go.

- Okay, those will be all...

- There's a house right here it's like...

- For sale, market rate.

- kind of hugs it

- But didn't you have to go to all of those houses?

- Or do you have to like...

- It's like a French thatched roof.

- We do, so we, the RDA on the properties. Let me show, right here. RDA owns this, RDA owns this. We're actually gonna close on it with the developer tomorrow, and then the developer has control over these homes here. Still working to get these here, but at least there's enough to start, for four townhomes here.

- And what happens with the church?

- The church here? The church stays. The church stays, the house next to it stays.

- They're included in this TID, though.

- Correct.

- They're in the territory.

- Correct.

- And then is the thought to refurbish the Whitney school, or is that raised and... What's the thought? Is there any type to...

- The school?

- Yeah.

- It'll be a rehab. So they actually are getting historic tax credits for it. So there will be the... What was the defining feature? The hallways are historic with the marble slab and everything like that. And again, I say the best I've ever seen.

- Because of the

- Those are the redeeming quality. Yeah, so it will be a rehab. The only thing that will be taken down is that old garage on the site. And those are where the townhomes will be.

- Any other questions on item number three?

- And the agreements are locked and loaded?

- All of them have binding development agreements. Again, they're all dependent upon...

- Passage.

- The city creating a Tax Increment District for that area.

- So is there infrastructure involved from the city's perspective, or is that all built in?

- So the infrastructure that was proposed in the budget. We kind of talked about this maybe about two years ago. It looked like University Ave., or even last year with East Town Mall, there are things that we could look at as that Tax Increment District accumulates money that we could spend money on.

- Do some parks and

- Enhancing the park.

- open space.

- Enhancing, we had talked about perhaps decorative lighting in that area or signage to brand the district.

- But you don't have...

- But none of that needs to be done up front.

- It is built-in, or is not built-in to your financials?

- So there are no expenditures in this performa. This has us not spending any of that money yet.

- Right, that's what I'm asking.

- There's a budget for it.

- There's nothing that you have to do ahead of, except for getting the TID established.

- Correct, all the projects will require private infrastructure improvements, but that's all part of their costs.

- And built into the pay bill.

- Correct.

- And so, just to be clear, so there's no intent on the city's behalf, because I think this is kind of what got some of the other TIDs in, so I believe is they just beautified and then they just, nothing materialized, and they can't just becolumn and I know you guys get that, but that's not your intent, right?

- So if things come then we'll beautify.

- Beautify, right, so only after.

- Correct.

- And then if you can find it with no TID. And this is an 80% pay-go?

- So for the Whitney School deal it's an 80%. All of them are at 80%, with the exception of the 901 Main is 100% for the first five years to take care of some additional environmental. But with that, the Whitney...

- 901 right? What is 901?

- That's a bus station. So here's Somewhere in Time Antiques, Simonets Bar, the old Greyhound station right here. It's that lot right in front of Somewhere in Time.

- What's wrong with it?

- What's wrong with it? It's an old gas station.

- Oh so it hasn't been...

- Just this, where here?

- Correct.

- That area?

- So that's 100%.

- So that needs to be excavated and called out there.

- And that's gonna be townhomes, too. This area is gonna be townhomes?

- That's the apartments.

- Apartments.

- Yep, 20 apartments.

- And I apologize, what's the market rate on the apartments?

- Just a touch under Metro. I could go back and look at the numbers, but I wanna say for one or two bedrooms,

- Just roughly.

- I want to say two bedrooms...

- Well, how about this, let me ask this question. Is this gonna cannibalize what they're doing over on the Titletown side? Is it competing in that same market? Or is it a little different, or is there enough capacity?

- Yes, and yes. So right now as far as apartments go, we are at functionally like zero vacancy.

- Really?

- Yes, and that's both for market rate and affordable housing. Yeah, functionally we're at zero. We're at maybe one or two percent. But naturally it should be like five to eight percent. And we're at one to two. And they have also done, through their market numbers, tried to differentiate themselves. They know they're not gonna be CityDeck Landing or Metro levels. But they also, they can see and the Whitney Apartments, and the Main Apartments know that there's different price points or clientele for that.

- This is still kind of in the realm, but a little bit off, but I know there's a lot of single-family houses that are being rented out. Is that market solid around here, too? Or is that softening now?

- As far as taking a home and...

- Yeah, because it seems like there's still a lot of rental units that are single homes in that area.

- Yeah, there are. We're trying to work on improving the quality of those rentals.

- No, no, and I didn't mean...

- In terms of market?

- in that way. But are they still pretty solid, or is that weakening at all?

- Still pretty solid. I mean the numbers, I gotta go pull back some other stuff, but half of all new households that are being created, half of them are renters.

- Half of them are renters, okay.

- So in terms of future market...

- That's standard.

- Half people are still going to rent.

- Perfect, thanks.

- So what's the demographic that they're targeting? Is this 20s and 30s professional, or... I'm just trying to...

- Yeah, yep. I think some of the things they've talked about are professionals, younger professionals work downtown. Maybe even, some of the ones they've talked about are teachers or people in government work. Not executive level, but a rung or two,

- Professionals.

- in terms of salary-wise. Right, professionals. But they've also had interest from empty-nesters, who are just like they wanna be downtown, maybe can't afford a Metro, but still wanna be closer and not have to deal with maintenance and all those other types of things. You kind of get the mix. There's not a lot of... They're not really building for families. Most of these things are one and two bedrooms. With the exception of the townhomes, they do have three bedrooms, with possibly converting the basement. So those have seen some families, but the apartments are primarily empty-nesters, professionals, kind of these ends of the spectrum.

- I make a motion to approve.

- Second.

- Pardon?

- Second.

- Okay, we have a first by Bob Matthews and we have a second by Chad. All in favor?

- Aye,

- Aye.

- That passes. All right, moving on to number four. The creation of Light Illumination Tax Increment District 21, TID 21. Remit packaging and adoption of the project plan.

- All right, also at our annual meeting we talked about the potential for a Tax Increment District around Green Bay Packaging property over on Quincy Street, subdivide 43. Pretty much no secret that they're working on construction of the new $500 million mill facility. Also making some improvements to their box plant, which is at the corner of Quincy and Radisson. And they are on a very fast track to move forward with that. As I said it's a pretty substantial investment, for goodness sake, and basically keeping partnership with the city, the county, the state, are looking to create this Tax Increment District to help finance costs of the project. You're dealing with a 50, 60-year-old paper mill. When you talk about blight elimination, one of the things here is functional obsolescence of some of these things. Health and safety measures, in terms of the mill, or just update it to the current codes. Additionally there's environmental issues that need to be dealt with. When this thing was built environmental rights are little bit different than they are now. With that I think they've also been pretty forward about some of the environmental improvements they'll be doing in terms of converting from coal to natural gas, and actually doing a zero water waste facility, which is pretty unique in terms of the papermaking industry. But with that, we're proposing a Tax Increment District that really is and of Green Bay Packaging Parcels themselves. Nicki is involved. Basically the mill facility on Quincy Street, towards the river, and the rest of the parcel that they own. Really most of this work is going to be taking place on that facility, or on their own parcels. And with that we proposed a pay-go in this area. It's a 90% pay-go, but with that we are talking about some substantial dollars in terms of we anticipate right now it's about $18 million assessed. We've been working with the state DOR because they're the ones that do the industrial assessment, but they figure we're probably gonna end up around 64, $65 million. Again, that does not include any personal property for both this and that one. I think Finance Director Ellenbecker and I generally don't include personal property just because there's too much variation and we just saw something yesterday about the way now it's being distributed. There's too much variability in it, so if it ends up coming in, great. But we're not counting on any of that. So with that, we anticipate this producing some pretty good income for the TID itself. If there are some things, we have a project Webster Avenue reconstruction going on, we really don't anticipate any public infrastructure pieces. Those are again, they're all included in here.

- In the pay-go?

- Correct, and in terms of, I think the county was helping out with some things. I think they're moving a ton of dirt from... There's a big hole, and making another mountain. But in terms of the infrastructure, we're actually looking at potentially closing some public streets in there, so that will actually become private responsibility, in terms of for maintenance in the future. But again we have a smaller fund, but a fund available in case there are things that come up in terms of maybe like traffic improvements or things like that along Webster.

- So is that like where the 10% is gonna be?

- Correct.

- So on Webster you'd do some traffic signals or something?

- There's a lot of it already budgeted for in our Webster reconstruction project. This looks at okay, the mill's operating for 10, 15 years, are there adjustments that need to be made? Like if they know we need to add another turn line, are based on the truck traffic. Those things like that, can we make some tweaks to Webster or a different route?

- So you're holding off back to take care of potentials.

- Correct, yeah just a cushion to deal with things up in that area.

- I think that's more than fair.

- Yeah, this one was typical of...

- I'll make the motion on this one.

- The second on this one?

- Second.

- So we have a first by Bob, and the second by Brent. All in favor?

- Aye.

- Aye.

- And that passes.

- So then, just next up in terms of process, we will be having our public hearing on this, the RDA will be holding a public hearing Monday at 4:00 p.m. in this room. So we've sent out, again new notice of taxing jurisdictions. We sent out notice to all the property owners for that hearing. And then after that hearing, based on the hearing recommendation from RDA, those resolutions will be drafted to go to our council. And then we'll look at a day, probably to meet at the end of this month to, or early October, to approve those resolutions and make a plan.

- Good.

- Any other questions? Motion to adjourn?

- So moved.

- Second.

- We have a motion by Brent and second by Chad. All in favor?

- Aye.

- Aye.

- That's approved.

Report to the
Redevelopment Authority
of the City of Green Bay

MEETING DATE	PREPARED BY
October 4, 2018	Kevin J. Vonck, CED Director

AGENDA ITEM # D.1.

Consideration with possible action on adoption of a Territory Amendment to the Project Plan for Tax Incremental District Twelve (TID 12): I-43 Industrial Park.

BACKGROUND

In 2017, the RDA and City entered into a Development Agreement with Schwabe North America (d/b/a Erie Road Properties), to construct a new health food manufacturing facility of over seventy thousand (70,000) square feet at the southwest corner of Mason Street and Erie Road, along the eastern edge of the I-43 Business Center.

Part of the project includes 926 Erie Road (Tax Parcel 21-171), which was not included in the original boundaries for TID 12. The Developer is requesting that this parcel be added to the TID so that it may be combined with the adjacent parcel. This will allow the principal structure to be in compliance with City building and zoning codes.

RECOMMENDATION

Common Council adopt a Resolution regarding the adoption of a Territory Amendment to the Project Plan for Tax Incremental District Twelve (TID 12): I-43 Industrial Park.

FISCAL IMPACT

The parcel will enter the TID with a base value of $172,200.00. The Amendment does not change the TID closure date of 2025.

ATTACHMENTS

1. 6 - Fiscal - TID - TID 12 - 180925 - Project Plan Amended - Council
2. 6 - Fiscal - TID - TID 12 - 181002 - Report to JRB

City of Green Bay
Department of Community and Economic Development

Tax Incremental District Twelve (12)

I-43 Industrial Park

Amended PROJECT PLAN

City of Green Bay, Wisconsin
September 25, 2018

100 North Jefferson Street, Room 608, Green Bay, Wisconsin 54301-5026
(p) 920.448.3400 (f) 920.448.3426 greenbaywi.gov

Law Department

Vanessa R. Chavez
City Attorney

September 20, 2018

Mayor and Common Council
of the City of Green Bay
100 N. Jefferson Street
Green Bay, WI 54301

RE: Certification of Amended Project Plan
Tax Increment District No. 12
City of Green Bay, Brown County, Wisconsin

This opinion relates to the compliance of the proposed project plan for amending Tax Increment District No. 12, City of Green Bay, Brown County, Wisconsin (hereinafter "District") with the requirements of §66.1105(4), Wis. Stats.

The Community and Economic Development Department has drafted a project plan for amending the District. Pursuant to statutory requirements, a public hearing was held before the Redevelopment Authority at which interested parties were afforded a reasonable opportunity to express their views on the proposed project plan [§66.1105(4)(e), Wis. Stats.]. This hearing was held on September 10, 2018. Resolutions adopting the project plan and amending the District will be considered by the Common Council on the evening of September 25, 2018.

I have examined the amended project plan and find that it is complete and complies with the requirements of §66.1105(4)(f), Wis. Stats., and, in particular, it contains the following:

1. A statement listing the kind, number and location of all proposed public works or improvements within the District and those located outside of the District to the extent provided in §66.1105(2)(f)1.k., Wis. Stats.

2. An economic feasibility study.

3. A detailed list of estimated project costs.

4. A description of the methods of financing all estimated project costs and the time when such costs or obligations related thereto are to be incurred.

5. A map showing existing uses and conditions of real property within the District.

6. A map showing proposed improvements and uses in the District.

7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes, and City ordinances, if any.

8. A list of estimated non-project costs.

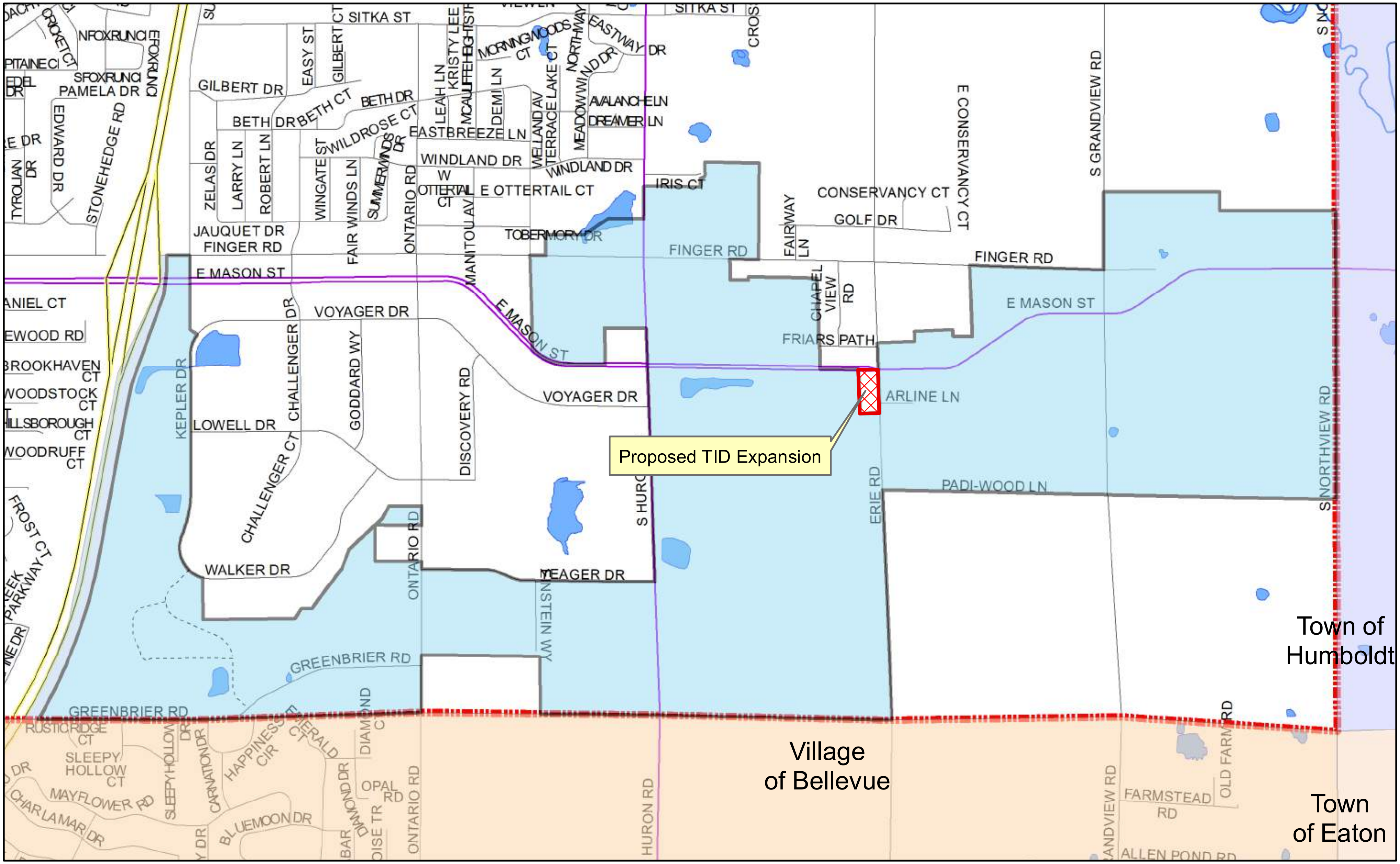
9. A statement relating to the proposed method for the relocation of any persons to be displaced.

10. A statement indicating how the District promotes the orderly development of the City.

Thank you for your attention to this matter.

Sincerely,

Vanessa R. Chavez
City Attorney



Green Bay Tax Increment Financing District 12 Territory Amendment

Tax Increment Finance District

- Existing TID 12
- Proposed TID Expansion

Municipal Districts

- Town of Eaton
- Town of Humboldt
- Village of Bellevue

This is a compilation of recods and data located in various City of Green Bay offices and is to be used for reference purposes only. The City is not responsible for any inaccuracies or unauthorized use of the information containeed within.

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Introduction

The Expansion of the I-43 Business Park in addition to the new State Highway 54/57 Business Park will allow the City of Green Bay to more aggressively market itself for business start-ups, expansions, and relocations. The Green Bay Common Council adopted a Comprehensive Plan in the spring of 2003 that outlines the City of Green Bay's long-term strategy for growth. The acquisition of land along major transportation routes like I-43 and State Highways 54/57 will allow for orderly and efficient growth along the City's outer limits.

One of the primary tools used to accomplish the City's long-range development goals is Tax Incremental Finance (TIF). This Project Plan for Tax Incremental Financing District (TID) No. 12 is prepared in accordance with Wisconsin Statute 66.1105(4)(f) and describes in detail how the proposed projects will be implemented. Each public improvement proposed in the Project Plan encourages private investment. This will in turn help determine complimentary land uses, maximize property values, and create hundreds of good-paying jobs for individuals residing in and around the City of Green and ultimately benefit all of Brown County and northeastern Wisconsin.

Description of the Proposed District

I. Regional Location

The proposed Tax Increment Finance District No. 12 is located on the Eastern edge of the City of Green Bay. TID No. 12 is in an area with Finger Road bordering it to the North, Northview Road to the East, Greenbriar Road to the South, and I43 to the West. Map 1 shows where TID No. 12 is located within the City of Green Bay.

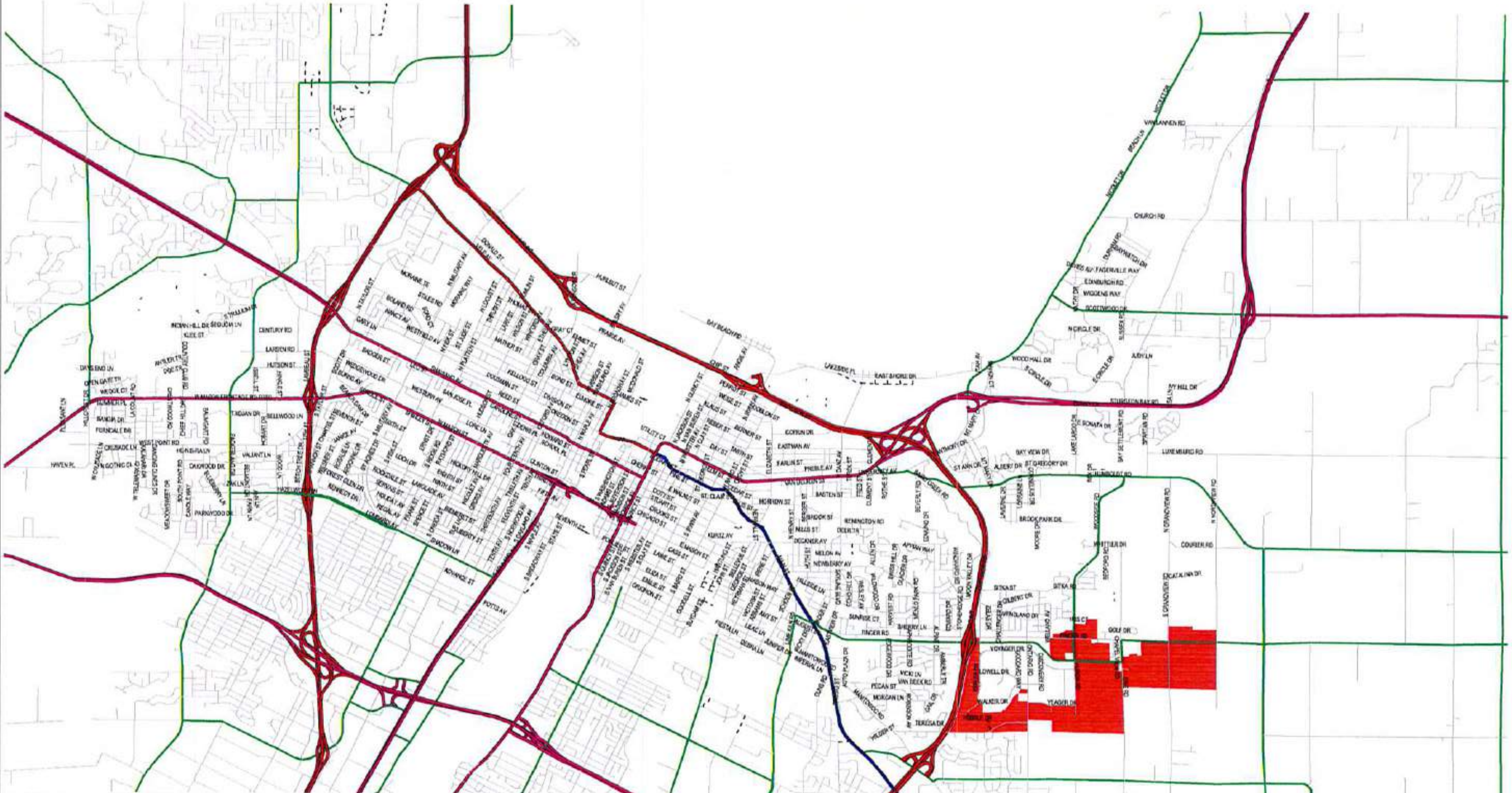
II. Tax Incremental District Boundary

The boundaries for TID No. 12 are provided on Map 2. The legal description for the District is included as Appendix "A."

III. General Make-Up

Containing 82 parcels and 937 acres, proposed TID No. 12 is comprised of all eight land uses residential; commercial; industrial; communications/utilities; governmental/institutional; parks and recreation; woodlands, wetlands, and undeveloped open spaces; and agriculture. Map 3 shows existing land use for the TID, and Map 4 illustrates the corresponding zoning. Approximately 50% of the acreage in TID No. 12 is zoned agriculture with the remaining land divided among the remaining seven land uses.

Appendix "B" provides a listing of the 82 parcels within TID No. 12 with parcel ID number, address, owner, land value, improvements, and total assessed value.



City of Green Bay
I-43
Tax Increment Finance District 12
Map 1. Location

Map prepared by City of Green Bay Planning Department. May 2005.
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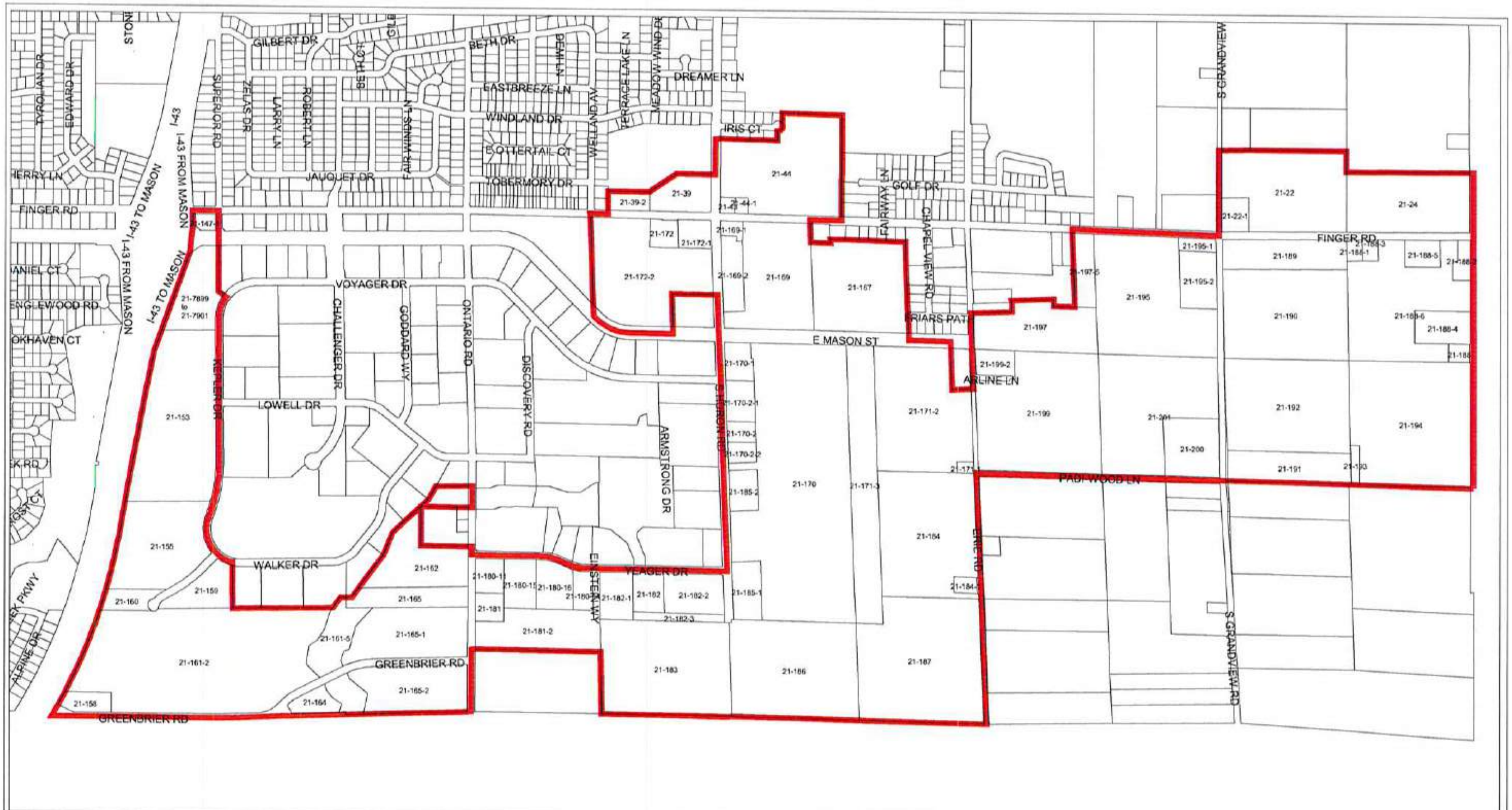

City of Green Bay

I-43

Tax Increment Finance District 12

Map 2. District Boundary

District Boundary

Map prepared by City of Green Bay Planning Department. May 2005.
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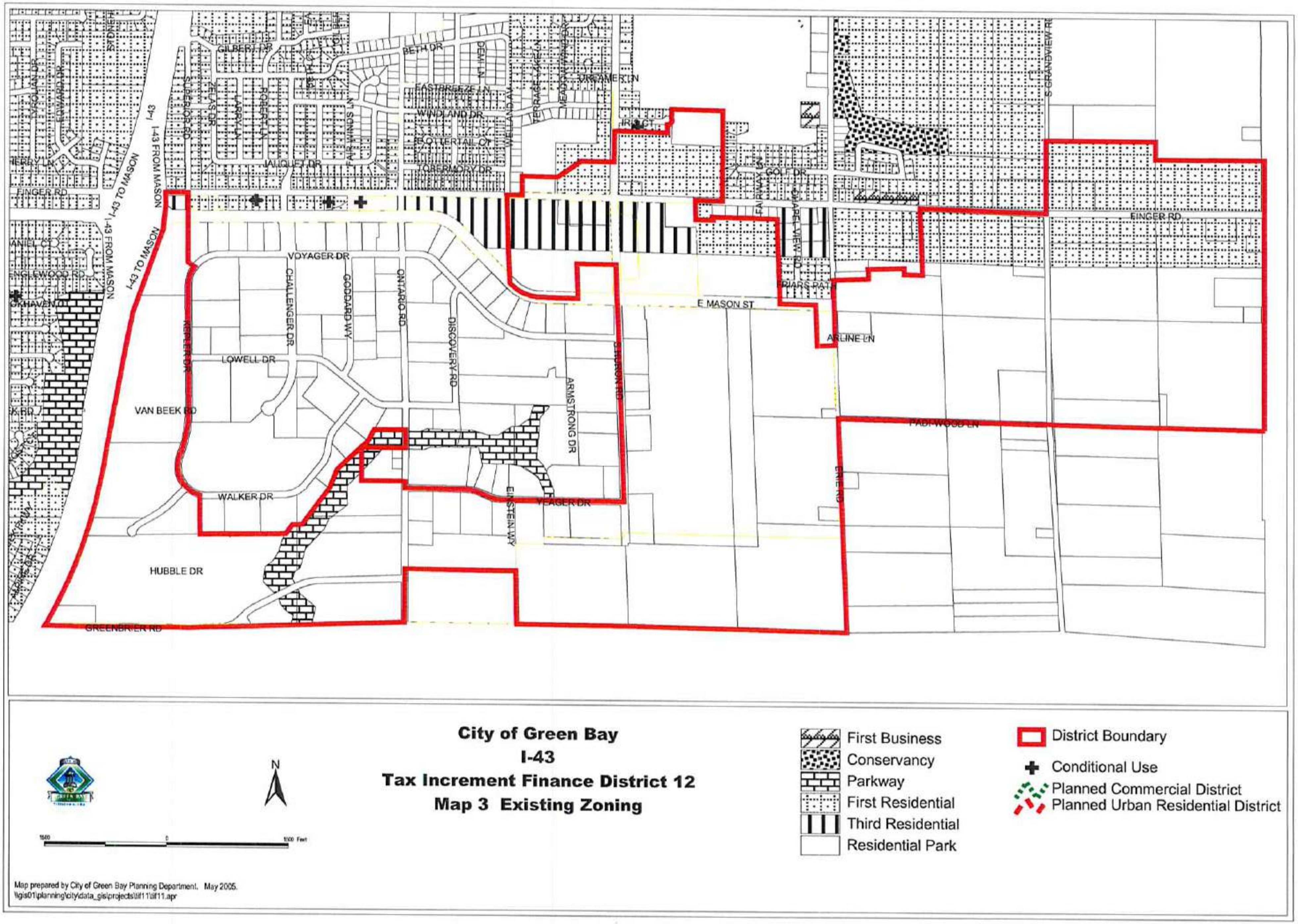
City of Green Bay
I-43
Tax Increment Finance District 12
Map 3 Existing Zoning
First Business
Conservancy
Parkway
First Residential
Third Residential
Residential Park
District Boundary
Conditional Use
Planned Commercial District
Planned Urban Residential District
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1500 Feet
Map prepared by City of Green Bay Planning Department. May 2005.
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VOYAGER DR
CHALLENGER DR
GODDARD WY
ONTARIO RD
DISCOVERY RD
ARMSTRONG DR
S HURON RD
E MASON ST
ARLINE LN
ERIE RD
FINGER RD
S GRANDVIEW RD
LOWELL DR
KEPLER DR
VAN BEEK RD
WALKER DR
YEAGER DR
EINSTEIN WY
HUBBLE DR
GREENBRIER RD
I-43 FROM MASON
I-43 TO MASON
I-43
FINGER RD
SUPERIOR RD
ZELAS DR
LARRY LN
ROBERT LN
GILBERT DR
JAUQUET DR
FAIR WINDS LN
BETH DR
DEMI LN
EASTBREEZE LN
WINDLAND DR
BOTTERTAIL CT
TOBERMORY DR
WELLAND AV
TERRACE LAKE LN
MEADOWWIND LN
DREAMER LN
IRIS CT
FAIRWAY LN
GOLF DR
CHAPEL VIEW RD
FRIARS PATH
EDWARD DR
ANIEL CT
ENGLEWOOD RD
HAVEN CT

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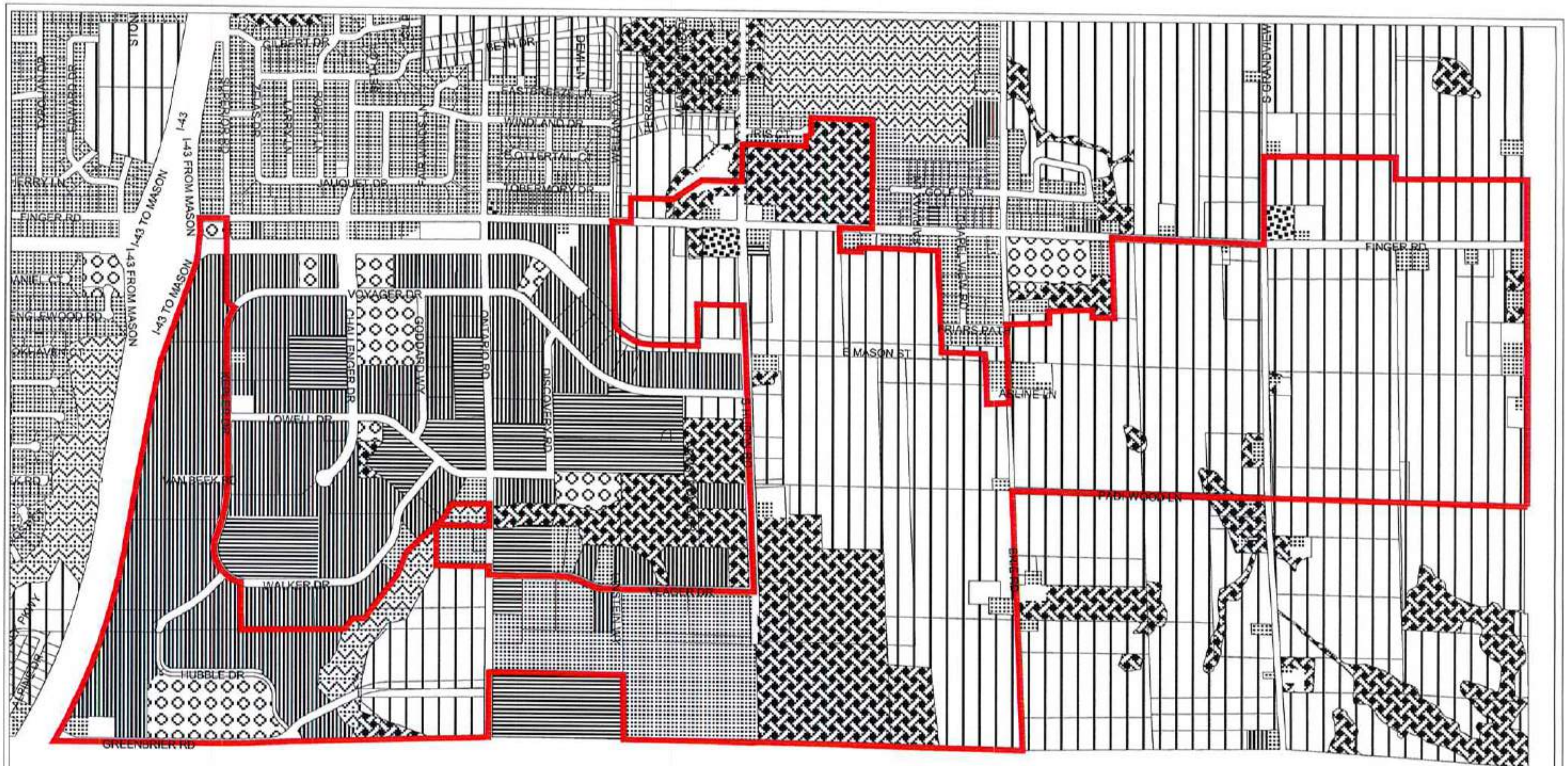

City of Green Bay

I-43

Tax Increment Finance District 12

Map 4. Existing Land Use

N

1500 0 1500 Feet

District Boundary
Residential
Commercial
Industrial
Roads
Communications/Utilities
Governmental/Institutional
Parks and Recreation
Woodlands, Wetlands, Undeveloped Open Space
Agriculture
Land use data collected 2001

Map prepared by City of Green Bay Planning Department. May 2005.
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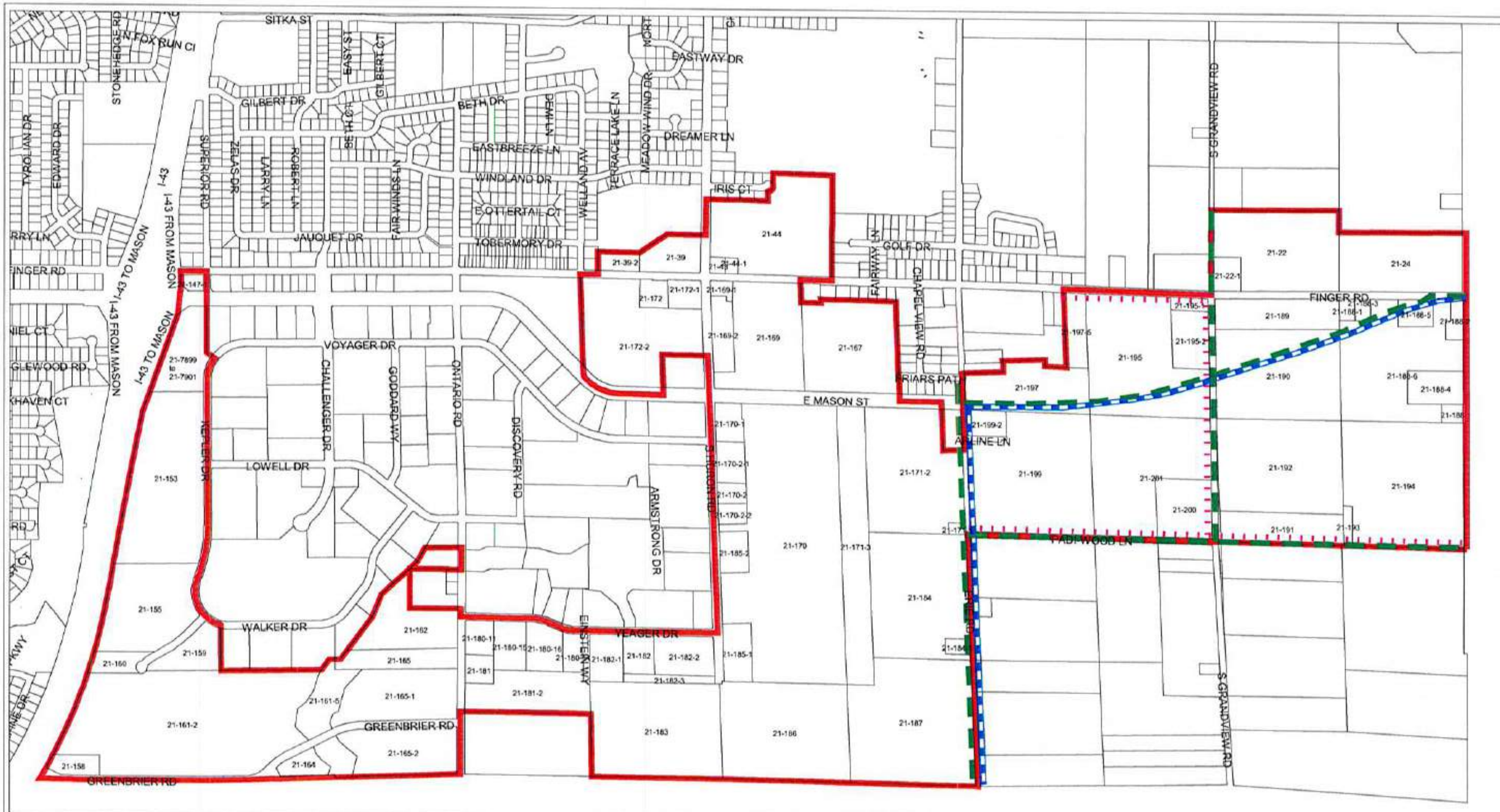

City of Green Bay

I-43

Tax Increment Finance District 12

Map 5. Projects

N

District Boundary

Projects*

Baird Creek South Branch Interceptor Sewer

Interceptor Sewer

Sanitary Sewer, Storm Sewer, Watermain, Street Paving, Sreet Lighting and Street Trees

* See Text for Further Future Improvements

Map prepared by City of Green Bay Planning Department. May 2005.
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Project Plan

A. Statement listing the kind, number and location of all proposed public works or improvements.

Summarized below are the public works and related improvements proposed as part of TID No. 12. All the proposed improvements were given consideration in order to both maximize development possibilities and remedy the competing land uses in the district. Improvements will enhance the economic viability of the district and provide public amenities to beautify the overall commercial corridor.

Improvement #1: **Interceptor Sewer**

Locations: Erie Rd N. of Finger to Mason @ Grandview
Grandview, Mason to Van Beek
Van Beek, Erie to Northview

Improvement #2: **Sanitary Sewer**

Locations: Mason, Erie to Northview
Erie, Mason to City Limits
Undesignated future streets

Improvement #3: **Storm Sewer**

Locations: Mason, Erie to Northview
Grandview North of Finger to Van Beek
Van Beek, Erie to Northbrook
Erie, Mason to City Limits
Undesignated future streets

Improvement #4: **Water mains**

Locations: Mason, Erie to Northbrook
Grandview North of Finger to Van Beek
Van Beek, Erie to Northview
Erie, Mason to City Limits
Undesignated future streets

Improvement #5: **Street Paving**

Locations: Mason, Erie to Northview
Grandview North of Finger to Van Beek
Van Beek, Erie to Northview
Erie, Mason to City Limits
Undesignated future streets

Improvement #6: Street Lighting

Locations: Mason, Erie to Northview
Grandview North of Finger to Van Beek
Van Beek, Erie to Northview
Erie, Mason to City Limits
Undesignated future streets

Improvement #7: Trees

Locations: Mason, Erie to Northview
Grandview North of Finger to Van Beek
Van Beek, Erie to Northview
Erie, Mason to City Limits
Undesignated future streets

Improvement #8: Traffic Lights

Locations: Ontario, Huron, Erie, and Grandview

Improvement #9: Detention Ponds

Locations: District-wide

Improvement #10: Storm water Management Study

Improvement #11: Signage

Locations: District-wide

Improvement #12: Right of Way Land Acquisition

Locations: A total of 30 acres district-wide

Improvement #13: Park Acquisition

Improvement #14: Loans and/or Grants to Businesses and Developers

Location: Loans and or grants made available to accomplish the objectives outlined in this plan district-wide

Improvement #15: District Administration, Promotion and Marketing Activities

Location: Promotion and marketing of the district in order to encourage additional investment and property tax growth district-wide.

B. Economic Feasibility

Background

Under Wisconsin State Statute 66.1105 Tax Increment Law, the property taxes paid each year on the increase in equalized value of the Tax Increment District may be used by the City to pay the costs of development projects for the District. The increase in value is determined by taking the District's current value and deducting the value in the District that existed when the District was created or base value. All would be taxes paid upon this incremental (or increased) value by the City, School District, County, and Vocational School District are allocated to the City for direct payment of project costs or the payment of debt service on bonds used to finance project costs are called tax increments. State property taxes on the increment value must still be paid to the state.

All project expenditures must be made within twenty-two years of the creation of the Tax Increment District, and tax increments may be received until project costs are recovered for no longer than twenty-seven years, with a possible three-year extension.

Green Bay Market

The City of Green Bay has many advantages for businesses to expand or relocate to the City. Green Bay is the state's third largest city, located 114 miles north of Milwaukee, 204 miles north of Chicago and 280 miles east of Minneapolis.

Green Bay's population continues to grow and diversify showing a strong population growth in the 1990's. Population trends are reflective of the economic growth found in the region as the Green Bay MSA led the nation in percentage job growth in a May 2000 report from the US Department of Labor.

	1990 Census	2000 Census
Green Bay population	96,466	103,641
Green Bay MSA	194,594	215,040

Green Bay serves as the retail, commercial, educational, and medical center of northeastern Wisconsin and the upper peninsula of Michigan. The City is also the transportation hub of the region with excellent highway, air, rail, and port infrastructure.

TIF Capacity Analysis

Wisconsin statute 66.1105 (4) (gm) 4. c. establishes a limit on the equalized property value that may be located within all Tax Increment Districts (TIF Capacity). The method for determining that limit is defined in that statute. A municipality must meet this requirement. The City meets this requirement because the equalized value of all taxable property of TID 12 plus the value increment of all existing districts does not exceed 12 percent of the total equalized value of taxable property within the City. Using this method, the City of Green Bay capacity is as follows:

Tax Incremental Finance
Capacity Analysis
(January 2005)

Equalized Value of the City of Green Bay	$5,925,533,200.00
TIF Maximum (12% of City Value)	$ 711,063,984.00
Total Value within Existing TIDS 4,5,6, 7, 8, 9 & 10	$ 205,881,400.00
Present Capacity for Future TIF Districts	$ 505,182,584.00

Capacity for creation of a new Tax Increment Districts in the City of Green Bay is more than satisfactory to permit the creation of TID No.12.

Projection of Future Tax Increments

The TID Plan anticipates a number of projects being implemented over the first twenty-two years of the tax incremental financing life (see table 1). All projects will contribute, not only to stabilizing property values throughout the life of the TID, but by enhancing those same property values through the creation of a consistent and viable commercial district. Those stable and hopefully increasing values will ensure the growth of increments, which in turn will repay the debt generated to finance the public improvements.

To approximate future tax increments that are expected to be generated through the creation of a TID, planned private, assessable investment was estimated. This estimate is separated into two categories. The first is the primary TID Projects, which includes all planned projects expected to be completed within the eighteen-year timeline. Secondary TID Projects are those which will be implemented if additional new development occurs; therefore provide TID revenues capable of supporting additional TIF borrowing. The probability of the primary projects being completed is quite good. Some of the projects have been defined and developers have begun preliminary project design work. The secondary projects, while exciting, are a bit more speculative in nature and no specific developer has been identified. While the list of projects is comprehensive, it is by no means exclusive. Should additional development opportunities arise, the City may elect to conduct additional TIF funded activities within the District.

Primary TID Projects Only

The primary projects include a variety of infrastructure improvements that promote development of area for a number of commercial uses. Projected private investment will generate tax increment as follows:

Year	Value Date	District Valuation	Construction Increment	TID RATE	Tax Revenue
1	2005			\$22.50	\$0
2	2006		30,000,000	\$22.05	\$0
3	2007	\$30,000,000	43,800,000	\$21.61	\$0
4	2008	\$74,700,000	3,000,000	\$21.18	\$648,270
5	2009	\$79,941,000		\$20.75	\$1,614,192
6	2010	\$82,339,230		\$20.34	\$1,692,896
7	2011	\$84,809,407		\$19.93	\$1,708,809
8	2012	\$87,353,689		\$19.53	\$1,724,872
9	2013	\$89,974,300		\$19.14	\$1,741,086
10	2014	\$92,673,529		\$18.76	\$1,757,452
11	2015	\$95,453,735		\$18.38	\$1,773,972
12	2016	\$98,317,347		\$18.02	\$1,790,648
13	2017	\$101,266,867		\$17.66	\$1,807,480
14	2018	\$104,304,873		\$17.30	\$1,824,470
15	2019	\$107,434,019		\$16.96	\$1,841,620
16	2020	\$110,657,040		\$16.62	\$1,858,931
17	2021	\$113,976,751		\$16.29	\$1,876,405
18	2022	\$117,396,054		\$15.96	\$1,894,043
19	2023	\$120,917,935		\$15.64	\$1,911,847
20	2024	\$124,545,473		\$15.33	\$1,929,819
21	2025	\$128,281,837		\$15.02	\$1,947,959
22	2026	\$132,130,293		\$14.72	\$1,966,270
23	2027	\$136,094,201		\$14.43	\$1,984,753
24	2028	\$140,177,027		\$14.14	\$2,003,410

Appendix "C" provides a complete pro-forma spread sheet for the TID with the assumption that the Primary TID Projects are the only new development. Using the following assumptions, TIF should support the public expenditures required for this project and result in substantial development with the new commercial corridor.

TID Pro-Forma Assumptions:

1. Property tax revenues are expected to grow at a conservative rate.
2. The primary projects will add over \$50,000,000 in equalized value in the next 7 years, which in turn will generate the tax increment.
3. Total tax increment assumes a total tax levy of \$22.21 per \$1000 of assessed value, decreasing by 2% every year.
4. Bond Interest is estimated between 4%-6%.

Table 1
TID No. 12 & Public Investment Summary July 2005

Project	Location	TIF Cost	Projected Date
Infrastructure (Interceptor Sewer)	Map 5	$1,375,000	2005-2010
Infrastructure (Interceptor Sewer)	Map 5	$1,375,000	2005-2010
Infrastructure (Sanitary Sewer)	Map 5	$1,950,000	2005-2010
Infrastructure (Storm Sewer)	Map 5	$2,795,000	2005-2010
Infrastructure (Water mains)	Map 5	$1,935,000	2005-2010
Infrastructure (Street Paving)	Map 5	$6,300,000	2005-2010
Infrastructure (Street Lighting	Map 5	$107,500	2005-2010
Beautification (Trees)	Map 5	$64,500	Ongoing
Infrastructure (Traffic Signals)		$400,000	Ongoing
Infrastructure (Detention Ponds)		$1,750,000	Ongoing
Storm Management Study		$50,000	Ongoing
Signage		$250,000	Ongoing
ROW Acquisition		$1,500,000	Ongoing
Park Acquisition		$500,000	Ongoing
Promotion/ Marketing		$500,000.00	Ongoing

Property Acquisition Site Prep. Parcel Assemblage	Map 5	$5,000,000.00	Ongoing
Loans/ Grants	Map 5	$1,000,000.00	Ongoing
Project Total		**$26,852,000**	

***It is anticipated that positive cash balances will be applied to finance eligible project costs in addition to bonding.**

C. Description of the Methods of Financing All Estimated TID No. 12 Project Costs

The City may use a variety of financing methods to implement TID No. 12 projects including but not limited to lease-revenue bonds and general obligation bonds. Additionally, should grant opportunities be available the City may apply for such assistance in order to reduce public borrowing and allow for a rapid closeout of TID 12.

The amounts and time frames for borrowing could vary depending on rate and type of development. Projected tax revenue pro-forma from TID No. 12 is outlined in Appendix C. The amount of interest paid on money borrowed can be somewhat estimated, thus the interest rates used in the proforma are the best current estimates available. The total interest is based on a repayment scheduled to end 24 years after inception of the District. Appendix C indicates the TID would close in year 23 (which included the potential 3-year extension) without the generation of any other increment. Total interest costs are projections only. Should conditions warrant during the life of the TID No. 12, the City may opt to refinance the outstanding debt issued to better take advantage of lower interest rates.

The spreadsheet in Appendix C assumes that public project costs are financed through the issuance of bonds and positive TID balances. Not included in the calculations were additional income sources that could be generated through the course of the project, including lease payments and land sale revenues. If these revenues are realized, the City might elect to use this revenue to fund other identified projects, reduce borrowing or pay portions of the TID related debt for the City.

Interest earnings from the available cash balances will be credited to the district each year based on the City's existing method of interest allocation.

Financial audits will be done in accordance with Wisconsin State Statutes, Section 66.46 and all other applicable sections.

As can be reasonably determined from the data contained in Appendix C, the District will be sufficiently funded to pay off debt balances before the legal termination of the district. If this should occur, distribution of the surplus funds will be made in accordance with State Statutes.

D. Detailed Listing of Project Costs

Table 1 provided a listing of the estimated public improvement costs in July 2005 dollars. Project locations may be found on Map 5. It is anticipated that the City may elect to expend funds each year for the first eighteen years (includes possible 3-year extension) on project administration, which could include salaries and fringe benefits, management, maintenance and marketing of the TID, bond issuance related expenses, loans and/or grants to business, as well as donation of surplus revenue to TIDs 4,5,6,7,8,10, 11 and 13.

E. Promotion of Orderly Growth

The Tax Increment District No. 12 has been developed in compliance with a number of planning documents that have been prepared to guide orderly development within the City of Green Bay and surrounding Brown County. The Green Bay Comprehensive Plan was updated in 2003 and the proposed TID No. 12 area was targeted for development. Additionally the Brown County "Comprehensive land Use/Transportation Plan: 2020" identifies issues crucial to traffic patterns in the area. Many documents have been reviewed and multiple sources of inputs were heard when drafting the City's Draft Comprehensive Land Use Plan these voices were incorporated in this TID Plan. TID No. 12 promotes orderly and consistent growth.

F. Proposed Changes of Zoning Ordinances, Master Plans, Official Map, Building Codes and City Ordinances

The regulatory documents reviewed with respect to the projects proposed within the TID No. 12 Project Plan are as follows: *1-Master Plan; 2-Official Map; 3-Zoning Codes; and 4-Building Codes.* Summarized below are the findings.

Master Plan

The City of Green Bay updated its Comprehensive Plan in 2003. The planned land uses in TID No.12 are consistent with existing planning documents and have been incorporated into future planning documents. In addition, the 1996 Brown County Land Use and Transportation Plan has been complimentary to the City's adopted Comprehensive plans.

Official Map

All streets included in the TID No. 12 Project Plan area are included on the official Map for the City of Green Bay as adopted subdivisions. No major changes are expected. However, if projects warrant a change, the City will take the required procedural actions to review such amendments.

Zoning

The area found within the boundaries of TID No. 12 will require the designation of more than one Planned Commercial Development (PCD overlay) District. The PCD Overlay district may include the following:

1. This PCD is to be used to identify non-residential uses only.
2. Future non-residential development uses shall be governed by PCD Districts to be established on a project-by-project basis.
3. Non-residential development not specifically identified in any Comprehensive plan, may be approved pursuant to existing zoning regulations, after review by the Planning Director.
4. Residential development will be regulated by existing zoning regulations for those uses.
5. Lot area, density, setback, parking and similar requirements shall be regulated pursuant to existing zoning regulations unless specifically addressed within a project plan as part of a PCD.

Building Codes

Building codes for the City of Green Bay will not be changed to accommodate TID No. 12 projects.

G. Non-Project Costs

In the event that TID No. 12 demonstrates it has sufficient revenues to pay for all incurred project costs and sufficient surplus revenues to pay for some or all-eligible costs in other municipal redevelopment TIDs, the district may become a donor TID for TIDs 4,5,6,7,8, 10, 11 and 13.

Proposed Method for Relocation of Any Persons to be Displaced

The City of Green Bay will provide relocation benefits and assistance to the extent necessary as required by Wisconsin Statutes Chapter 32. Generally, relocation occurs where a person or business is displaced from real property a direct result of eminent domain proceedings commenced by the City of Green Bay against the subject property. Relocation services will be provided by the City of Green Bay's acquisition/relocation specialists with funds provided through TIF, the City of Green Bay or the City of Green Bay Redevelopment Authority.

Appendix A

DESCRIPTION OF TID No. 12

That part of Sections 1, 2, 10, 11, and 12, Township 23 North, Range 21 East, City of Green Bay, Brown County, Wisconsin described as follows:

Beginning at the southeast corner of Section 1; thence N00°-16'-11" W, 664.68 feet along the east line of said Section 1; a point on the easterly extension of the north line of Brown County Document Number 911020 as recorded in Jacket 2940, Image 35;

thence S89°-46'-55" W, 1338.98 feet along the north line of said Document Number 911020 and extension thereof to the northwest corner of said Document Number 911020;

thence N00°-04'-03" W, 222.71 feet along the east line of Brown County Document Number 2074594 to the northeast corner of said Document Number 2074594;

thence S89°-49'-54" W, 1338.19 feet along the north line of said Document Number 2074594 and the extension thereof to a point on the north – south ¼ line of said Section 1;

thence S00°-07'-58" W, 895.51 feet along said north – south ¼ line of Section 1 to the south ¼ corner of said Section 1;

thence N88°-04'-43" W, 1551.45 feet along the north line of the northwest ¼, Section 12 to a point on the northerly extension of the east line of the lands described in Brown County Document Number 1392571 recorded as Jacket 22808, Image 53;

thence S02°-08'-24" E, 826.92 feet along the east line of said Document Number 1392571 and the extension thereof to a point on the north line of Brown County Document Number 2177356;

thence N88°-04'-18" W, 223.59 feet along the north line of said Document Number 2177356;

thence N02°-08'-24" W, 72.72 feet along said Document Number 2177356;

thence S87°-53'-31" W, 442.51 feet along said north line of Document Number 2177356 to a point on the east line of Lot 1, Brown County Certified Survey Map Number 4648 as recorded in Volume 29 of Certified Survey Maps page 393;

thence S02°-06'-29" E, 120.00 feet along said east line of Lot 1, Certified Survey Map Number 4648 and the extension thereof;

thence S87°-53'-31" W, 435.60 feet along the north line of said Document Number 2177356 and the extension thereof to a point on the west line of said Section 12;

thence S02°-06'-29" E, 807.77 feet along said west line of Section 12 to a point on the easterly extension of the south line of Brown County Document Number 1011253 recorded as Jacket 7595, Image 25;

thence S87°-53'-31" W, 225.00 feet along the south line of said Document Number 1011253 and the extension thereof to the southwest corner of said Document Number 1011253;

thence N02°-03'-48" W, 512.50 feet along the west line of said Document Number 1011253 and the northerly extension thereof to a point on the centerline of East Mason Street;

thence N88°-57'-03" W, 441.79 feet along said centerline of East Mason Street to a point on the southerly extension of the west line of the plat Chapel View;

thence N02°-05'-43" W, 1045.50 feet along said west line of Chapel View and the extension thereof to the southeast corner of Lot 7 White Tail Run Estates;

thence N88°-45'-44" W, 791.56 feet along the south line of said White Tail Run Estates to the southwest corner of Lot 1, White Tail Run Estates, said southwest corner of Lot 1 also being a point on the east line of the north 241 feet of the west 208 feet of the east ¼ of the northwest ¼ of the northeast ¼, said Section 11;

thence S02°-04'-39" E, 40.65 feet to the southeast corner of said north 241 feet of the west 208 feet;

thence N88°-45'-52" W, 208.44 feet to the southwest corner of said north 241 feet of the west 208 feet;

thence N02°-04'-47" W, 241.00 feet along the west line of said north 241 feet of the west 208 feet and the northerly extension thereof to a point on the south line of said Section 2;

thence S88°-45'-44" E, 333.37 feet along the south line of said Section 2 to the southeast corner of the southwest ¼ - southeast ¼ said Section 2;

thence N00°-20'-35" E, 1110.17 feet along the east line of said southwest ¼ - southeast ¼, Section 2 to the northeast corner of the lands described in Brown County Document Number 2162276;

thence N88°-34'-56" W, 628.55 feet along the north line of said Document Number 2162276 to the northeast corner of Lot 4, Brown County Certified Survey Map Number 4821 as recorded in Volume 31 of Certified Survey Maps page 75;

thence S00°-34'-56" W, 111.25 feet along the east line of said Lot 4 to the southeast corner of said Lot 4;

thence southwesterly along the easterly terminus of Iris Court along the arc of a 55-foot radius non-tangent curve to the left, said curve having a chord which bears S32°-50'-01" W, 93.69 feet to the northeast corner of Iris Court Condo's;

thence S00°-34'-56" W, 100.00 feet along the east line of Iris Court Condo's to the southeast corner of said Iris Court Condo's, also being a point on the north line of the lands described in Brown County Document Number 2162276;

thence N88°-45'-52" W, 650.00 feet along said north line of Document Number 2162276 and the extension thereof to a point on the north – south ¼ line of said Section 2;

thence S00°-34'-56" W, 821.00 feet along said north – south ¼ line of Section 2 to the north ¼ corner of said Section 11;

thence S02°-03'-27" E, 3754.72 feet along the north – south ¼ line of Section 11 to the intersection with the centerline of Yeager Drive;

thence N89°-22'-15" W, 1498.99 feet along said centerline of Yeager Drive;

thence continuing along said centerline of Yeager Drive along the arc of a 410.00 foot radius curve to the right 157.35 feet, said curve having a chord which bears N78°-22'-36" W, 156.38 feet;

thence continuing along said centerline of Yeager Drive N67°-22'-56" W, 156.81 feet;

thence continuing along said centerline of Yeager Drive along the arc of a 410.00 foot radius curve to the left 156.52 feet, said curve having a chord which bears N78°-19'-07" W, 155.57 feet;

thence continuing along said centerline of Yeager Drive N89°-15'-17" W, 746.75 feet to a point on the west line of said Section 11;

thence N00°-14'-19" E, 84.56 feet along said west line of Section 11 to a point on the easterly extension of the south line of Lot 1, Brown County Certified Survey Map Number 2251 as recorded in Volume 10 of Certified Survey Maps page 169;

thence N89°-45'-50" W, 539.05 feet along said south line of Lot 1 of Certified Survey Map Number 2251 and the extension thereof to the southwest corner of said Lot 1;

thence N00°-14'-10" E, 415.00 feet along the west line of said Lot 1 to the northwest corner of said Lot 1;

thence S89°-45'-50" E, 374.00 feet along the north line of said Lot 1 to the northeast corner of said Lot 1;

thence S00°-14'-10" W, 2.78 feet along the east line of said Lot 1 to the northwest corner of the south 132 feet of the north 622 feet of the east 165 feet of the northeast ¼ - southeast ¼, said Section 10;

thence S89°-45'-50" E, 165.06 feet along the north line of said south 132 feet of the north 622 feet of the east 165 feet to a point on the east line of said Section 10;

thence N00°-14'-19" E, 227.69 feet along said east line of Section 10 to a point on the easterly extension of the south line of Lot 2, Certified Survey Map Number 4650 as recorded in Volume 30 of Certified Survey Maps page 1;

thence S89°-18'-12" W, 383.85 feet along the south line of said Lot 2 Certified Survey Map Number 4650 to the southwest corner of said Lot 2;

thence S29°-03'-44" W, 163.87 feet along the southeasterly line of Lot 1 said Certified Survey Map Number 4650 to the south corner of said Lot 1;

thence S47°-21'-11" W, 512.61 feet along the southeasterly line of Lot 1, Certified Survey Map Number 4336 and the northerly extension thereof and along the southeasterly line of Lot 2, Certified Survey Map Number 5258;

thence continuing along said southeast line of Lot 2, Certified Survey Map Number 5258 S21°-16'-41" W, 241.58 feet;

thence continuing along the southeasterly line of Lots 1 and 2 of said Certified Survey Map Number 5258 S36°-28'-41" W, 577.54 feet;

thence S88°-43'-02" W, 120.48 feet along the south line of Lot 1 said Certified Survey Map Number 5258 and Lot 1 of Certified Survey Map Number 6790;

thence S35°-13'-30" W, 133.88 feet along the south line of said Lot 1 Certified Survey Map Number 6790 to the northeast corner of Lot 1, Certified Survey Map Number 6067;

thence S89°-05'-37" W, 1058.26 feet along the north line of said Lot 1, Certified Survey Map Number 6067 and the north line of Lot 2, Certified Survey Map Number 5843 to the southeast corner of Lot 3, Certified Survey Map Number 5843;

thence N00°-22'-41" W, 486.08 feet along the east line of said Lot 3, Certified Survey Map Number 5843 and the extension thereof to a point on the centerline of Walker Drive;

thence northwesterly along the centerline of Walker Drive and Kepler Drive along the arc of a 360.00 foot radius non-tangent curve to the right 608.33 feet, said curve having a chord which bears N27°-03'-39" W, 538.49 feet;

thence continuing along said centerline of Kepler Drive along the arc of a 1570.00 foot radius curve to the left, 573.11 feet said curve having a chord which bears N10°-31-32" E, 589.59 feet to a point on the north – south ¼ line of said Section 10;

thence continuing along said centerline of Kepler Drive N00°-17'-49" W, 1506.23 feet;

thence continuing along said centerline of Kepler Drive along the arc of a 400.00 foot radius curve to the right, 257.38 feet, said curve having a chord which bears N18°-08'-12" E, 252.97 feet;

thence N53°-26'-16" W, 102.49 feet;

thence N00°-17'-49" W, 481.92 feet along the east line of Lot 1, Certified Survey Map Number 5092 to a point on the southerly right-of-way of East Mason Street;

thence S89°-51'-10" E, 2.01 feet along said south right-of-way line of East Mason Street to a point on the north – south ¼ line of said Section 10;

thence N00°-17'-49" W, 375.18 feet along said north – south ¼ line to the north ¼ corner of said Section 10;

thence N89°-55'-11" W, 273.92 feet along the north line of said Section 10 to a point on the east right-of-way line of Interstate Highway 43, (I-43);

thence S02°-20'-56" E, 149.80 feet along said east line of I-43;

thence continuing along said east line of I-43, S06°-28'-06" W, 310.45 feet;

thence continuing along said east line of I-43, S19°-49'-34" W, 1096.38 feet;

thence continuing along said east line of I-43, S11°-32'-42" W, 500.10 feet;

thence continuing along said east line of I-43, S10°-23'-57" W, 1507.51 feet;

thence continuing along said east line of I-43 along the arc of a 5879.58 foot radius curve to the right, 2036.20 feet, said curve having a chord which bears S20°-19'-00" W, 2026.04 feet to a point on the south line of said Section 10;

thence S89°-48'-54" E, 1782.28 feet along said south line of Section 10 to the south ¼ corner of said Section 10;

thence continuing along said south line of Section 10, N88°-06'-50" E, 2641.10 feet to the southeast corner of said Section 10;

APPENDIX "F'
ALLOCATION AMENDMENT & ANNUAL FINANCIAL REPORT

ALLOCATION AMENDMENT

The purpose of the Allocation Amendment to TIF No. 12 is to allow for the financial contribution of \$4,000,000 in 2011 and \$1,000,000 in 2012 to TIF No. 13 for the purpose of property acquisition, demolition, and site preparation for new development per development agreement. According to the 2010 Annual TIF Financial Report, there is a strong fund balance of \$5,535,210. Of that balance, \$890,000 is reserved for undefined future City use. That leaves a remaining balance of \$4,645,210 available. The 2011 increment is \$775,000.

The Allocation Amendment allows for a 2011 transfer in the amount of \$4,000,000 leaving a surplus of \$645,210.

CITY OF GREEN BAY, WISCONSIN
ANNUAL REPORT
TAX INCREMENT FINANCE DISTRICT NO. 12 (I-43 BUSINESS PARK)
YEAR ENDED DECEMBER 31, 2010

Date District Created:	January 1, 2005	
Latest Possible Termination Date:	December 31, 2027	

Fund Balance January 1, 2010		$ 4,884,909.12
Revenues:		
Tax Increment	$ 1,020,381.72	
Debt Proceeds	-	
Interest	70,392.01	
Other	279,743.00	
Total Revenue		1,370,516.73
Sub-Total		$ 6,255,425.85
Expenditures:		
Project Costs	$ 444,149.97	
Debt Service	276,066.10	
Other	-	
Total Expenditures		720,216.07
Fund Balance December 31, 2010		$ 5,535,209.78

Outstanding Debt Service:

Principal	$ 3,515,540.00
Interest	1,897,257.76
Total	$ 5,412,797.76

Dawn M. Foeller

Dawn M. Foeller
Finance Director / Comptroller

Appendix G: Allocation Amendment

Pursuant to Wis. Stats. §66.1105, the Joint Review Board (JRB) of the City of Green Bay desires to amend "Section G. Non-Project Costs" of the Project Plan of Tax Increment Finance District #12 (I-43 Commercial Development), adding an Allocation Amendment that includes the following language:

1) Allocate up to two hundred thousand dollars ($200,000.00) to Tax Increment Finance District #6 (Near East Side / Navarino) in order to pay all outstanding and encumbered Project expenses necessary to terminate TID #6 in 2018.

2) Allocate up to three hundred and fifty thousand dollars ($350,000.00) to Tax Increment Finance District #11 (Olde Main Street) in order to pay all outstanding and encumbered Project expenses necessary to terminate TID #11 in 2018.

3) Allocate up to one hundred and fifty thousand dollars ($150,000.00) to Tax Increment Finance District #15(Olde North) in order to pay all outstanding and encumbered Project expenses necessary to terminate TID #15 in 2018.

TID #12 was created in 2005 in order to develop the I-43 Business Center on the east side of Green Bay. The TID had a 2016 equalized value of $229,458,600.00 in 2016 and the City estimates that TID #12 will gain another $12,500,000.00 in incremental property value for the 2017 tax year. According to the 2016 TID Annual Report (PE-300), TID #12 had a fund balance of $3,947,738.00, which is more than sufficient to cover $700,000.00 in potential allocations to the aforementioned TID's.

No other amendments to the Project Plan are proposed at this time.

City of Green Bay
Department of Community and Economic Development

To: Members of the City of Green Bay Joint Review Board (JRB)
From: Kevin J. Vonck, Development Director
Re: Tax Incremental District Twelve (TID 12): I-43 Industrial Park

TID 12 is generally located on the eastern edge of the City of Green Bay, with Finger Road to the north, Northview Road to the east, Greenbrier Road to the south, and Interstate 43 to the west. TID 12 was created to facilitate an expansion of the I-43 Business Park, which allowed the City of Green Bay to more aggressively market itself for business start-ups, expansions, and relocations.

In 2017, the City and RDA entered into a Development Agreement with Erie Road Properties (d/b/a Nature's Way) to construct a new health food manufacturing facility of approximately seventy thousand (70,000) square feet. The project includes four (4) parcels: 926 Erie Rd, 1038 Erie Rd, 954 Erie Rd, and 1024 Erie Rd (Tax Parcels 21-171, 21-171-1, 21-171-2, and 21-171-4). 926 Erie Road

On July 17, 2018, the Common Council designated the Redevelopment Authority (RDA) to perform all acts necessary for the adoption of a Territory Amendment to the Project Plan for TID 12, which proposes the addition of 926 Erie Road (Tax Parcel 21-171), in order to move the Erie Road Properties project forward.

On September 6, 2018, The Joint Review Board (JRB) convened to elect a Chair, select a public member to the Board, and discuss the Territory Amendment to the Project Plan for TID 12.

On September 10, 2018, the RDA held a public hearing on the proposed creation of TID 12, where interested parties were afforded opportunity to express their views. A Class Two notice was also published in the Green Bay Press-Gazette. The Amended Plan was posted on the City website and a hard copy was made available for public review. At that meeting, the RDA recommended Common Council draft and adopt a resolution that establishes the new TID 12 Boundary and Amended TID 12 Project Plan.

On September 25, 2018, the Common Council passed a resolution that establishes the new TID 12 Boundary and adopts the Amended TID 12 Project Plan, effective January 1, 2018.

On October 4, 2018, the JRB will meet to approve or deny the proposal. The decision must be based on the following criteria:

1. *Would the desired development occur without tax increment financing?*
2. *Are the economic benefits of new development greater than the cost of improvements?*
3. *Are the economic benefits of new development greater than the tax increments to be paid by property owners in overlying districts?*

In accordance with Wis. Stats. §66.1105(4)(i), the local legislative body shall provide the JRB with the following information and projections:

1. *The specific items that constitute the project costs, the total dollar amount of these project costs to be paid with the tax increments, and the amount of tax increments to be generated over the life of the tax incremental district.*

The proposed Territory Amendment adds no additional project costs.

2. *The amount of the value increment when the project costs in subd. 1. are paid in full and the tax incremental district is terminated.*

The City estimates that the Erie Road Properties project will generate $15,000,000.00 of new property value increment upon its termination.

3. *The reasons why the project costs in subd. 1. may not or should not be paid by the owners of property that benefits by improvements within the tax incremental district.*

That "but for" the creation of TID 12, the Erie Road Propertiee project, or further development projected to occur as detailed in this Plan would not occur in a timely manner, in a manner desired by the City, or at all.

That being said, TID 12 increment should not pay for project costs, specifically incentives (grants and loans), to a recipient that fails to demonstrate that "but for" the use of public funds, the development projected to occur as detailed in the Project Plan would not occur in the manner desired by the City.

4. *The share of the projected tax increments in subd. 1. estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the tax incremental district.*

The City estimates the 2017 combined tax levy to be allocated among the taxing jurisdictions as follows:
- 41% Green Bay Area Public Schools
- 37% City of Green Bay
- 18% Brown County
- 3% Northeast Wisconsin Technical College
- 1% State of Wisconsin

5. *The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments in subd. 4.*

TID 12 enhances the community economic climate. As properties in the TID become more attractive in which to invest and conduct business, the amount of money circulating in the local market increases, which has a positive impact beyond the TID. When TID 12 has met all obligations and dissolves, the overlying taxing jurisdictions will receive additional revenue based on $75,167,200.00 of value increment.

Report to the
Redevelopment Authority of the City of Green Bay

MEETING DATE	PREPARED BY
October 4, 2018	Kevin J. Vonck, CED Director

AGENDA ITEM # D.2.

Consideration with possible action on creation of rehabilitation and conservation Tax Incremental District Twenty (TID 20): Whitney Park and adoption of the Project Plan.

BACKGROUND

See attached Project Plan.

RECOMMENDATION

Common Council adopt a Resolution regarding the creation of rehabilitation and conservation Tax Incremental District Twenty (TID 20): Whitney Park and adoption of the Project Plan.

FISCAL IMPACT

The parcels in TID 20 currently have a cumulative base property value of $4,837,400.00. The City estimates that upon closure in 2045, TID 20 will have a new property value of $12,540,700.00, for an incremental property value of $7,703,300.00.

ATTACHMENTS

1. 6 - Fiscal - TID - TID 20 - 180925 - Project Plan - Council
2. 6 - Fiscal - TID - TID 20 - 181002 - Report to JRB

City of Green Bay
Department of Community and Economic Development

Tax Incremental District Twenty (20)

Whitney Park

PROJECT PLAN

City of Green Bay, Wisconsin
September 25, 2018

100 North Jefferson Street, Room 608, Green Bay, Wisconsin 54301-5026
(p) 920.448.3400 (f) 920.448.3426 greenbaywi.gov

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Summary of Findings

As required by Wisconsin Statutes 66.1105, and as documented in this Project Plan and the exhibits contained and referenced herein, the following findings are made for the City of Green Bay Tax Incremental District Number Twenty (TID 20):

1. That "but for" the creation of TID 20, the development projected to occur as detailed in this Plan would not occur in the manner desired by the City because of challenges associated with:
   a. Additional costs associated with environmental cleanup and remediation; and
   b. Additional costs associated with the rehabilitation of existing structures and parcels; and
   c. Blighted parcels that deter private investment.
2. The equalized value of taxable property of TID 20 plus the value increment of all existing tax increment districts does not exceed twelve percent (12%) of the total equalized value of taxable property within the municipality.
3. 51.5%, by area (3.52 of the 6.834 total acres), of the real property within TID 20 is in need of rehabilitation or conservation work, thereby exceeding the fifty percent (50%) threshold as defined in Wisconsin Statutes 66.1337 (2m)(b).
4. The proposed activities in this Plan are in concurrence with Wisconsin Statues 66.1337, which enable the City to conduct specific activities in a rehabilitation or conservation district; including:
   a. A program of voluntary or compulsory repair and rehabilitation of buildings or other improvements; and
   b. Acquisition of real property and demolition, removal or rehabilitation of buildings and improvements on the property where necessary to eliminate unhealthful, unsanitary or unsafe conditions, lessen density, reduce traffic hazards, eliminate obsolete or other uses detrimental to the public welfare, to otherwise remove or prevent the spread of blight or deterioration, or to provide land for needed public facilities; and
   c. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out an urban renewal project; and
   d. The disposition, for uses in accordance with the objectives of the urban renewal project, of any property acquired in the area of the project.
5. The project costs in this Plan relate directly to rehabilitating or conserving parcels within TID 20 consistent with the purpose for which the District is created.
6. The economic benefits of TID 20, as measured by increased property value, employment, and (business and personal) income, more than compensate for the cost of the improvements.
7. The benefits of the proposal are greater than the anticipated tax increments to be paid by property owners in overlying taxing jurisdictions.
8. The improvement of the area is likely to enhance significantly the value of substantially all of the other real property in TID 20.
9. The TID 20 Project Plan is feasible and in conformity with the City Comprehensive Plan.
10. The City Attorney has signed an opinion (located in **Appendix A**) advising that this Project Plan is complete and complies with the law.

Description of the Proposed District

The City of Green Bay

The City of Green Bay is the economic hub of northeastern Wisconsin, and the flagship city of a combined metropolitan region of nearly 700,000 people. It is the "north star" in a chain of great cities, including Chicago and Milwaukee, which line the western shore of Lake Michigan. The City is in an excellent position to build on past success and flourish well into the future.

Demographically, the City and metropolitan region have sustained steady population growth over the last few decades. Population is projected to increase, primarily through natural growth. Inbound migration is primarily from adjacent counties and other parts of the state. The number and percentage of residents with at least a college degree has increased over the last decade.

As for commerce, the largest three industries are manufacturing, health care and social assistance, and retail trade. Employment continues to grow since the 2008 recession and is projected to increase. The City continues to be an employment magnet, with more employees coming in from other communities than residents leaving for employment elsewhere. The City continues to leverage the substantial assets and significant competitive advantage it has in its strongest traded industry clusters: agriculture and food processing; paper, packaging, and printing; advanced manufacturing; and transportation and logistics.

A robust transportation infrastructure provides excellent opportunities to move people and goods efficiently. Two interstate highways connect the City to Milwaukee, Chicago, and points south, while a four-lane state highway connects to St. Paul, Minneapolis, and points west. National, state, county, and local roads, along with several miles of pedestrian and bicycle facilities, provide sufficient mobility and access to points in between. Green Bay Metro Transit operates thirteen full-service bus routes, a handful of limited-service routes, and paratransit services that provide over a million and a half rides annually in the metro area. The Austin Straubel International Airport (GRB) serves more than 600,000 passengers and ships 310,000 pounds of freight cargo annually though forty daily flights operated by three commercial airlines and two fixed-based operators. The Port of Green Bay moves nearly two million metric tons of cargo through fourteen docks located along a three-mile stretch of the Fox River. Two rail carriers (one international and one regional) serve the Port and many industrial areas.

Programs that transform innovative ideas into viable businesses demonstrate a community commitment to helping entrepreneurs succeed. The Advance Business and Manufacturing Center, UWGB Small Business Development Center, NWTC Artisan and Business Center, and Brown County Culinary Kitchen have demonstrated success incubating businesses. Because entrepreneurs are highly likely to remain in the community in which they launched their company, the City continues to develop complementary programs that can accelerate and expand these startups into high-growth firms. Foreign Trade Zone #167 allows merchandise to be imported, assembled, and repackaged with other components without formal customs entry procedures or import duties.

The City offers residents a diverse range of housing options, with over forty neighborhood associations strengthening the community fabric. Award-winning public schools, reputable institutions of higher education (the University of Wisconsin-Green Bay and Northeastern Wisconsin Technical College), and low crime rates make the community an excellent choice to call home.

The City delivers ample opportunities for outdoor recreation through its seventy parks and trails, including Bay Beach Amusement Park and Wildlife Sanctuary, the City Deck (an urban boardwalk along the Fox River), the Green Bay Botanical Garden, and the Joannes Family and Resch Aquatic Centers. The City is also home to Lambeau Field and the Packers Hall of Fame.

The City hosts hundreds of cultural events, including those provided by local theatre organizations and civic symphony, at the Meyer Theatre, the Weidner Center for the Performing Arts, the ART Garage, and the recently-expanded KI Convention Center. The Neville Public Museum, the Children's Museum of Green Bay, the Automobile Gallery, and Hazelwood Historic House are also within the City.

Demographic, economic, and technological changes makes us more mobile than ever in terms of where we choose to live and build a career or a business. We encourage people to invest their resources in Green Bay by collaboratively creating and communicating that we are a community that offers both outstanding economic opportunities and a vibrant quality of life. As our region grows in population, so will our level of economic productivity and prosperity.

The District / Neighborhood

The Whitney Park neighborhood is directly east of the downtown central business district. It lies just south of the East River and Main Street (State Highway 141), an auto-oriented commercial corridor that runs east-to-west; and just west of Webster Avenue, a mixed-use corridor that runs north-to-south through the City.

The center of the neighborhood is Whitney Park, a two and one-half (2½)-acre public park with a shelter, playground equipment, band shell, and dog park. Created by Daniel Whitney as Whitney Commons in 1829, it is one of the older parks in the City. During the last few years, Downtown Green Bay (DGBI) and Olde Main Street (OMSI) have become increasingly active in programming events and activities in the park.

The neighborhood is a mix of commercial and residential uses. Most of the structures in the district are around one hundred (100) years old. Many have been razed and replaced by surface parking lots. Of those that remain, many are in need of improvement. Most residential homes have been subdivided into rental units. Widespread use of historic urban fill poses environmental challenges to redevelopment.

Tax Incremental District Number Twenty (TID 20)

Under Wisconsin Statues 66.1105, the property taxes paid each year on the increase in equalized value of a TID may be used by the City to pay the costs of redevelopment projects within the TID. The incremental value is determined by taking the current value of the TID and deducting the value in the TID that existed when the TID was created. All taxes levied upon the incremental (or increased) value by the City, School District, County, and Vocational School District are allocated to the City for direct payment of project costs or the payment of debt service on bonds used to finance project costs. Expenses may be incurred for the implementation for the approved project plan and completion of the project outlined therein up to five (5) years before the (not extended) maximum life of the TID.

TID 20 is being created in order to provide a mechanism to overcome challenges associated with blighted parcels that deter private investment and the additional costs associated with the rehabilitation of existing structures and parcels, environmental cleanup and remediation, and a lack of amenities that encourage pedestrian and bicycle traffic. Of the 6.834 total acres of real property within TID 20, 3.52 acres, or 51.5 %, are in need of rehabilitation or conservation work.

Map 1 shows the location of TID 20 within the city, while **Map 2** shows its detailed boundaries. The legal description for TID 20 is attached as **Appendix B**. TID 20 has thirty-three (33) parcels totaling 9.024 acres: 6.834 acres of real property and 2.19 acres of public road right-of-way. **Table 1** and **Map 3** show the distribution of zoning categories, while **Table 2** and **Map 4** show the distribution of land uses. **Map 5** shows parcels in need of rehabilitation or conservation work. **Tables 4-6** describe anticipated projects and **Map 6** depicts said project locations.

Zoning	Acres	Percentage
Office Residential (OR)	3.239	35.89%
General Commercial (C1)	3.112	34.49%
Downtown One (D1)	0.483	5.35%
Road Right-of-Way	2.190	24.27%
TOTAL	**9.024**	**100%**

Table 1. Zoning distribution.

Land use	Acres	Percentage
Residential, Single-Family	1.796	19.90%
Commercial	2.159	23.93%
Vacant, Green	0.642	7.11%
Vacant, Parking	0.984	10.90%
Former Educational, Vacant Structure	1.253	13.89%
Road Right-of-Way	2.190	24.27%
TOTAL	**9.024**	**100%**

Table 2. Land use distribution.

In 2018, TID 20 had a combined assessment of $4,837,400. This equates to $ 707,843 per taxable acre or $536,059 for taxable and non-taxable acres. **Appendix C** provides a listing of all parcels and assessed values within the TID.

TIF Capacity Analysis

Wisconsin Statutes 66.1105 (4)(gm)(4)(c)., defines a limit on the equalized property value that may be located within municipal TID's. The equalized value of taxable property of the new district plus the value increment of all existing districts does not exceed twelve percent (12%) of the total equalized value of taxable property within the municipality. As shown in **Table 3**, the existing capacity in the City is more than satisfactory to permit the creation of TID 20, as the addition of TID 20 will only raise the percent of equalized value in TID's from 5.35% to 5.43%.

Measure	Amount as of January 1, 2018
Equalized value of the City of Green Bay	$6,603,759,000
Total existing TID increment	$353,507,500
Percent equalized value within total existing TID increment	5.35%
Equalized value of proposed TID 20 @ 100% estimated ratio	$4,837,400
Total value for twelve percent (12%) test	$358,344,900
New percent equalized value within TIDs, including TID 20	5.43%

Table 3. Tax increment finance capacity.

Project Costs

Specific Projects

The City may encumber funds to implement the following projects. This list is not meant to be a budget or an appropriation of funds for specific projects. All costs are estimates based on the best information available. The City reserves the right to delete projects or change the scope and/or timing of projects implemented as they are individually authorized by the Common Council, without amending the Plan. All improvements are designed to be applied within the boundaries of TID 20, which can be seen on **Map 6**.

Improvement #1	Incentives: grants and loans
Details	money to offset project costs, including property acquisition, parcel assembly, site preparation, construction, and infrastructure (transportation, water, sewer, stormwater, utilities) on projects that eliminate blight, rehabilitate parcels, or conserve parcels
Purpose	provide a source of gap funding for projects on parcels with more development challenges (e.g. brownfields remediation)
Allocation	$3,000,000.00
Disbursement	applied as needed, assistance preferred through an annual post-project reimbursement (i.e. PayGo); the amount of financial assistance in any given year shall not exceed eighty percent (80%) of the annual incremental taxes for the impacted parcels and the period over which the financial assistance shall be applied or disbursed shall not exceed twenty (20) years

Improvement #2	Infrastructure: pedestrian and bicycle
Details	sidewalks, paved trails, bicycle lanes, cycle tracks, and crossing improvements (e.g. medians, markings, signs, signals)
Purpose	attract more residents from adjacent neighborhoods to the area through enhancements that allow for people of all ages and abilities to travel by foot or bicycle through the corridor; specifically look at improvements to crossing Main Street (State Highway 141) and Webster Avenue
Allocation	$500,000.00
Disbursement	within first fifteen (15) years and positive TID balance; apply when funds can be leveraged through external grants through the Wisconsin Department of Transportation; a portion may be covered under a bond issue

Improvement #3	Infrastructure: stormwater
Details	filtration, infiltration, retention and detention facilities
Purpose	increase capacity for additional development and redevelopment
Allocation	$500,000.00
Disbursement	within first fifteen (15) years and positive TID balance; integrate public and private projects when possible to minimize costs; a portion may be covered under a bond issue

Improvement #4	Infrastructure: streets
Details	repair and reconstruct streets
Purpose	scheduled maintenance and replacement of streets
Allocation	$500,000.00
Disbursement	within first fifteen (15) years and positive TID balance; before applying, consider appropriateness of TID funds, wheel tax funds, and/or general levy funds

Improvement #5	Infrastructure: public space and amenities
Details	pocket parks, landscaping, wayfinding signs, banners, flags, public art, benches, bus stop enhancements, shelters, and other amenities deemed acceptable
Purpose	leverage existing assets to create a strong identity and brand for the district; foster a sense of attachment for local residents and businesses
Allocation	$500,000.00
Disbursement	within first fifteen (15) years and positive TID balance; apply under leadership of local businesses and residents after enough reserve funds have been accumulated

Improvement #6	Administration
Details	funds directed towards City staff for time used on marketing, research, analysis, and managing the TID, including contractual services for site-specific environmental investigations, and architectural, structural, and civil engineering
Purpose	cover administrative costs from the appropriate source
Allocation	$1,000,000.00
Disbursement	annual payments through the life of the TID, with annual reductions to account for more work up front getting projects off the ground

Other Eligible Projects

The following is a general list of potential public works and other projects for which the City may encumber funds in conjunction with this Plan. This list is provided to provide options for projects that may not be identified at present, but may become necessary in the future. Again, the City reserves the right to implement only those projects that remain viable as the Plan period proceeds.

1. Property, right-of-way, and easement acquisition
    a. Property acquisition for development or redevelopment
    b. Property acquisition for conservancy
    c. Acquisition of right-of-way
    d. Acquisition of easements
    e. Relocation costs
2. Site preparation activities
    a. Environmental audits and remediation
    b. Demolition
    c. Site grading

3. Utilities
    a. Sanitary sewer system improvements
    b. Water system improvements
    c. Stormwater management system improvements
    d. Other utilities, including electric service, gas service, and communications infrastructure
4. Streets and streetscape
    a. Street improvements
    b. Streetscaping and landscaping
    c. Pedestrian and bicycle infrastructure
    d. Development incentives including grants and loans
5. Administrative costs, including those paid to the City or consultants for services rendered
6. Financing costs
7. Projects outside TID 20 provided that
    a. The project area is located within the corporate boundary of the City of Green Bay; and
    b. The Joint Review Board approves the project.

Economic Feasibility

This section demonstrates that the proposed TID 20 is economically feasible, given that:

1. The City expects to have cash available to pay for project costs as they are incurred or has the means to secure the necessary financing.
2. The City expects to complete the projects in one or more phases, and can adjust the timing of implementation as needed to coincide with the pace of private development.
3. The development anticipated to occur as a result of implementing this Plan will generate sufficient property tax increment to pay for the costs of the projects.

Financial audits will be done in accordance with Wisconsin Statutes 66.46.

Financing Methods

TID 20 will function primarily as a "pay as you go" TID, meaning the City will plan completion of projects based on the availability of increment, though it may also obtain funding in the form of:

1. Cash received from grants or other sources
2. Cash received from a "donor" TID with excess increment above and beyond its project costs
3. General obligation bonds or notes, so long as the principal amount of general obligation debt is not greater than five percent (5%) of its total equalized value (including increment values)
4. Notes issued to developers
5. Tax increment revenue bonds from the City Redevelopment Authority (RDA)
6. Lease revenue bonds from the RDA
7. Utility revenue bonds

Projected Property Tax Increment

The development anticipated to occur as a result of implementing this Plan will generate sufficient property tax increment to pay for the costs of the projects. **Map 6** depicts which areas are anticipated for developed activity. The City believes that there are three (3) major projects, with a high probability of being completed in the next few years (given preliminary discussions with interested parties), that will serve as catalysts for additional development within and surrounding the TID.

Redevelopment Site A: Whitney School. A developer intends to completely renovate the historic Whitney School into twenty-three (23) market-rate rental apartments of one (1) or two (2) bedrooms, with refurbished terrazzo floors, new appliances, high-efficiency heating and cooling, and entertainment and fitness amenities. The developer also intends to construct twelve (12) new two (2)-story residential townhomes along the perimeter of the property, surrounding a robust green courtyard in the center.

The project supports our community and economic development strategy because it adds new structures using latest codes; invests in a neighborhood with above-average police calls; reduces imperviousness, enhances the natural landscape, and encourages travel by foot, bicycle, and transit; interacts positively with adjacent properties, the neighborhood, and community; rehabilitates a historically-significant structure; expands the range of residential real estate products and housing choices.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value			$810,300.00	$18,466.00
Estimated new value			$5,140,000.00	$116,960.00
Incremental value			$4,329,700.00	$98,494.00

Table 4. Projected increment for Site A.

Redevelopment Site B: Whitney Park Townhomes (Phase IV). A developer intends to complete a project, which includes the demolition of existing structures, followed by the construction of four (4) owner-occupied residential two (2)-story townhomes (with a full basement), each approximately one thousand, four hundred (1,400) sq. ft. in size, with three (3) bedrooms, two and one-half (2½) bathrooms, and a two (2)-stall garage.

The project aligns with our departmental vision of developing a community because it remediates environmental contamination from the parcel; enhances the physical landscape; encourages human-powered movement; interacts positively with adjacent properties and the neighborhood; and expands our range of residential and commercial real estate products.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value			$118,200.00	$2,693.00
Estimated new value			$846,000.00	$19,280.00
Incremental value			$727,800.00	$16,587.00

Table 5. Projected increment for Site B.

Redevelopment Site C: Main Street Mixed-Use Development. A developer intends to complete a project, which includes construction of a three (3)-story, mixed use building with approximately six thousand three hundred (6,300) sq. ft. of retail space on the ground floor, twenty (20) one (1) and two (2)-bedroom market-rate residential apartment units on the second and third floors, and twenty (20) underground parking spaces.

The project aligns with our departmental vision of developing a community that is safe, healthy, connected, and loved, as it remediates environmental contamination from the parcel; enhances the physical landscape; includes high-performance design elements, mechanical systems, and interior finishes; encourages human-powered movement; interacts positively with adjacent properties and the neighborhood; and expands our range of residential and commercial real estate products.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value			$0.00	$0.00
Estimated new value			$2,300,000.00	$52,417.00
Incremental value			$2,300,000.00	$52,417.00

Table 6. Projected increment for Site C.

Given the catalytic nature of these projects, there is good probability that additional redevelopment will occur, thus generating additional increment. Should this happen, City staff, along with the Common Council, will explore possibilities for additional public improvements beyond the scope of those mentioned herein.

TID 20 Pro Forma

The entire pro forma can be found in **Appendix D**, and is built on the following assumptions:

1. Development at the catalytic sites will be phased over multiple calendar years
2. New Increment is a conservative estimate of what can be created at each site
3. When New Increment is created in year one (1), it will be accounted for in an assessment in year two (2), and will be accounted for as revenue in year three (3)
4. The Property Tax Rate remains constant at $22.79 per $1,000 of assessed value
5. Incentives: PayGo expenditures are dependent on actual increment created
6. Infrastructure: Debt Service expenditures are payments for borrowing at an interest rate of four percent (4.0%)

The pro forma shows that TID 20 will be sufficiently funded to complete listed projects before the legal termination of the district. If this should occur, distribution of the surplus funds will be made in accordance with Wisconsin Statutes.

Required Documentation

Relocation

The City will provide relocation benefits and assistance to the extent necessary as required by Wisconsin Statutes Chapter 32. Generally, relocation occurs where a person or business is displaced from real property as a direct result of eminent domain proceedings commenced by the City against the subject property. Relocation services will be provided by City specialists with funds provided through TIF, the City or the City of Green Bay Redevelopment Authority.

Non-Project Costs

In the event that TID 20 demonstrates that it has sufficient revenues to pay for all incurred project costs and sufficient surplus revenues to pay for some or all eligible costs in other municipal TIDs, the district may become a donor to other active TIDs.

Promotion of Orderly Growth

Land use development in the city is guided by the *Comprehensive Plan*, adopted by the Common Council in 2003. Development of the plan relied heavily on the participation of the citizens of the city. The plan is in compliance with the State of Wisconsin's Smart Growth requirements, and provides city leaders with a guide to use while assessing policy and development proposals.

This Project Plan for TID 20 is developed in compliance with these plans and general City policies in order to promote orderly and consistent growth. **Map 6** shows areas of pending redevelopment.

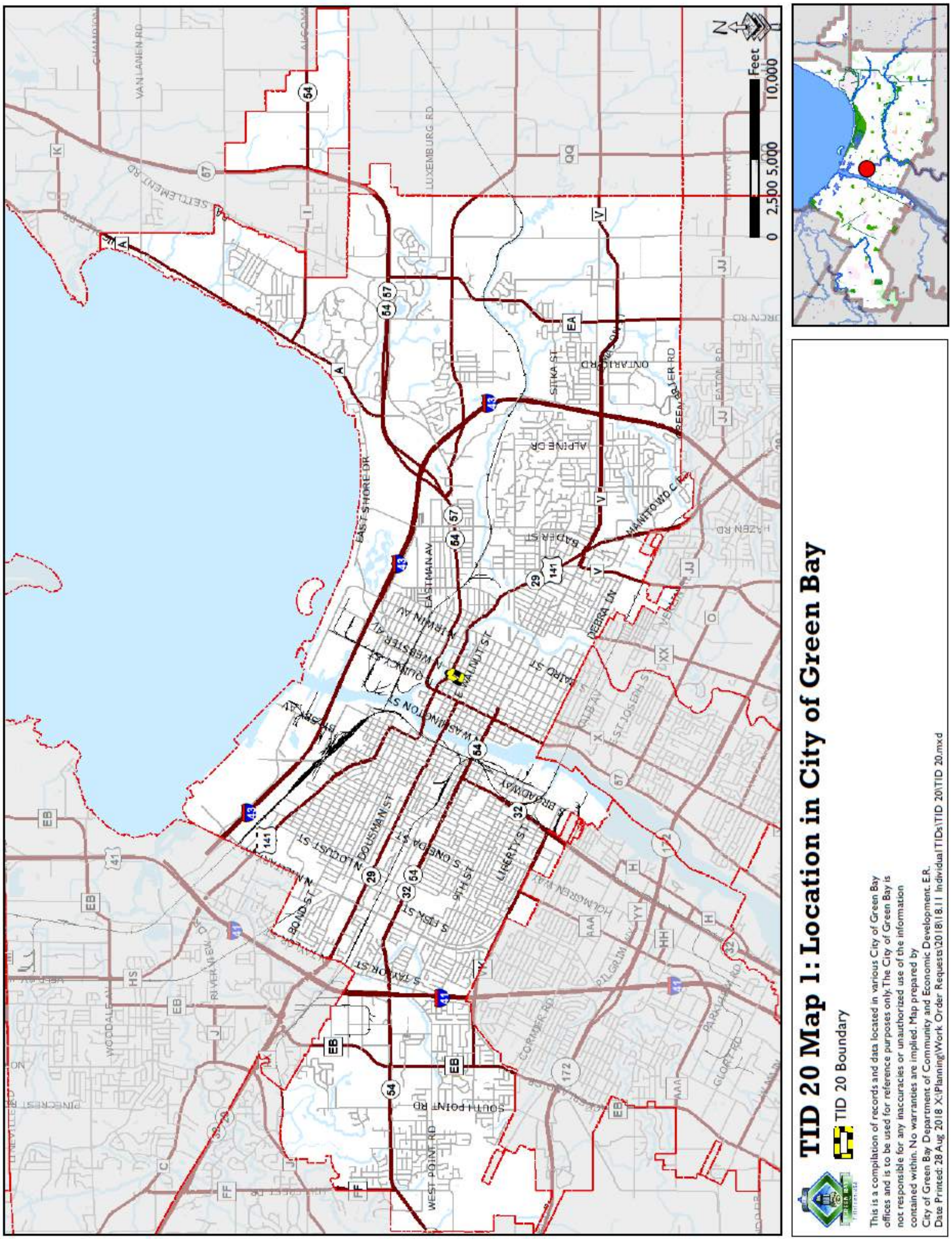
Proposed Changes to City Plans and Ordinances

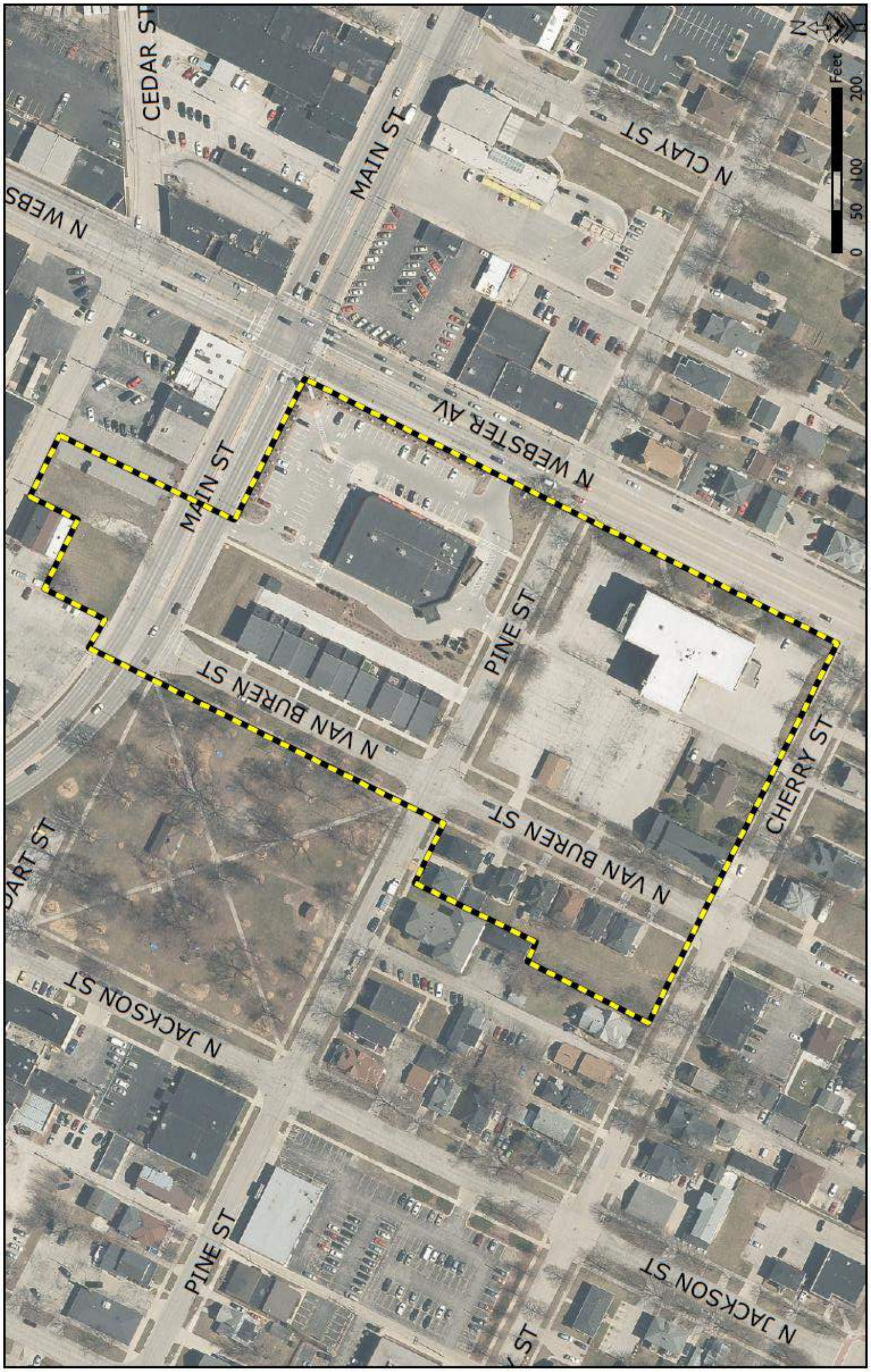
Master Plan. The City updated its Comprehensive Plan in 2003. The planned uses in the TID 20 are consistent with existing planning documents and have been incorporated into future planning documents. This TID plan is also consistent with the implementation elements of the Authenticity Downtown Plan completed in 2014.

Official Map. All streets included in the TID 20 Plan area are included on the official Map for the City of Green Bay as adopted subdivisions.

Zoning. Several parcels within TID 20 may require a rezoning or the creation of Planned Unit Development (PUD). The zoning classifications and standards that will be used in the any zoning amendment will be consistent with the City Comprehensive Plan and the Authenticity Downtown Plan.

Building Codes. City building codes will not be changed to accommodate TID 20 activities.


TID 20 Map 1: Location in City of Green Bay
TID 20 Boundary
This is a compilation of records and data located in various City of Green Bay offices and is to be used for reference purposes only. The City of Green Bay is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied. Map prepared by
City of Green Bay Department of Community and Economic Development. E.R.
Date Printed: 28 Aug 2018 X:\Planning\Work Order Requests\2018\18.11 Individual TIDs\TID 20\TID 20.mxd
Feet
0 2,500 5,000 10,000



TID 20 Map 2: Boundary

TID 20 Boundary

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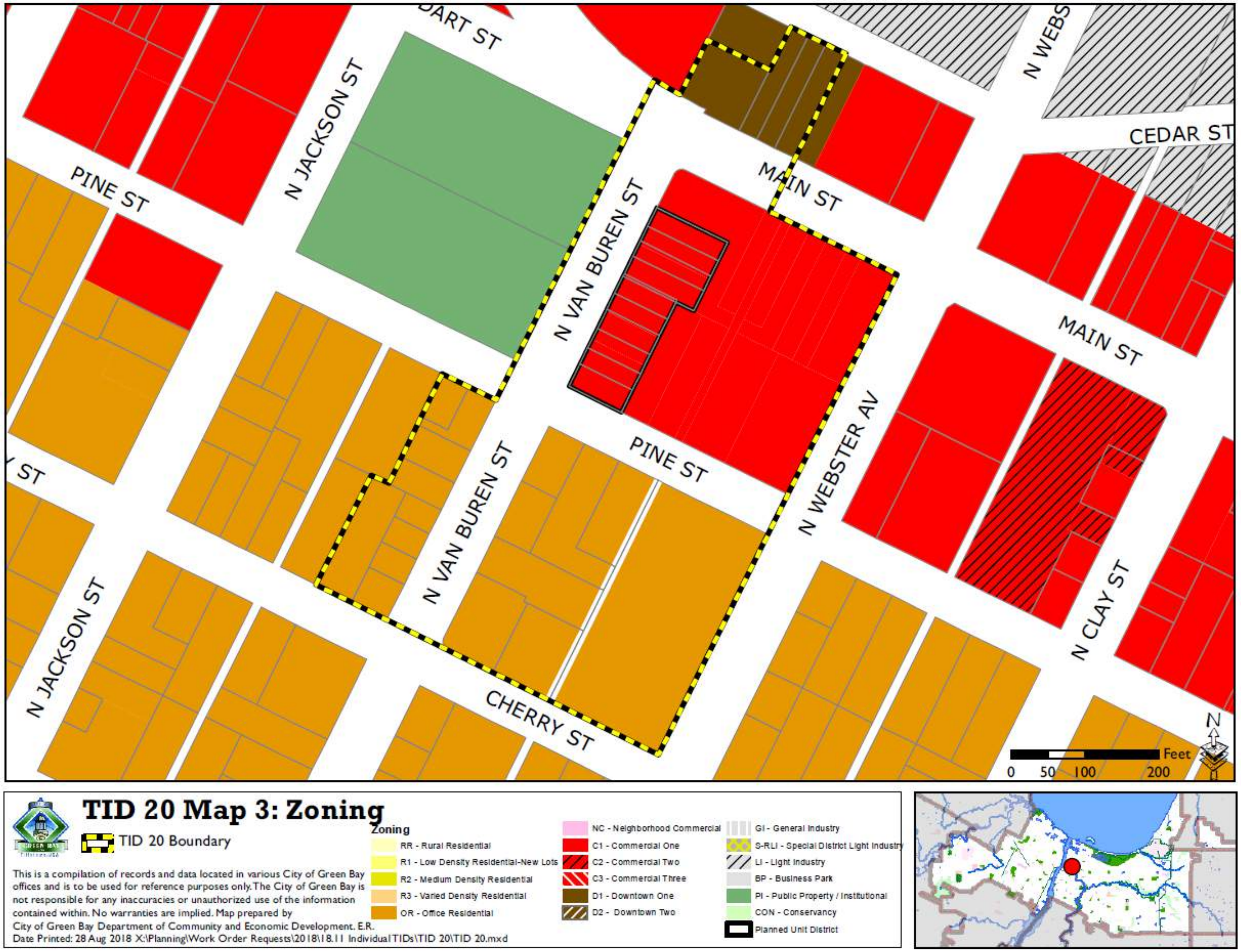
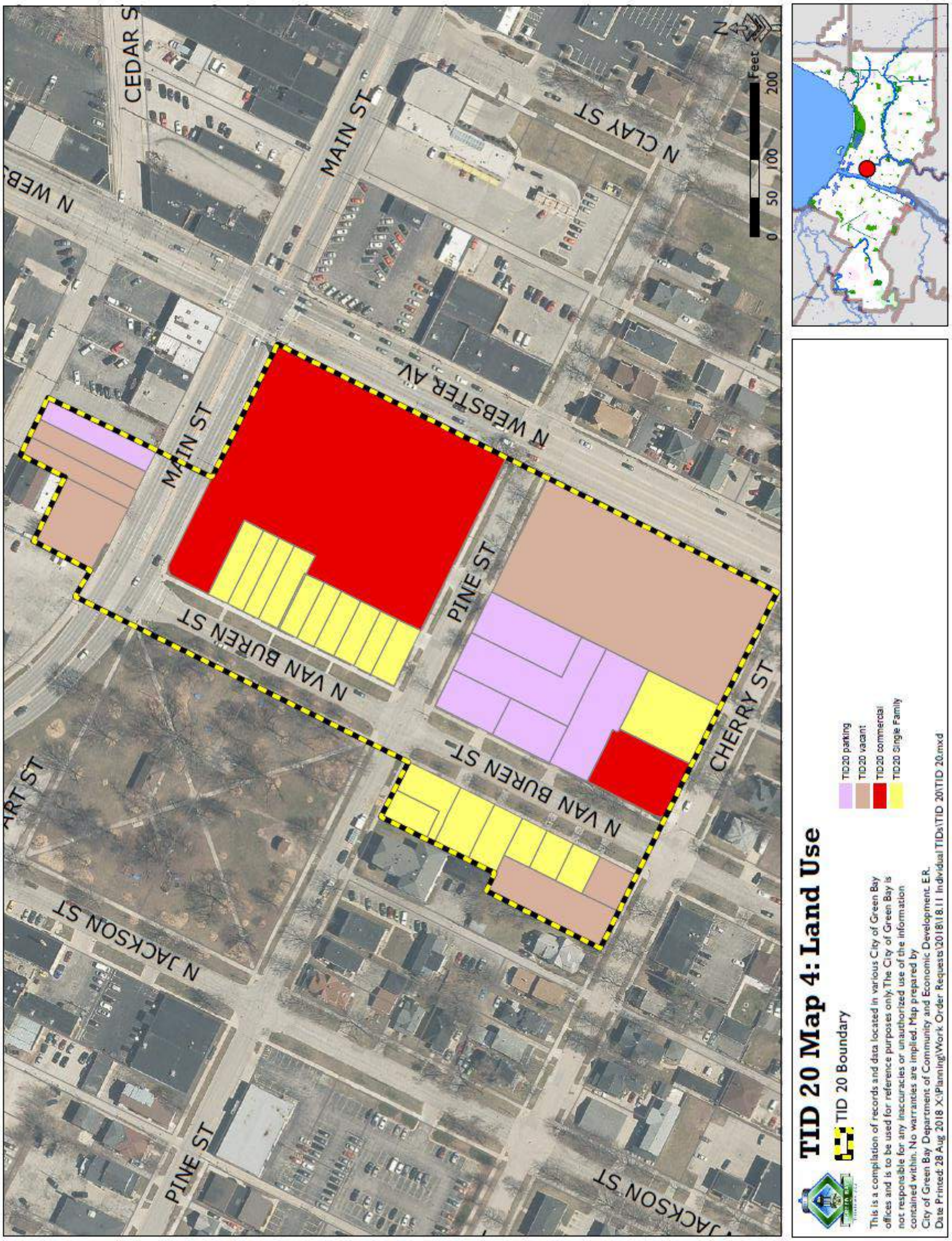
Date Printed: 28 Aug 2018 X:\Planning\Work Order Requests\2018\18.11 Individual TIDs\TID 20\TID 20.mxd



TID 20 Map 3: Zoning
TID 20 Boundary
This is a compilation of records and data located in various City of Green Bay offices and is to be used for reference purposes only. The City of Green Bay is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied. Map prepared by City of Green Bay Department of Community and Economic Development. E.R.
Date Printed: 28 Aug 2018 X:\Planning\Work Order Requests\2018\18.11 Individual TIDs\TID 20\TID 20.mxd
Zoning
RR - Rural Residential
R1 - Low Density Residential-New Lots
R2 - Medium Density Residential
R3 - Varied Density Residential
OR - Office Residential
NC - Neighborhood Commercial
C1 - Commercial One
C2 - Commercial Two
C3 - Commercial Three
D1 - Downtown One
D2 - Downtown Two
GI - General Industry
S-RLI - Special District Light Industry
LI - Light Industry
BP - Business Park
PI - Public Property / Institutional
CON - Conservancy
Planned Unit District
PINE ST
N JACKSON ST
N VAN BUREN ST
MAIN ST
CEDAR ST
N WEBSTER AV
N CLAY ST
CHERRY ST
Feet
0 50 100 200
N



TID 20 Map 4: Land Use
TID 20 Boundary
TID20 parking
TID20 vacant
TID20 commercial
TID20 Single Family
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City of Green Bay Department of Community and Economic Development. E.R.
Date Printed: 28 Aug 2018 X:\Planning\Work Order Requests\2018\18.11 Individual TIDs\TID 20\TID 20.mxd
N WEBSTER AV
MAIN ST
CEDAR ST
N CLAY ST
PINE ST
N VAN BUREN ST
CHERRY ST
N JACKSON ST
Feet
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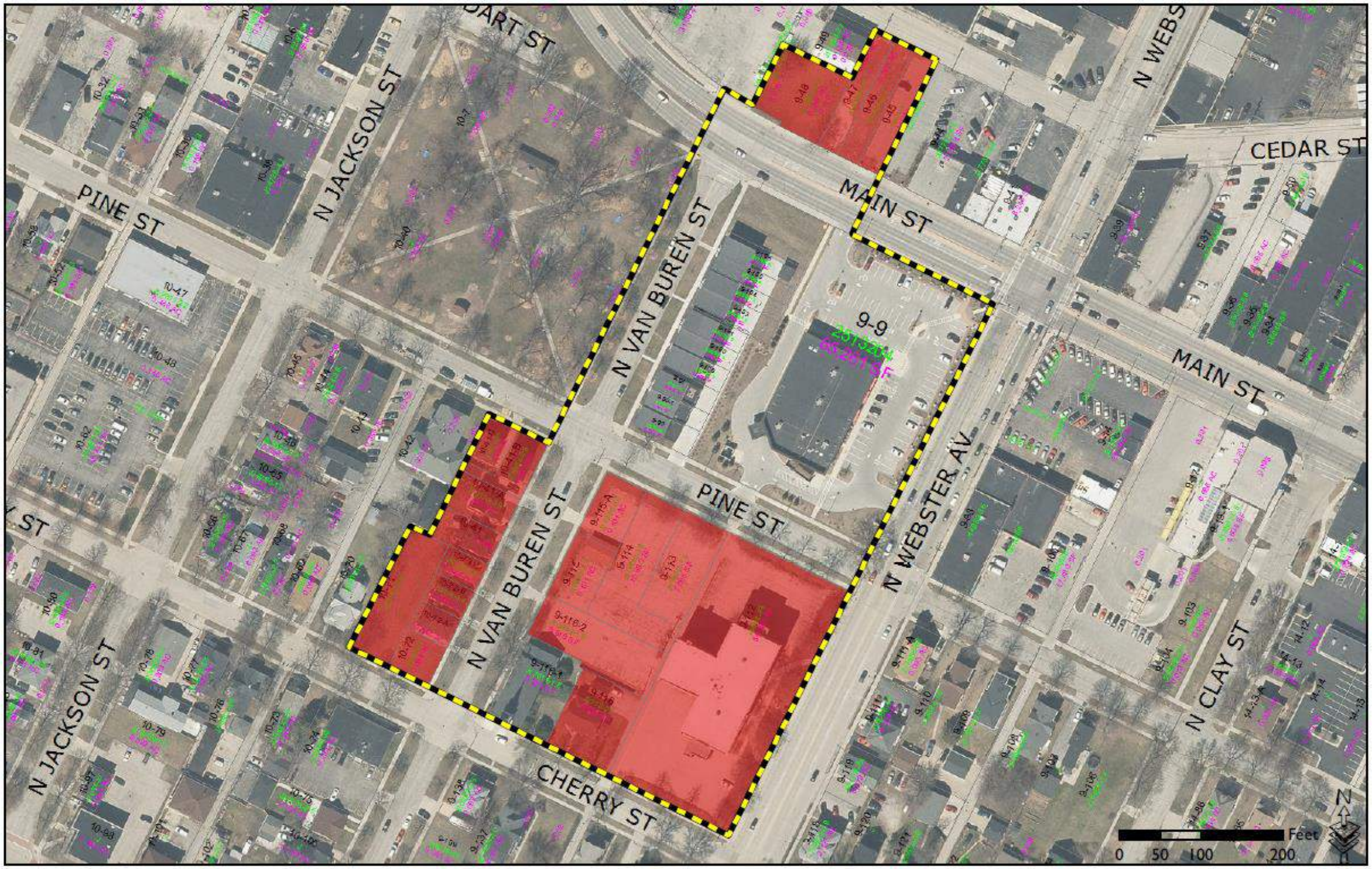
200



TID 20 Map 5: Rehabilitation or Conservation Parcels

TID 20 Boundary

Rehabilitation or Conservation Parcels
Makes up 3.52 acres (51.5%) of the entire TID area

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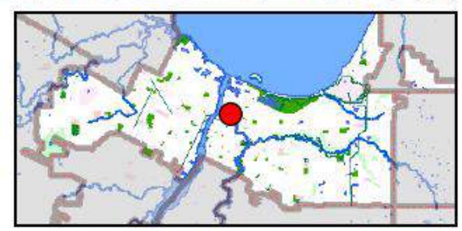
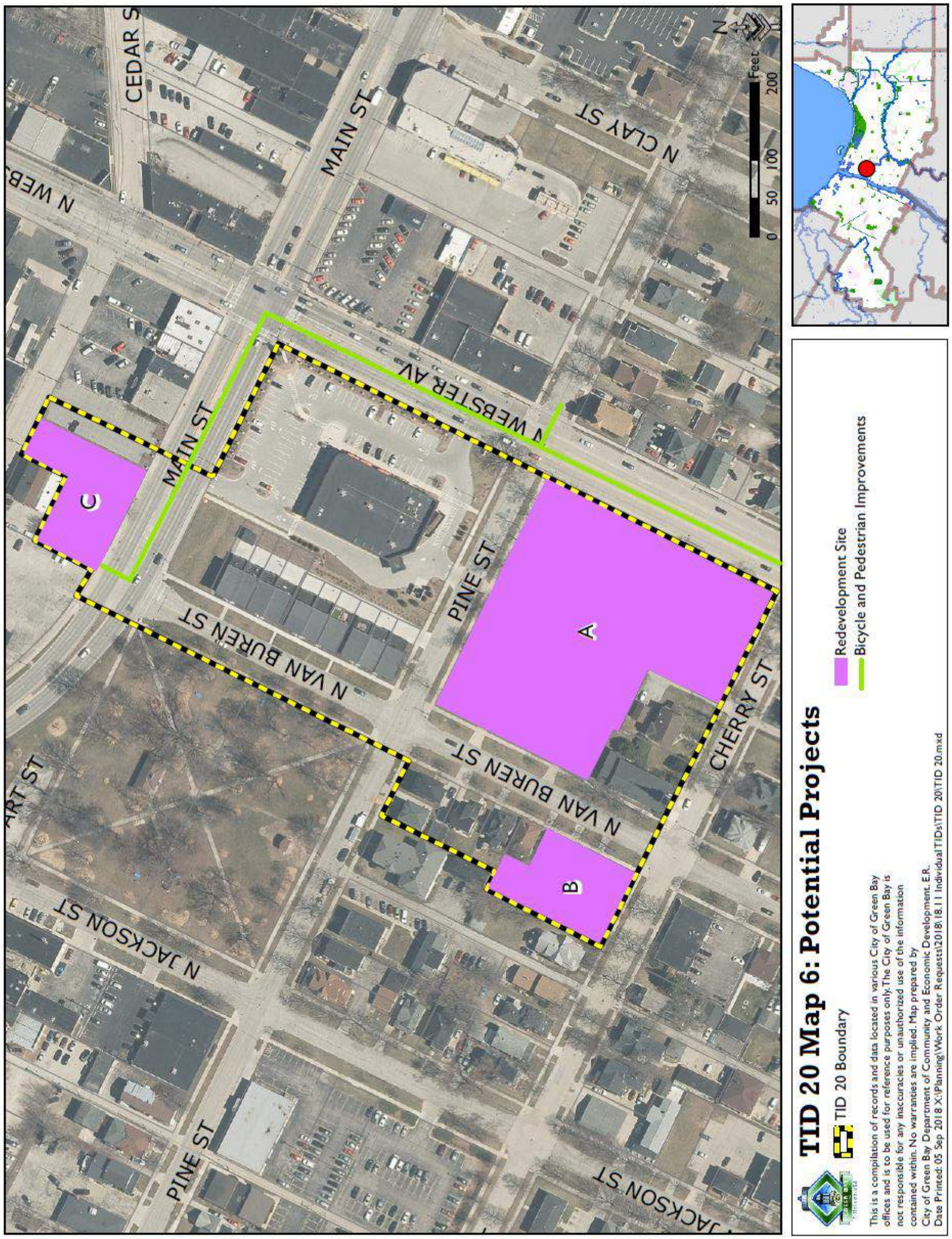
Date Printed: 28 Aug 2018 X:\Planning\Work Order Requests\2018\18.11 Individual TIDs\TID 20\TID 20.mxd




TID 20 Map 6: Potential Projects
TID 20 Boundary
Redevelopment Site
Bicycle and Pedestrian Improvements
This is a compilation of records and data located in various City of Green Bay offices and is to be used for reference purposes only. The City of Green Bay is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied. Map prepared by City of Green Bay Department of Community and Economic Development. E.R.
Date Printed: 05 Sep 2018 X:\Planning\Work Order Requests\2018\18.11 Individual TIDs\TID 20\TID 20.mxd
A
B
C
MAIN ST
N WEBSTER AV
PINE ST
N VAN BUREN ST
CHERRY ST
N JACKSON ST
CEDAR S
N CLAY ST
Feet
0 50 100 200
N

Appendix A: City Attorney Legal Opinion

Law Department

Vanessa R. Chavez
City Attorney

September 20, 2018

Mayor and Common Council
of the City of Green Bay
100 N. Jefferson Street
Green Bay, WI 54301

RE: Certification of Project Plan
Tax Increment District No. 20
City of Green Bay, Brown County, Wisconsin

This opinion relates to the compliance of the proposed project plan for Tax Increment District No. 20, City of Green Bay, Brown County, Wisconsin (hereinafter "District") with the requirements of §66.1105(4), Wis. Stats.

The Community and Economic Development Department has drafted a project plan for the District. Pursuant to statutory requirements, a public hearing was held before the Redevelopment Authority at which interested parties were afforded a reasonable opportunity to express their views on the proposed project plan [§66.1105(4)(e), Wis. Stats.]. This hearing was held on September 10, 2018. Resolutions adopting the project plan and creating the District will be considered by the Common Council on the evening of September 25, 2018.

I have examined the project plan and find that it is complete and complies with the requirements of §66.1105(4)(f), Wis. Stats., and, in particular, it contains the following:

1. A statement listing the kind, number and location of all proposed public works or improvements within the District and those located outside of the District to the extent provided in §66.1105(2)(f)1.k., Wis. Stats.

2. An economic feasibility study.

3. A detailed list of estimated project costs.

4. A description of the methods of financing all estimated project costs and the time when such costs or obligations related thereto are to be incurred.

5. A map showing existing uses and conditions of real property within the District.

100 North Jefferson Street ▫Green Bay, WI. 54301 ▫ 920 448 3080 ▫ Fax 920 448 3081 ▫
World Wide Web http://www.greenbaywi.gov

6. A map showing proposed improvements and uses in the District.

7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes, and City ordinances, if any.

8. A list of estimated non-project costs.

9. A statement relating to the proposed method for the relocation of any persons to be displaced.

10. A statement indicating how the District promotes the orderly development of the City.

Thank you for your attention to this matter.

Sincerely,

Vanessa R. Chavez
City Attorney

Appendix B: Legal Description for TID 20

That part of Lots 214, 215, 216, 496, 497, 498, 499, 500, 501, 502, 503, 560, 561, 565, 566, and 567, according to the recorded Plat of Navarino;

ALSO that part of Lots 1, 2 and 3, according to the recorded plat of Whitney Park Townhomes;

ALSO that part of Lots 5, 6, 7 and 8, according to the recorded plat of Whitney Park Townhomes First Addition;

ALSO that part of Lot 1, Certified Survey Map Number 1737, as filed in Volume 7 of Certified Survey Maps, Page 171, (being part of Lots 563 and 546, according to the recorded Plat of Navarino);

ALSO that part of Lots 1 and 2, Certified Survey Map Number 2244, as filed in Volume 10 of Certified Survey Maps, Page 155, (being part of Lots 562, 563 and 564, according to the recorded Plat of Navarino);

ALSO that part of Lot 1, Certified Survey Map Number 8098, as filed in Volume 56 of Certified Survey Maps, Page 185, (being part of Lots 169, 170, 171, 172, 173, 174, 412, 413, 414, 415 and 416, according to the recorded Plat of Navarino);

ALSO that part of Lots 1, 2 and 3, Certified Survey Map Number 8329, as filed in Volume 58 of Certified Survey Maps, Page 212, (being part of Lots 411 and 412, according to the recorded Plat of Navarino);

ALSO that part of the adjacent Street Rights Of Way Dedicated To The Public;

ALSO that part of the adjacent Vacated Street and Alley Rights Of Way;

All located in the City of Green Bay, Brown County, Wisconsin, described as follows:

Beginning at the southeast corner of Lot 567, according to the recorded Plat of Navarino;
thence N63°-41'-47"W, 516.04 feet, along the north rights-of-way line of Cherry Street, to the southwest corner of Lot 560, according to the recorded Plat of Navarino;
thence N26°-25'-16"E, 165.47 feet, along the west line of said Lot 560 to the northwest corner of said Lot 560;
thence S63°-41'-55"E, 26.57 feet, along the north line of said Lot 560, to the southwest corner of the east one-half of Lot 503, according to the recorded Plat of Navarino;
thence N26°-25'-20"E, 165.47 feet, along the west line of said east one-half of Lot 503, to the northwest corner of said east one-half of Lot 503;
thence S63°-42'-02"E, 79.71 feet, along the north line of said Lots 503 and 502, according to the recorded Plat of Navarino, to the northeast corner of said Lot 502, (also being the intersection of the south rights-of-way line of Pine Street with the west rights-of-way line of N Van Buren Street);

thence N26°-25'-32"E, 484.32 feet along said west rights-of-way line of N Van Buren Street and the extension thereof, to the north rights-of-way line of Main Street;
thence S54°-11'-09"E, 40.10 feet, along said north line of Main Street, to the centerline of the Vacated N Van Buren Street rights-of-way;
thence N26°-25'-32"E, 83.75 feet, along said centerline of the Vacated N Van Buren Street rights-of-way, a point on the westerly extension of the north line of the south 90 feet of Lot 216, according to the recorded Plat of Navarino;
thence S63°-40'-11"E, 92.64 feet, along said north line of the south 90 feet of Lot 216 and extension thereof, to the northeast corner of said south 90 feet of Lot 216;
thence N26°-25'-25"E, 65.00 feet along the west line of Lot 215, according to the recorded Plat of Navarino, to the northwest corner of said Lot 215;
thence S63°-40'-11"E, 83.15 feet, along the north line of Lots 215 and 214, according to the recorded Plat of Navarino, to the northeast corner of the west one-half of said Lot 214;
thence S26°-25'-11"W, 234.98 feet, along the east line of said west one-half of said Lot 214 and the southerly extension thereof, to the north line of Lot 1, said Certified Survey Map Number 8098;
thence S63°-49'-33"E, 193.98 feet, along the north line of said Lot 1, Certified Survey Map Number 8098, to the northeast corner of said Lot 1, Certified Survey Map Number 8098;
thence S26°-22'-54"W, 331.49 feet along the east line of said Lot 1, Certified Survey Map Number 8098, to the southeast corner of said Lot 1, Certified Survey Map Number 8098;
thence S26°-19'-47"W, 60.30 feet to the northeast corner of Lot 496, according to the recorded Plat of Navarino;
thence S26°-24'-50"W, 330.97 feet along the east line of Lots 496 and 567 according to the recorded Plat of Navarino, to the point of beginning.

Parcels affected being Tax Parcel numbers: 10-41, 10-41-A, 10-41-B, 10-41-C, 10-72, 10-72-A, 10-72-B, 10-72-C, 10-71, 9-112, 9-116-1, 9-9, 9-116, 9-159, 9-160, 9-161, 9-163, 9-164, 9-165, 9-166, 9-90, 9-90-1, 9-91, 9-113, 9-114, 9-115, 9-115-A, 9-116-2, 9-161-1, 9-45, 9-46, 9-47,
9-48.

Appendix C: TID 20 Parcels and Assessed Values

PARCEL	ADDRESS	ACRES	LAND VALUE	IMPROVEMENT VALUE	TOTAL VALUE
10-41	219 N VAN BUREN ST	0.073	$ 7,500	$ 52,000	$ 59,500
10-41-A	223 N VAN BUREN ST	0.089	$ 9,200	$ 40,300	$ 49,500
10-41-B	832 PINE ST	0.081	$ 8,600	$ 59,100	$ 67,700
10-41-C	828 PINE ST	0.059	$ 6,700	$ 61,200	$ 67,900
10-72	829 CHERRY ST	0.064	$ -	$ -	$ -
10-72-A	205 N VAN BUREN ST	0.046	$ 5,900	$ 58,900	$ 64,800
10-72-B	211 N VAN BUREN ST	0.046	$ 5,900	$ 47,500	$ 53,400
10-72-C	215 N VAN BUREN ST	0.044	$ 5,600	$ 41,700	$ 47,300
10-71	827 CHERRY ST	0.202	$ -	$ -	$ -
9-112	215 N WEBSTER AV	1.253	$ 236,700	$ 314,200	$ 550,900
9-116-1	901 CHERRY ST	0.202	$ 36,600	$ 99,000	$ 135,600
9-9	930 MAIN ST	1.957	$ 468,900	$ 1,547,200	$ 2,016,100
9-116	909 CHERRY ST	0.203	$ 18,400	$ 111,100	$ 129,500
9-159	306 N VAN BUREN ST	0.052	$ 5,500	$ 155,300	$ 160,800
9-160	308 N VAN BUREN ST	0.045	$ 4,700	$ 124,800	$ 129,500
9-161	310 N VAN BUREN ST	0.047	$ 5,500	$ 146,800	$ 152,300
9-163	312 N VAN BUREN ST	0.068	$ 7,000	$ 136,700	$ 143,700
9-164	314 N VAN BUREN ST	0.055	$ 5,600	$ 134,200	$ 139,800
9-165	316 N VAN BUREN ST	0.055	$ 5,600	$ 116,900	$ 122,500
9-166	318 N VAN BUREN ST	0.67	$ 6,800	$ 136,600	$ 143,400
9-90	300 N VAN BUREN ST	0.061	$ 6,200	$ 146,800	$ 153,000
9-90-1	302 N VAN BUREN ST	0.045	$ 4,700	$ 124,800	$ 129,500
9-91	304 N VAN BUREN ST	0.052	$ 5,500	$ 146,800	$ 152,300
9-113	916 PINE ST	0.177	$ 31,000	$ 1,000	$ 32,000
9-114	908 PINE ST	0.249	$ 47,800	$ 1,000	$ 48,800
9-115	218 N VAN BUREN ST	0.101	$ 19,700	$ 4,200	$ 23,900
9-115-A	902 PINE ST	0.101	$ 19,700	$ 1,000	$ 20,700
9-116-2	214 N VAN BUREN ST	0.249	$ 41,600	$ 1,000	$ 42,600
9-161-1	310 N VAN BUREN ST	0.005	$ 400	$ -	$ 400
9-45	915 MAIN ST	0.107	$ -	$ -	$ -
9-46	913 MAIN ST	0.095	$ -	$ -	$ -
9-47	907 MAIN ST	0.095	$ -	$ -	$ -
9-48	901 MAIN ST	0.186	$ -	$ -	$ -
			$ 1,027,300	**$ 3,810,100**	**$ 4,837,400**

Appendix D: TID 20 Pro Forma

TID #		REVENUES			EXPENDITURES			TID BALANCE
20 | Whitney Park								
CREATED		PARCEL COUNT	BASE VALUE	TAX RATE	LOANS	PAYGO	MANAGEMENT	
Tuesday, September 18, 2018		14	$ 4,837,400.00	$ 22.79	$ -			
YEAR		NEW VALUE	INC VALUE	INC TAXES	DEBT SERVICE			
0	2018	$ 4,837,400	$ -	$ -	$ -	$ -	$ (53,000)	$ (53,000)
1	2019	$ 4,837,400	$ -	$ -	$ -	$ -	$ (51,700)	$ (104,700)
2	2020	$ 10,560,700	$ 5,723,300	$ -	$ -	$ -	$ (50,400)	$ (155,100)
3	2021	$ 11,220,700	$ 6,383,300	$ 130,434	$ -	$ (110,196)	$ (49,100)	$ (183,962)
4	2022	$ 11,880,700	$ 7,043,300	$ 145,475	$ -	$ (122,229)	$ (47,800)	$ (208,516)
5	2023	$ 12,540,700	$ 7,703,300	$ 160,517	$ -	$ (134,262)	$ (46,500)	$ (228,761)
6	2024	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (146,296)	$ (45,200)	$ (244,699)
7	2025	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (135,813)	$ (43,900)	$ (248,853)
8	2026	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (135,813)	$ (42,600)	$ (251,708)
9	2027	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (135,813)	$ (41,300)	$ (253,263)
10	2028	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (135,813)	$ (40,000)	$ (253,518)
11	2029	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (135,813)	$ (38,700)	$ (252,472)
12	2030	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (135,813)	$ (37,400)	$ (250,127)
13	2031	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (135,813)	$ (36,100)	$ (246,482)
14	2032	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (121,397)	$ (34,800)	$ (227,121)
15	2033	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (80,606)	$ (33,500)	$ (165,668)
16	2034	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (80,606)	$ (32,200)	$ (102,916)
17	2035	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (80,606)	$ (30,900)	$ (38,864)
18	2036	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (80,606)	$ (29,600)	$ 26,488
19	2037	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (80,606)	$ (28,300)	$ 93,140
20	2038	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (80,606)	$ (27,000)	$ 161,093
21	2039	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (80,606)	$ (25,700)	$ 230,345
22	2040	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (51,407)	$ (24,400)	$ 330,096
23	2041	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (35,536)	$ (23,100)	$ 447,018
24	2042	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (35,536)	$ (21,800)	$ 565,240
25	2043	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ (18,208)	$ (20,500)	$ 702,091
26	2044	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ -	$ (19,200)	$ 858,449
27	2045	$ 12,540,700	$ 7,703,300	$ 175,558	$ -	$ -	$ (17,900)	$ 1,016,107
TOTAL		$ 12,540,700	$ 7,703,300	$ 4,298,707	$ -	$ (2,290,000)	$ (992,600)	$ 1,016,107

City of Green Bay
Department of Community and Economic Development

To: Members of the City of Green Bay Joint Review Board (JRB)
From: Kevin J. Vonck, Development Director
Re: Tax Incremental District Twenty (TID 20): Whitney Park

The Whitney Park neighborhood is directly east of the downtown central business district. It lies just south of the East River and Main Street (State Highway 141), an auto-oriented commercial corridor that runs east-to-west; and just west of Webster Avenue, a mixed-use corridor that runs north-to-south through the City.

The center of the neighborhood is Whitney Park, a two and one-half (2½)-acre public park with a shelter, playground equipment, band shell, and dog park. Created by Daniel Whitney as Whitney Commons in 1829, it is one of the older parks in the City. During the last few years, Downtown Green Bay (DGBI) and Olde Main Street (OMSI) have become increasingly active in programming events and activities in the park.

The neighborhood is a mix of commercial and residential uses. Most of the structures in the district are around one hundred (100) years old. Many have been razed and replaced by surface parking lots. Of those that remain, many are in need of improvement. Most residential homes have been subdivided into rental units. Widespread use of historic urban fill poses environmental challenges to redevelopment.

TID 20 is being created in order to provide a mechanism to overcome challenges associated with blighted parcels that deter private investment and the additional costs associated with the rehabilitation of existing structures and parcels, environmental cleanup and remediation, and a lack of amenities that encourage pedestrian and bicycle traffic. Of the 6.834 total acres of real property within TID 20, 3.52 acres, or 51.5 %, are in need of rehabilitation or conservation work.

On July 17, 2018, the Common Council designated the Redevelopment Authority (RDA) to perform all acts necessary for the creation of TID 20. The RDA directed City staff to propose a boundary and prepare a Project Plan that identified potential redevelopment activities, including disbursement of grants and loans as well as the construction or reconstruction of streets, utilities, parks, and other public infrastructure.

On September 6, 2018, The Joint Review Board (JRB) convened to elect a Chair, select a public member to the Board, and discuss the proposed boundary and Project Plan for TID 2018.

On September 10, 2018, the RDA held a public hearing on the proposed creation of TID 20, where interested parties were afforded opportunity to express their views. Owners of property identified as in need of rehabilitation or conservation work received by first class certified mail notice of the hearing. A Class Two notice was also published in the Green Bay Press-Gazette. The Plan was posted on the City website and a hard copy was made available for public review. At that meeting, the RDA recommended Common Council draft and adopt a resolution that establishes the TID 20 Boundary and TID 20 Project Plan.

On September 25, 2018, the Common Council passed a resolution that establishes the TID 2018 Boundary and adopts TID 2018 Project Plan, effective January 1, 2018.

On October 4, 2018, the JRB will meet to approve or deny the proposal. The decision must be based on the following criteria:

1. *Would the desired development occur without tax increment financing?*
2. *Are the economic benefits of new development greater than the cost of improvements?*
3. *Are the economic benefits of new development greater than the tax increments to be paid by property owners in overlying districts?*

In accordance with Wis. Stats. §66.1105(4)(i), the local legislative body shall provide the JRB with the following information and projections:

1. *The specific items that constitute the project costs, the total dollar amount of these project costs to be paid with the tax increments, and the amount of tax increments to be generated over the life of the tax incremental district.*

The Project Plan (p. 8-10) identifies $6,000,000.00 worth of potential project costs to be paid with tax increments, with $3,282,600.00 specifically allocated at this time. The City estimates that TID 20 will generate $4,298,707.00 of cumulative tax increment during the life of the TID.

2. *The amount of the value increment when the project costs in subd. 1. are paid in full and the tax incremental district is terminated.*

The City estimates that TID 20 will generate $7,703,300.00 of new property value increment upon its termination.

3. *The reasons why the project costs in subd. 1. may not or should not be paid by the owners of property that benefits by improvements within the tax incremental district.*

That "but for" the creation of TID 20, the development projected to occur as detailed in this Plan would not occur in a timely manner, in a manner desired by the City, or occur at all, because of: 1) additional costs associated with the rehabilitation of existing structures and parcels; 2) blighted parcels that deter private investment; and 3) additional costs associated with environmental cleanup and remediation

That being said, TID 20 increment should not pay for project costs, specifically incentives (grants and loans), to a recipient that fails to demonstrate that "but for" the use of public funds, the development projected to occur as detailed in the Project Plan would not occur in the manner desired by the City.

4. *The share of the projected tax increments in subd. 1. estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the tax incremental district.*

The City estimates the 2017 combined tax levy to be allocated among the taxing jurisdictions as follows:

- 41% Green Bay Area Public Schools
- 37% City of Green Bay
- 18% Brown County
- 3% Northeast Wisconsin Technical College
- 1% State of Wisconsin

5. *The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments in subd. 4.*

TID 20 enhances the community economic climate. As properties in the TID become more attractive in which to invest and conduct business, the amount of money circulating in the local market increases, which has a positive impact beyond the TID. When TID 20 has met all obligations and dissolves, the overlying taxing jurisdictions will receive additional revenue based on $7,703,300.00 of value increment.

Report to the
Redevelopment Authority of the City of Green Bay

MEETING DATE	PREPARED BY
October 4, 2018	Kevin J. Vonck, CED Director

AGENDA ITEM # D.3.

Consideration with possible action on creation of blight elimination Tax Incremental District Twenty-One (TID 21): Green Bay Packaging and adoption of the Project Plan.

BACKGROUND

See attached Project Plan.

RECOMMENDATION

Common Council adopt a Resolution regarding the creation of blight elimination Tax Incremental District Twenty-One (TID 21): Green Bay Packaging and adoption of the Project Plan.

FISCAL IMPACT

The parcels in TID 21 currently have a cumulative base property value of $18,110,600.00. The City estimates that upon closure in 2045, TID 21 will have a new property value of $64,514,700.00, for an incremental property value of $46,404,100.00.

ATTACHMENTS

1. 6 - Fiscal - TID - TID 21 - 180925 - Project Plan - Council
2. 6 - Fiscal - TID - TID 21 - 181002 - Report to JRB

City of Green Bay
Department of Community and Economic Development

Tax Incremental District Twenty-One (21)

Green Bay Packaging

PROJECT PLAN

City of Green Bay, Wisconsin
September 25, 2018

100 North Jefferson Street, Room 608, Green Bay, Wisconsin 54301-5026
(p) 920.448.3400 (f) 920.448.3426 greenbaywi.gov

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Summary of Findings

As required by Wisconsin Statutes 66.1105, and as documented in this Project Plan and the exhibits contained and referenced herein, the following findings are made for the City of Green Bay Tax Incremental District Number Twenty-One (TID 21):

1. That "but for" the creation of TID 21, the development projected to occur as detailed in this Plan would not occur in the manner desired by the City because of challenges associated with:
    a. Additional costs associated with environmental cleanup and remediation; and
    b. Additional costs associated with the rehabilitation of existing structures and parcels; and
    c. Blighted parcels that deter private investment.
2. The equalized value of taxable property of TID 21 plus the value increment of all existing tax increment districts does not exceed twelve percent (12%) of the total equalized value of taxable property within the municipality.
3. 96%, by area (75 of the 78 total acres), of the real property within TID 21 is in need of blight elimination, thereby exceeding the fifty percent (50%) threshold as defined in Wisconsin Statutes 66.1337 (2m)(b).
4. The proposed activities in this Plan are in concurrence with Wisconsin Statues 66.1337, which enable the City to conduct specific activities in a blight elimination district; including:
    a. A program of voluntary or compulsory repair and rehabilitation of buildings or other improvements; and
    b. Acquisition of real property and demolition, removal or rehabilitation of buildings and improvements on the property where necessary to eliminate unhealthful, unsanitary or unsafe conditions, lessen density, reduce traffic hazards, eliminate obsolete or other uses detrimental to the public welfare, to otherwise remove or prevent the spread of blight or deterioration, or to provide land for needed public facilities; and
    c. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out an urban renewal project; and
    d. The disposition, for uses in accordance with the objectives of the urban renewal project, of any property acquired in the area of the project.
5. The project costs in this Plan relate directly to rehabilitating or conserving parcels within TID 21 consistent with the purpose for which the District is created.
6. The economic benefits of TID 21, as measured by increased property value, employment, and (business and personal) income, more than compensate for the cost of the improvements.
7. The benefits of the proposal are greater than the anticipated tax increments to be paid by property owners in overlying taxing jurisdictions.
8. The improvement of the area is likely to enhance significantly the value of substantially all of the other real property in TID 21.
9. The TID 21 Project Plan is feasible and in conformity with the City Comprehensive Plan.
10. The City Attorney has signed an opinion (located in **Appendix A**) advising that this Project Plan is complete and complies with the law.

Description of the Proposed District

The City of Green Bay

The City of Green Bay is the economic hub of northeastern Wisconsin, and the flagship city of a combined metropolitan region of nearly 700,000 people. It is the "north star" in a chain of great cities, including Chicago and Milwaukee, which line the western shore of Lake Michigan. The City is in an excellent position to build on past success and flourish well into the future.

Demographically, the City and metropolitan region have sustained steady population growth over the last few decades. Population is projected to increase, primarily through natural growth. Inbound migration is primarily from adjacent counties and other parts of the state. The number and percentage of residents with at least a college degree has increased over the last decade.

As for commerce, the largest three industries are manufacturing, health care and social assistance, and retail trade. Employment continues to grow since the 2008 recession and is projected to increase. The City continues to be an employment magnet, with more employees coming in from other communities than residents leaving for employment elsewhere. The City continues to leverage the substantial assets and significant competitive advantage it has in its strongest traded industry clusters: agriculture and food processing; paper, packaging, and printing; advanced manufacturing; and transportation and logistics.

A robust transportation infrastructure provides excellent opportunities to move people and goods efficiently. Two interstate highways connect the City to Milwaukee, Chicago, and points south, while a four-lane state highway connects to St. Paul, Minneapolis, and points west. National, state, county, and local roads, along with several miles of pedestrian and bicycle facilities, provide sufficient mobility and access to points in between. Green Bay Metro Transit operates thirteen full-service bus routes, a handful of limited-service routes, and paratransit services that provide over a million and a half rides annually in the metro area. The Austin Straubel International Airport (GRB) serves more than 600,000 passengers and ships 310,000 pounds of freight cargo annually though forty daily flights operated by three commercial airlines and two fixed-based operators. The Port of Green Bay moves nearly two million metric tons of cargo through fourteen docks located along a three-mile stretch of the Fox River. Two rail carriers (one international and one regional) serve the Port and many industrial areas.

Programs that transform innovative ideas into viable businesses demonstrate a community commitment to helping entrepreneurs succeed. The Advance Business and Manufacturing Center, UWGB Small Business Development Center, NWTC Artisan and Business Center, and Brown County Culinary Kitchen have demonstrated success incubating businesses. Because entrepreneurs are highly likely to remain in the community in which they launched their company, the City continues to develop complementary programs that can accelerate and expand these startups into high-growth firms. Foreign Trade Zone #167 allows merchandise to be imported, assembled, and repackaged with other components without formal customs entry procedures or import duties.

The City offers residents a diverse range of housing options, with over forty neighborhood associations strengthening the community fabric. Award-winning public schools, reputable institutions of higher education (the University of Wisconsin-Green Bay and Northeastern Wisconsin Technical College), and low crime rates make the community an excellent choice to call home.

The City delivers ample opportunities for outdoor recreation through its seventy parks and trails, including Bay Beach Amusement Park and Wildlife Sanctuary, the City Deck (an urban boardwalk along the Fox River), the Green Bay Botanical Garden, and the Joannes Family and Resch Aquatic Centers. The City is also home to Lambeau Field and the Packers Hall of Fame.

The City hosts hundreds of cultural events, including those provided by local theatre organizations and civic symphony, at the Meyer Theatre, the Weidner Center for the Performing Arts, the ART Garage, and the recently-expanded KI Convention Center. The Neville Public Museum, the Children's Museum of Green Bay, the Automobile Gallery, and Hazelwood Historic House are also within the City.

Demographic, economic, and technological changes makes us more mobile than ever in terms of where we choose to live and build a career or a business. We encourage people to invest their resources in Green Bay by collaboratively creating and communicating that we are a community that offers both outstanding economic opportunities and a vibrant quality of life. As our region grows in population, so will our level of economic productivity and prosperity.

The District / Neighborhood

The Green Bay Packaging neighborhood is northeast of the downtown central business district. It is centered along Quincy Street, which serves a number of large-scale industrial facilities, primarily in the production of paper and packaging products. It lies just east of the Fox River; just south of Interstate 43; and just west of Webster Avenue, a mixed-use corridor that runs north-to-south through the City.

The primary landowner in this neighborhood, Green Bay Packaging Inc., which was started in 1933, is a family-owned, vertically-integrated company with facilities in fourteen (14) states, including corrugated container plants, recycled and virgin linerboard mills, specialty converting operations, timberlands and a sawmill.

Most of the facilities and equipment within the operation are greater than fifty (50) years old and show signs of dilapidation, deterioration, age, and obsolescence, including (in some cases) inadequate provision for ventilation, light air, sanitation, open spaces, and/or the existence of conditions which endanger life or property by fire and other causes. The City seeks to make investments in this area to eliminate this blight.

Tax Incremental District Number Twenty-One (TID 21)

Under Wisconsin Statues 66.1105, the property taxes paid each year on the increase in equalized value of a TID may be used by the City to pay the costs of redevelopment projects within the TID. The incremental value is determined by taking the current value of the TID and deducting the value in the TID that existed when the TID was created. All taxes levied upon the incremental (or increased) value by the City, School District, County, and Vocational School District are allocated to the City for direct payment of project costs or the payment of debt service on bonds used to finance project costs. Expenses may be incurred for the implementation for the approved project plan and completion of the project outlined therein up to five (5) years before the (not extended) maximum life of the TID.

TID 21 is being created in order to provide a mechanism to overcome challenges associated with blighted parcels that deter private investment and the additional costs associated with the rehabilitation of existing structures and parcels, environmental cleanup and remediation, and a lack of amenities that encourage pedestrian and bicycle traffic. Of the 78 total acres of real property within TID 21, 75 acres, or 96 %, are in need of blight elimination.

Map 1 shows the location of TID 21 within the city, while **Map 2** shows its detailed boundaries. The legal description for TID 21 is attached as **Appendix B**. TID 21 has ten (10) parcels totaling 82.5 acres: 77.75 acres of real property and 4.75 acres of public road right-of-way. **Table 1** and **Map 3** show the distribution of zoning categories, while **Table 2** and **Map 4** show the distribution of land uses. **Map 5** shows parcels in need of blight elimination.

Zoning	Acres	Percentage
General Industrial (GI)	77.75	94.24%
Road Right-of-Way	4.75	5.76%
Total	**82.50**	**100%**

Table 1. Zoning distribution.

Land use	Acres	Percentage
Industrial	71.824	87.06%
Industrial, Parking	2.696	3.27%
Office	3.229	3.91%
Road Right-of-Way	4.750	5.76%
Total	**82.500**	**100%**

Table 2. Land use distribution.

In 2018, TID 21 had a combined assessment of $18,110,600. This equates to 232,934 per taxable acre or $219,522 for taxable and non-taxable acres. **Appendix C** provides a listing of all parcels and assessed values within the TID.

TIF Capacity Analysis

Wisconsin Statutes 66.1105 (4)(gm)(4)(c)., defines a limit on the equalized property value that may be located within municipal TIDs. The equalized value of taxable property of the new district plus the value increment of all existing districts does not exceed twelve percent (12%) of the total equalized value of taxable property within the municipality. As shown in **Table 3**, the existing capacity in the City is more than satisfactory to permit the creation of TID 21, as the addition of TID 21 will only raise the percent of equalized value in TIDs from 5.43 % to 5.70 %.

Measure	Amount as of January 1, 2017
Equalized value of the City of Green Bay	$6,603,759,000
Total existing TID increment	$353,507,500
Percent equalized value within total existing TID increment	5.43%
Equalized value of proposed TID 21 @ 100% estimated ratio	$18,110,600
Total value for twelve percent (12%) test	$376,455,500
New percent equalized value within TIDs, including TID 21	5.70%

Table 3. Tax increment finance capacity.

Project Costs

Specific Projects

The City may encumber funds to implement the following projects. This list is not meant to be a budget or an appropriation of funds for specific projects. All costs are estimates based on the best information available. The City reserves the right to delete projects or change the scope and/or timing of projects implemented as they are individually authorized by the Common Council, without amending the Plan. All improvements are designed to be applied within the boundaries of TID 21.

Improvement #1	Incentives: grants and loans
Details	money to offset project costs, including property acquisition, parcel assembly, site preparation, construction, and infrastructure (transportation, water, sewer, stormwater, utilities) on projects that eliminate blight, rehabilitate parcels, or conserve parcels
Purpose	provide a source of gap funding for projects on parcels with more development challenges (e.g. brownfields remediation)
Allocation	$23,000,000.00
Disbursement	applied through an annual post-project reimbursement (i.e. PayGo); the amount of financial assistance in any given year shall not exceed ninety percent (90%) of the annual incremental taxes for the impacted parcels

Improvement #2	Infrastructure: pedestrian and bicycle
Details	sidewalks, paved trails, bicycle lanes, cycle tracks, and crossing improvements (e.g. medians, markings, signs, signals)
Purpose	attract more residents from adjacent neighborhoods to the area through enhancements that allow for people of all ages and abilities to travel by foot or bicycle through the corridor; specifically look at improvements to crossing Main Street (State Highway 141) and Webster Avenue
Allocation	$500,000.00
Disbursement	within first fifteen (15) years and positive TID balance; apply when funds can be leveraged through external grants through the Wisconsin Department of Transportation; a portion may be covered under a bond issue

Improvement #3	Infrastructure: stormwater
Details	filtration, infiltration, retention and detention facilities
Purpose	increase capacity for additional development and redevelopment
Allocation	$500,000.00
Disbursement	within first fifteen (15) years and positive TID balance; integrate public and private projects when possible to minimize costs; a portion may be covered under a bond issue

Improvement #4	Infrastructure: streets
Details	repair and reconstruct streets
Purpose	scheduled maintenance and replacement of streets
Allocation	$500,000.00
Disbursement	within first fifteen (15) years and positive TID balance; before applying, consider appropriateness of TID funds, wheel tax funds, and/or general levy funds

Improvement #5	Infrastructure: public space and amenities
Details	pocket parks, landscaping, wayfinding signs, banners, flags, public art, benches, bus stop enhancements, shelters, and other amenities deemed acceptable
Purpose	leverage existing assets to create a strong identity and brand for the district; foster a sense of attachment for local residents and businesses
Allocation	$500,000.00
Disbursement	within first fifteen (15) years and positive TID balance; apply under leadership of local businesses and residents after enough reserve funds have been accumulated

Improvement #6	Administration
Details	funds directed towards City staff for time used on marketing, research, analysis, and managing the TID, including contractual services for site-specific environmental investigations, and architectural, structural, and civil engineering
Purpose	cover administrative costs from the appropriate source
Allocation	$1,000,000.00
Disbursement	annual payments through the life of the TID, with annual reductions to account for more work up front getting projects off the ground

Other Eligible Projects

The following is a general list of potential public works and other projects for which the City may encumber funds in conjunction with this Plan. This list is provided to provide options for projects that may not be identified at present, but may become necessary in the future. Again, the City reserves the right to implement only those projects that remain viable as the Plan period proceeds.

1. Property, right-of-way, and easement acquisition
    a. Property acquisition for development or redevelopment
    b. Property acquisition for conservancy
    c. Acquisition of right-of-way
    d. Acquisition of easements
    e. Relocation costs
2. Site preparation activities
    a. Environmental audits and remediation
    b. Demolition
    c. Site grading
3. Utilities
    a. Sanitary sewer system improvements
    b. Water system improvements
    c. Stormwater management system improvements
    d. Other utilities, including electric service, gas service, and communications infrastructure
4. Streets and streetscape
    a. Street improvements
    b. Streetscaping and landscaping
    c. Pedestrian and bicycle infrastructure
    d. Development incentives including grants and loans
5. Administrative costs, including those paid to the City or consultants for services rendered
6. Financing costs
7. Projects outside TID 21 provided that
    a. The project area is located within the corporate boundary of the City of Green Bay; and
    b. The Joint Review Board approves the project.

Economic Feasibility

This section demonstrates that the proposed TID 21 is economically feasible, given that:

1. The City expects to have cash available to pay for project costs as they are incurred or has the means to secure the necessary financing.
2. The City expects to complete the projects in one or more phases, and can adjust the timing of implementation as needed to coincide with the pace of private development.
3. The development anticipated to occur as a result of implementing this Plan will generate sufficient property tax increment to pay for the costs of the projects.

Financial audits will be done in accordance with Wisconsin Statutes 66.46.

Financing Methods

TID 21 will function primarily as a "pay as you go" TID, meaning the City will plan completion of projects based on the availability of increment, though it may also obtain funding in the form of:

1. Cash received from grants or other sources
2. Cash received from a "donor" TID with excess increment above and beyond its project costs
3. General obligation bonds or notes, so long as the principal amount of general obligation debt is not greater than five percent (5%) of its total equalized value (including increment values)
4. Notes issued to developers
5. Tax increment revenue bonds from the City Redevelopment Authority (RDA)
6. Lease revenue bonds from the RDA
7. Utility revenue bonds

Projected Property Tax Increment

The development anticipated to occur as a result of implementing this Plan will generate sufficient property tax increment to pay for the costs of the projects. The City believes that there is one (1) major project, with a high probability of being completed in the next few years (given preliminary discussions with interested parties), that will serve as catalysts for additional development within and surrounding the TID.

Redevelopment Site A: Green Bay Packaging. Developer intends to complete a project, which includes construction of a new, state-of-the art liner board and medium paper mill, which also includes demolition of the existing mill; soil remediation and disposal; engineering, grading, erosion control, and landscaping; construction and relocation of sanitary sewer, storm sewer, and potable water and wastewater mains and laterals; construction and relocation of storm water management facilities; construction and relocation of telephone, high-speed cable, and related technology infrastructure; construction and relocation of natural gas, electrical power, and other public utilities.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value			$18,107,000.00	$412,658.00
Estimated new value			$64,511,100.00	$1,470,207.00
Incremental value			$46,404,100.00	$1,057,549.00

Table 4. Projected increment for Site A.

Given the catalytic nature of this project, there is good probability that additional redevelopment will occur, thus generating additional increment. Should this happen, City staff, along with the Common Council, will explore possibilities for additional public improvements beyond the scope of those mentioned herein.

TID 21 Pro Forma

The entire pro forma can be found in **Appendix D**, and is built on the following assumptions:

1. Development at the catalytic sites will be phased over multiple calendar years
2. New Increment is a conservative estimate of what can be created at each site
3. When New Increment is created in year one (1), it will be accounted for in an assessment in year two (2), and will be accounted for as revenue in year three (3)
4. The Property Tax Rate remains constant at $22.79 per $1,000 of assessed value
5. Incentives: PayGo expenditures are dependent on actual increment created
6. Infrastructure: Debt Service expenditures are payments for borrowing at an interest rate of four percent (4.0%)

The pro forma shows that TID 21 will be sufficiently funded to complete listed projects before the legal termination of the district. If this should occur, distribution of the surplus funds will be made in accordance with Wisconsin Statutes.

Required Documentation

Relocation

The City will provide relocation benefits and assistance to the extent necessary as required by Wisconsin Statutes Chapter 32. Generally, relocation occurs where a person or business is displaced from real property as a direct result of eminent domain proceedings commenced by the City against the subject property. Relocation services will be provided by City specialists with funds provided through TIF, the City or the City of Green Bay Redevelopment Authority.

Non-Project Costs

In the event that TID 21 demonstrates that it has sufficient revenues to pay for all incurred project costs and sufficient surplus revenues to pay for some or all eligible costs in other municipal TIDs, the district may become a donor to other active TIDs.

Promotion of Orderly Growth

Land use development in the city is guided by the *Comprehensive Plan*, adopted by the Common Council in 2003. Development of the plan relied heavily on the participation of the citizens of the city. The plan is in compliance with the State of Wisconsin's Smart Growth requirements, and provides city leaders with a guide to use while assessing policy and development proposals.

This Project Plan for TID 21 is developed in compliance with these plans and general City policies in order to promote orderly and consistent growth.

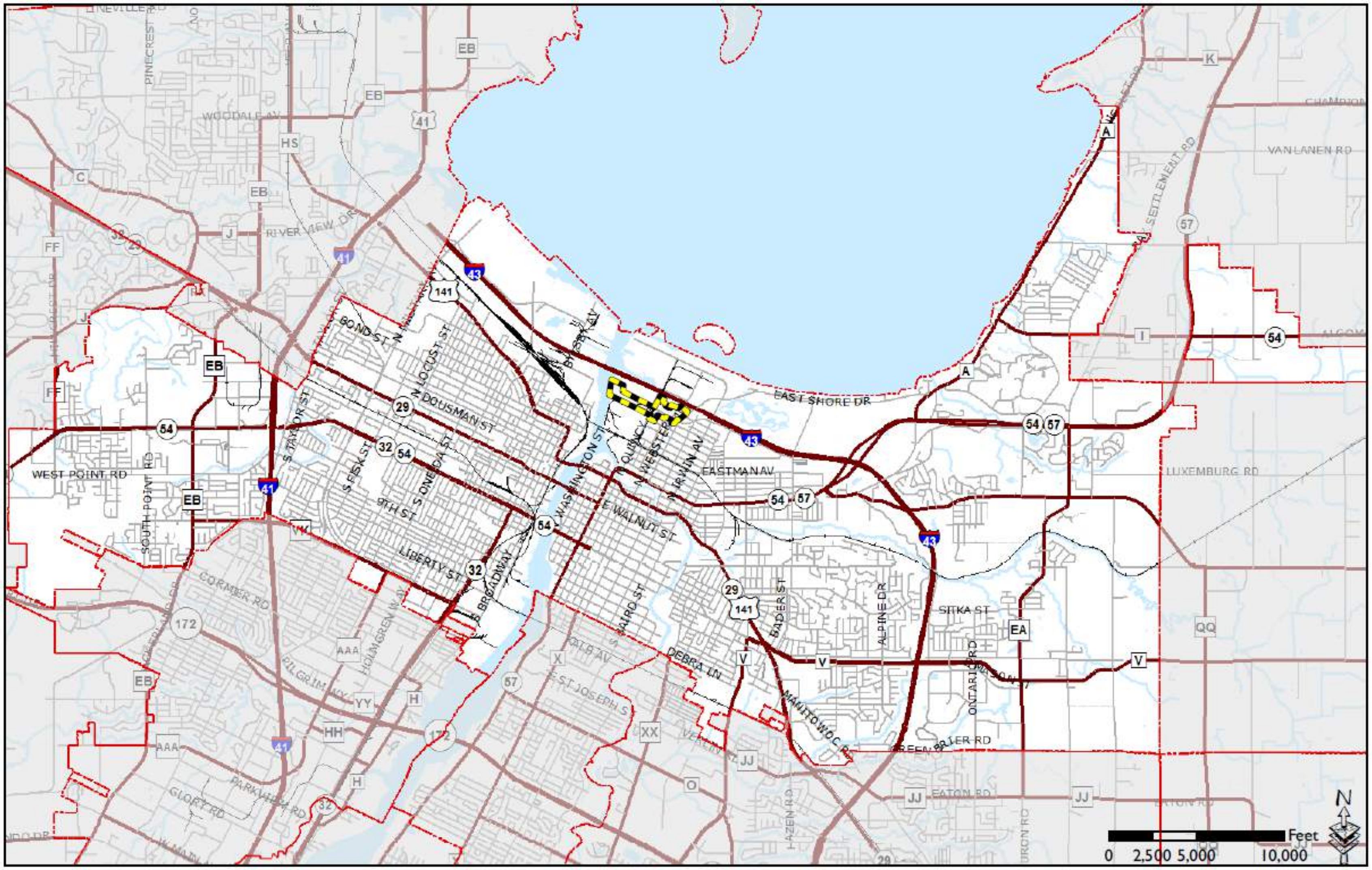
Proposed Changes to City Plans and Ordinances

Master Plan. The City updated its Comprehensive Plan in 2003. The planned uses in the TID 21 are consistent with existing planning documents and have been incorporated into future planning documents.

Official Map. All streets included in the TID 21 Plan area are included on the official Map for the City of Green Bay as adopted subdivisions. Should redevelopment projects cause a realignment of Quincy Street, Radisson Street, or another affected street, the City will take the required procedural actions to review such amendments.

Zoning. Several parcels within TID 21 may require a rezoning or the creation of Planned Unit Development (PUD). The zoning classifications and standards that will be used in the any zoning amendment will be consistent with the City Comprehensive Plan.

Building Codes. City building codes will not be changed to accommodate TID 21 activities.



TID 21 Map 1: Location in City of Green Bay

TID 21 Boundary

This is a compilation of records and data located in various City of Green Bay offices and is to be used for reference purposes only. The City of Green Bay is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied. Map prepared by City of Green Bay Department of Community and Economic Development. E.R.
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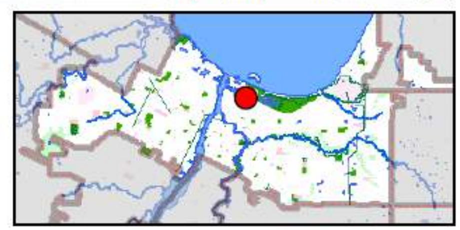

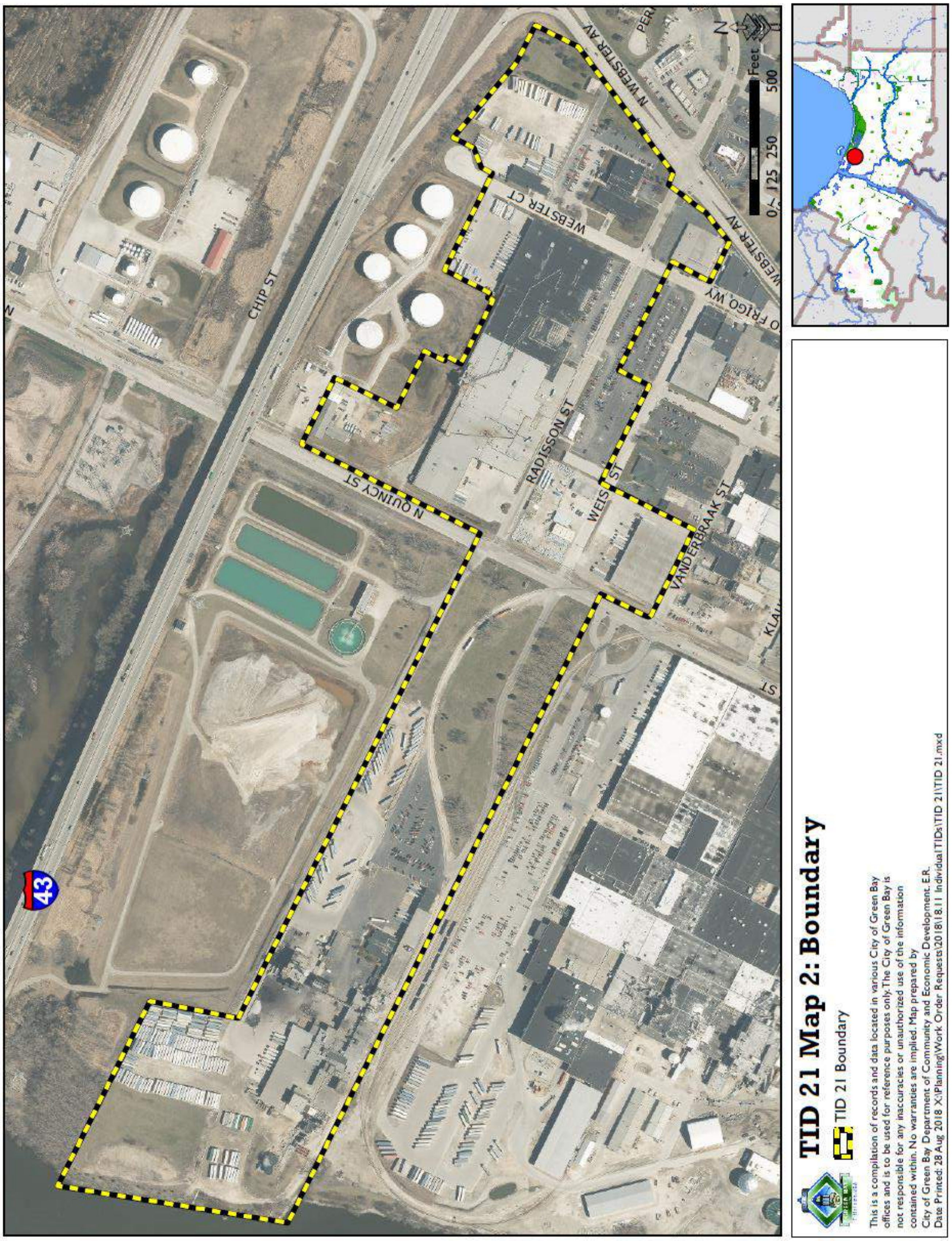

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TID 21 Map 2: Boundary
TID 21 Boundary
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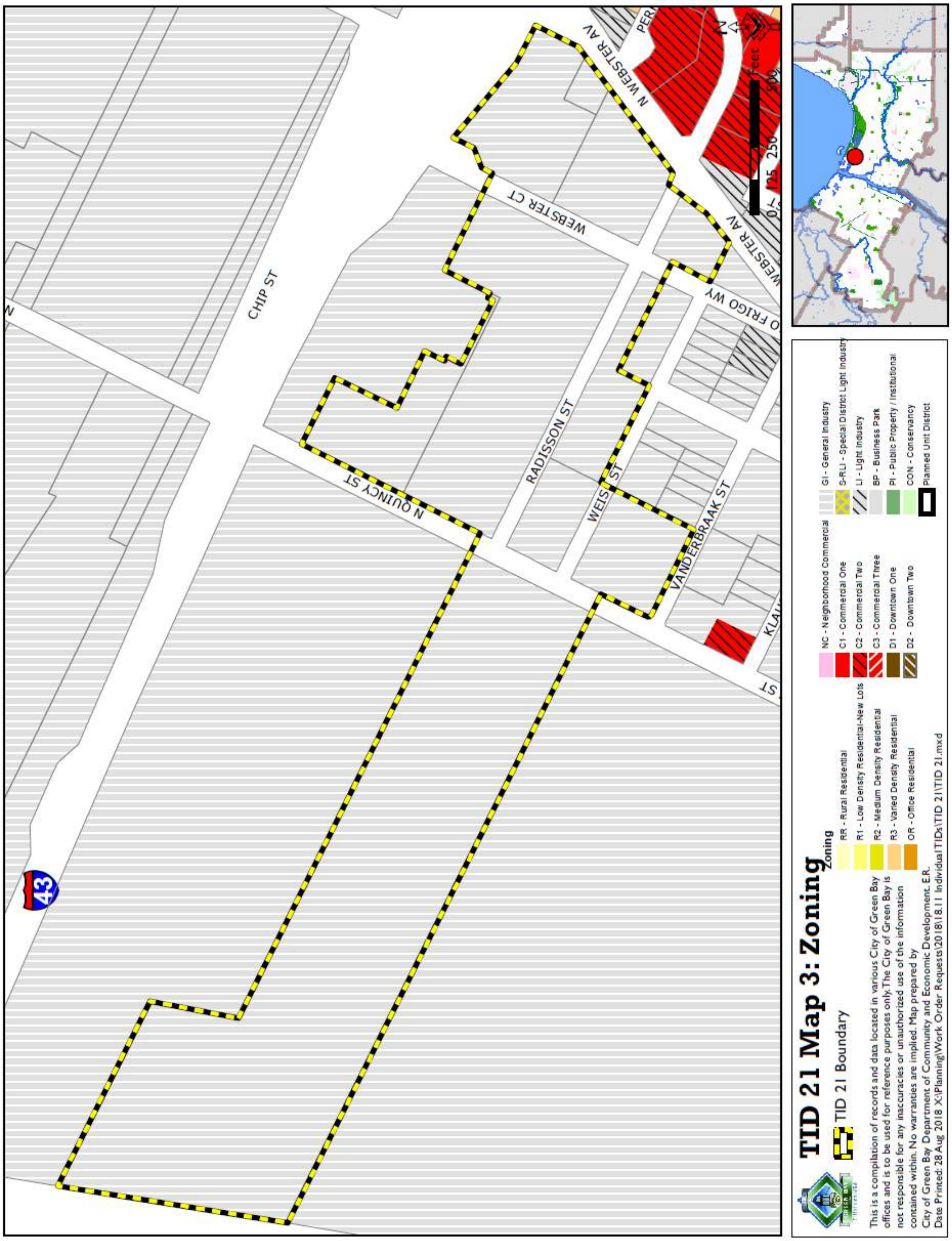
TID 21 Map 3: Zoning
TID 21 Boundary
Zoning
RR - Rural Residential
R1 - Low Density Residential-New Lots
R2 - Medium Density Residential
R3 - Varied Density Residential
OR - Office Residential
NC - Neighborhood Commercial
C1 - Commercial One
C2 - Commercial Two
C3 - Commercial Three
D1 - Downtown One
D2 - Downtown Two
GI - General Industry
S-RLI - Special District Light Industry
LI - Light Industry
BP - Business Park
PI - Public Property / Institutional
CON - Conservancy
Planned Unit District
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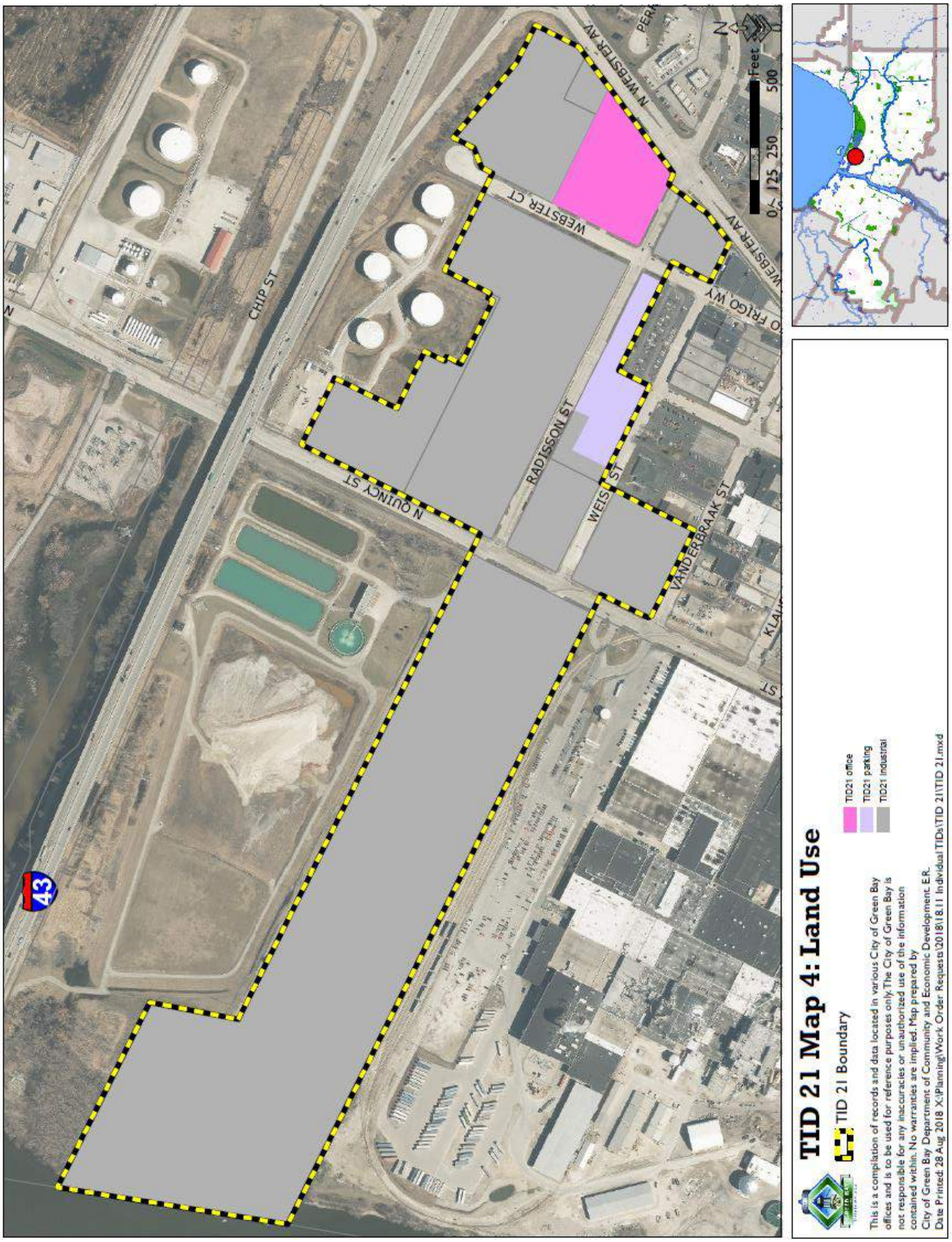
TID 21 Map 4: Land Use
TID 21 Boundary
TID21 office
TID21 parking
TID21 industrial
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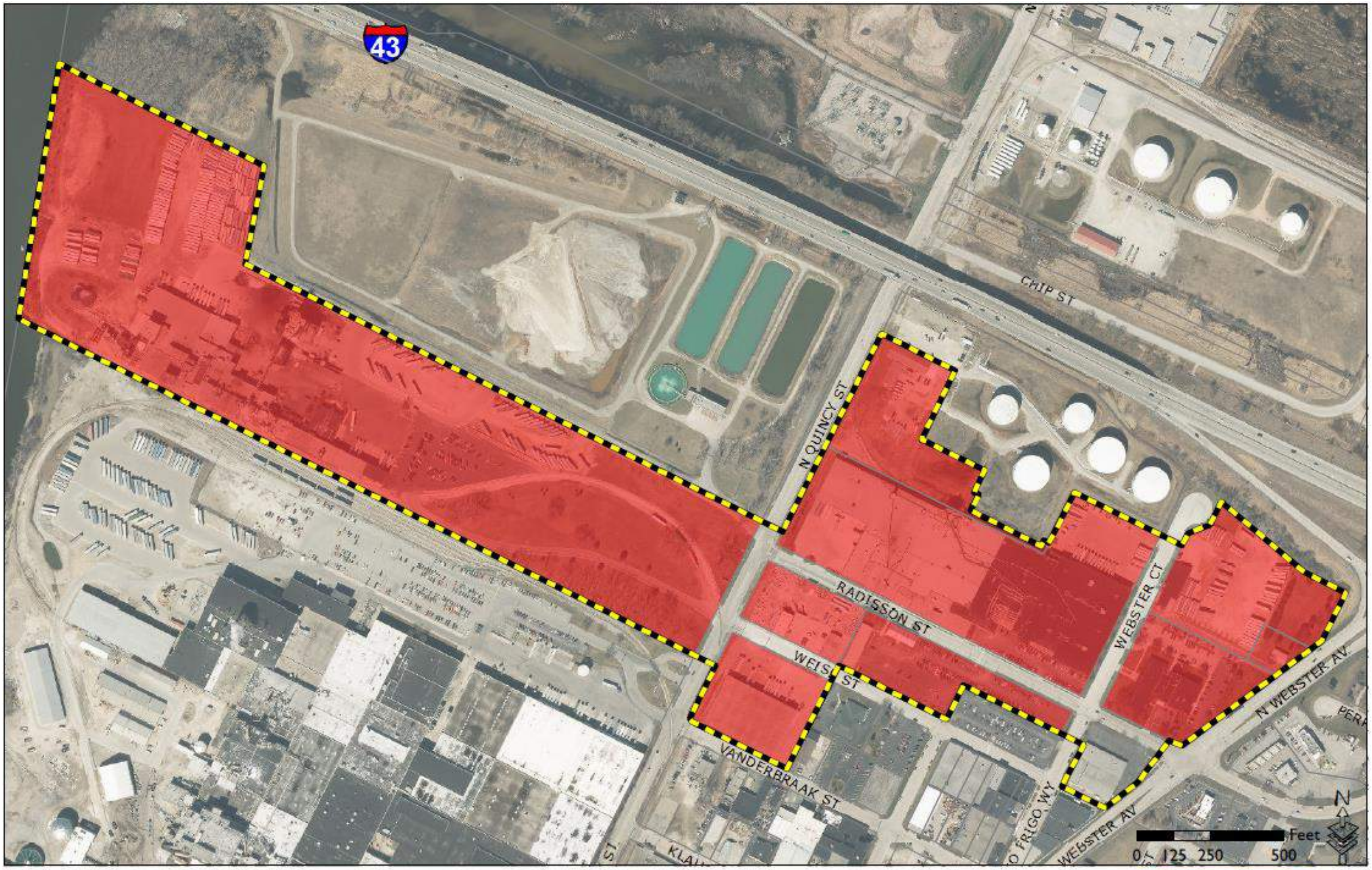

TID 21 Map 5: Blighted Parcels

TID 21 Boundary

Blighted Parcels
Makes up 74.5 acres (90.3%) of the entire TID area

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Date Printed: 28 Aug 2018 X:\Planning\Work Order Requests\2018\18.11 Individual TIDs\TID 21\TID 21.mxd

Appendix A: City Attorney Legal Opinion

Law Department

Vanessa R. Chavez
City Attorney

September 20, 2018

Mayor and Common Council
of the City of Green Bay
100 N. Jefferson Street
Green Bay, WI 54301

RE: Certification of Project Plan
Tax Increment District No. 21
City of Green Bay, Brown County, Wisconsin

This opinion relates to the compliance of the proposed project plan for Tax Increment District No. 21, City of Green Bay, Brown County, Wisconsin (hereinafter "District") with the requirements of §66.1105(4), Wis. Stats.

The Community and Economic Development Department has drafted a project plan for the District. Pursuant to statutory requirements, a public hearing was held before the Redevelopment Authority at which interested parties were afforded a reasonable opportunity to express their views on the proposed project plan [§66.1105(4)(e), Wis. Stats.]. This hearing was held on September 10, 2018. Resolutions adopting the project plan and creating the District will be considered by the Common Council on the evening of September 25, 2018.

I have examined the project plan and find that it is complete and complies with the requirements of §66.1105(4)(f), Wis. Stats., and, in particular, it contains the following:

1. A statement listing the kind, number and location of all proposed public works or improvements within the District and those located outside of the District to the extent provided in §66.1105(2)(f)1.k., Wis. Stats.

2. An economic feasibility study.

3. A detailed list of estimated project costs.

4. A description of the methods of financing all estimated project costs and the time when such costs or obligations related thereto are to be incurred.

5. A map showing existing uses and conditions of real property within the District.

100 North Jefferson Street ϖGreen Bay, WI. 54301 ϖ 920 448 3080 ϖ Fax 920 448 3081 ϖ
World Wide Web http://www.greenbaywi.gov

6. A map showing proposed improvements and uses in the District.

7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes, and City ordinances, if any.

8. A list of estimated non-project costs.

9. A statement relating to the proposed method for the relocation of any persons to be displaced.

10. A statement indicating how the District promotes the orderly development of the City.

Thank you for your attention to this matter.

Sincerely,

Vanessa R. Chavez
City Attorney

Appendix B: Legal Description for TID 21

That part of Lots 1 through 12, Block 89; AND that part of Lots 1 through 12, Block 76; AND that part of Lots 1 through 5 and Lots 9 through 12, Block 86; AND that part of Lots 1 through 6, Block 87; AND that part of Lots 1 through 12, Block 88; located in the recorded plat of Eastman's Addition;

ALSO That part of Lots 1, 2, 3, 26, 27, and 28, Block 100; AND that part of Lots 1 through 3, Block 101; AND that part of Lots 1 through 12, Block 102; AND that part of Lots 1 through 12, Block 103; AND that part of Lots 8 and 9, Block 104; AND that part of Lots 1 through 12, Block 107; AND that part of Lots 1 through 12, Block 108; AND that part of Lots 1 through 12, Block 113; located in the recorded plat of Business Men's Association Second Addition;

ALSO that part of Lot 2, Certified Survey Map Number 8905, as filed in Volume 63 of Certified Survey Maps, Page 240, (being part of Private Claim Number 1, East side of the Fox River, which is part of the Vacated Blocks 106, 109, 111 and 112, and Vacated Streets and Alleys located in the Business Men's Association Second Addition);

ALSO that part of Private Claim 1, East side of the Fox River;

ALSO that part of the adjacent Street Rights Of Way Dedicated To The Public;

ALSO that part of the adjacent Vacated Street and Alley Rights Of Way;

All located in the City of Green Bay, Brown County, Wisconsin, described as follows:

Beginning at the intersection of the north right-of-way line of VanderBraak Street and the centerline of the vacated N Jackson Street;
thence N 63°-32'-33"W, 357.31 feet along said north right-of-way line of VanderBraak Street;
thence N42°-30'-23"W, 13.93 feet along said north right-of-way line of VanderBraak Street, to the east right-of-way line of N Quincy Street;
thence N26°26'-47"E, 198.48 feet, along said east right-of-way line of N Quincy Street;
thence N63°-31'-28"W, 2638.67 feet, to the Combined Pierhead and Bulkhead Line along the east bank of the Fox River;
thence N09°-37'-27"E, 418.93 feet along said Combined Pierhead and Bulkhead Line;
thence continuing long said Combined Pierhead and Bulkhead Line, N08°-33'-27"E, 456.64 feet;
thence S63°-29'-38"E, 775.77 feet;
thence S11°-14'-38"W, 338.46 feet;
thence S63°-29'-38"E, 2035.64 feet, to the east right-of-way line of N Quincy Street;
thence N26°-26'-54"E, 750.46 feet, along said east right-of-way line of N Quincy Street, to the most northwesterly corner of said Lot 2, Certified Survey Map Number 8905;
thence S63°-29'-20"E, 279.53 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
thence S26°-30'-40"W, 259.83 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;

thence S63°-29'-20"E, 240.08 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
thence S26°-30'-40"W, 79.92 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
thence S63°-29'-20"E, 18.42 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
thence S26°-30-40"W, 62.58 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
thence S63°-29'-20"E, 268.62 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
thence N26°-26'-20"E, 20.00 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
thence S63°-29'-20"E, 19.66 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
thence N26°-26-22"E, 191.47 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
thence S63°-28'-55"E, 404.76 feet along a northerly line of said Lot 2, and the easterly extension thereof, to the east right-of-way line of Webster Court;
thence N26°-26'-22"E, 46.74 feet, along said east right-of-way line of Webster Court;
thence continuing along said east right-of-way line of Webster Court, N68°-52'-26"E, 81.39 feet;
thence continuing along said east right-of-way line of Webster Court, N26°-26'-13"E, 86.92 feet, to the south right-of-way line of Interstate Highway 43:
thence S49°-51'-15"E, 364.98 feet along said south right-of-way line of Interstate Highway 43;
thence continuing along said south right-of-way line of Interstate Highway 43, S63°-37'-55"E, 158.74 feet, to the west right-of-way line of N Webster Avenue;
thence S26°-25'-10"W, 182.23 feet, along said west right-of-way line of N Webster Avenue;
thence continuing along said west right-of-way line of N Webster Avenue, S53°-06'-58"W, 159.98 feet;
thence continuing along said west right-of-way line of N Webster Avenue, S53°-12'-20"W, 436.40 feet;
thence continuing along said west right-of-way line of N Webster Avenue, S68°-50'-42"W, 80.93 feet;
thence continuing along said west right-of-way line of N Webster Avenue, S36°-57'-57"W, 113.81 feet;
thence continuing along said west right-of-way line of N Webster Avenue, S51°-35'-34"W, 110.49 feet;
thence continuing along said west right-of-way line of N Webster Avenue, S52°-20'-35"W, 33.26 feet, to the centerline of the vacated Weise Street right-of-way;
thence N63°-31'-19"W, 163.09 feet along said centerline of the vacated Weise Street right-of-way, to the east right-of-way line of Leo Frigo Way;
thence N26°-26'-22"E, 159.93 feet along said east right-of-way line of Leo Frigo Way;
thence N63°-30'-18"W, 450.18 feet to the centerline of the vacated N Van Buren Street right-of-way;
thence S26°-26'-06"W, 130.06 feet along said centerline of the vacated N Van Buren Street right-of-way, to the north right-of-way line of Weise Street;
thence N63°-31'-19"W, 410.27 feet, along said north right-of-way line of Weise Street, to the centerline of the vacated N Jackson Street right-of-way;
thence S26°-26'-27"W, 390.72 feet along said centerline of the vacated N Jackson Street right-of-way, to the point of beginning.

Parcels affected being Tax Parcel numbers: 20-494, 20-682, 20-308, 20-452-1, 20-464, 20-619, 20-650, 20-665, 20-678 and 20-684-A.

Appendix C: TID 21 Parcels and Assessed Values

PARCEL	ADDRESS	ACRES	LAND VALUE	IMPROVEMENT VALUE	TOTAL VALUE
20-494	733 WEISE ST	1.806ac	$ 220,300	$ 181,300	$ 401,600
20-682	1910 N QUINCY ST	12.88ac	$ 281,000	$ 2,978,600	$ 3,259,600
20-308*	1500 N QUINCY ST	2.811ac	$ 138,800	$ 529,700	$ 668,500
20-452-1*	1600 LEO FRIGO WY	1.183ac	$ 70,100	$ 259,300	$ 329,400
20-464*	900 RADISSON ST	2.696ac	$ 133,100	$ 185,400	$ 318,500
20-619*	1802 WEBSTER CT	.449ac	$ 26,600	$ 29,600	$ 56,200
20-650*	1700 WEBSTER CT	3.229ac	$ 191,200	$ 1,670,600	$ 1,861,800
20-665*	1800 WEBSTER CT	4.319ac	$ 213,200	$ 248,700	$ 461,900
20-678*	831 RADISSON ST	11.645ac	$ 517,200	$ 4,899,600	$ 5,416,800
20-684-A*	1601 N QUINCY ST	36.731ac	$ 1,801,000	$ 3,535,300	$ 5,336,300
TOTAL			**$ 3,592,500**	**$ 14,518,100**	**$ 18,110,600**

**parcels marked as manufacturing have 2017 values listed - 2018 values not yet available*

Appendix D: TID 21 Pro Forma

TID #		REVENUES			EXPENDITURES			TID BALANCE
21 | Green Bay Packaging								
CREATED		PARCEL COUNT	BASE VALUE	TAX RATE	LOANS	PAYGO	MANAGEMENT	
Tuesday, September 18, 2018		10	$ 18,110,600.00	$ 22.79	$ -			
YEAR		NEW VALUE	INC VALUE	INC TAXES	DEBT SERVICE			
0	2018	$ 18,110,600	$ -	$ -	$ -	$ -	$ (53,000)	$ (53,000)
1	2019	$ 18,110,600	$ -	$ -	$ -	$ -	$ (51,700)	$ (104,700)
2	2020	$ 18,110,600	$ -	$ -	$ -	$ -	$ (50,400)	$ (155,100)
3	2021	$ 64,514,700	$ 46,404,100	$ -	$ -	$ -	$ (49,100)	$ (204,200)
4	2022	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (951,794)	$ (47,800)	$ (146,245)
5	2023	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (46,500)	$ (88,990)
6	2024	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (45,200)	$ (30,434)
7	2025	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (43,900)	$ 29,421
8	2026	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (42,600)	$ 90,577
9	2027	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (41,300)	$ 153,032
10	2028	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (40,000)	$ 216,788
11	2029	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (38,700)	$ 281,843
12	2030	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (37,400)	$ 348,198
13	2031	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (36,100)	$ 415,854
14	2032	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (34,800)	$ 484,809
15	2033	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (33,500)	$ 555,065
16	2034	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (32,200)	$ 626,620
17	2035	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (30,900)	$ 699,476
18	2036	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (29,600)	$ 773,631
19	2037	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (28,300)	$ 849,087
20	2038	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (27,000)	$ 925,842
21	2039	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (25,700)	$ 1,003,897
22	2040	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (24,400)	$ 1,083,253
23	2041	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (23,100)	$ 1,163,908
24	2042	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (21,800)	$ 1,245,864
25	2043	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (20,500)	$ 1,329,119
26	2044	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (19,200)	$ 1,413,675
27	2045	$ 64,514,700	$ 46,404,100	$ 1,057,549	$ -	$ (953,794)	$ (17,900)	$ 1,499,530
TOTAL		$ 64,514,700	$ 46,404,100	$ 25,381,187	$ -	$ (22,889,056)	$ (992,600)	$ 1,499,530

City of Green Bay
Department of Community and Economic Development

To: Members of the City of Green Bay Joint Review Board (JRB)
From: Kevin J. Vonck, Development Director
Re: Tax Incremental District Twenty-One (TID 21): Green Bay Packaging

The Green Bay Packaging neighborhood is northeast of the downtown central business district. It is centered along Quincy Street, which serves a number of large-scale industrial facilities, primarily in the production of paper and packaging products. It lies just east of the Fox River; just south of Interstate 43; and just west of Webster Avenue, a mixed-use corridor that runs north-to-south through the City.

The primary landowner in this neighborhood, Green Bay Packaging Inc., which was started in 1933, is a family-owned, vertically-integrated company with facilities in fourteen (14) states, including corrugated container plants, recycled and virgin linerboard mills, specialty converting operations, timberlands and a sawmill.

Most of the facilities and equipment within the operation are greater than fifty (50) years old and show signs of dilapidation, deterioration, age, and obsolescence, including (in some cases) inadequate provision for ventilation, light air, sanitation, open spaces, and/or the existence of conditions which endanger life or property by fire and other causes. The City seeks to make investments in this area to eliminate this blight.

TID 21 is being created in order to provide a mechanism to overcome challenges associated with blighted parcels that deter private investment and the additional costs associated with the rehabilitation of existing structures and parcels, environmental cleanup and remediation, and a lack of amenities that encourage pedestrian and bicycle traffic. Of the 78 total acres of real property within TID 21, 75 acres, or 96 %, are in need of blight elimination.

On July 17, 2018, the Common Council designated the Redevelopment Authority (RDA) to perform all acts necessary for the creation of TID 21. The RDA directed City staff to propose a boundary and prepare a Project Plan that identified potential redevelopment activities, including disbursement of grants and loans as well as the construction or reconstruction of streets, utilities, parks, and other public infrastructure.

On September 6, 2018, The Joint Review Board (JRB) convened to elect a Chair, select a public member to the Board, and discuss the proposed boundary and Project Plan for TID 21.

On September 10, 2018, the RDA held a public hearing on the proposed creation of TID 21, where interested parties were afforded opportunity to express their views. Owners of property identified as in need of blight elimination received by first class certified mail notice of the hearing. A Class Two notice was also published in the Green Bay Press-Gazette. The Plan was posted on the City website and a hard copy was made available for public review. At that meeting, the RDA recommended Common Council draft and adopt a resolution that establishes the TID 21 Boundary and TID 21 Project Plan.

On September 25, 2018, the Common Council passed a resolution that establishes the TID 21 Boundary and adopts TID 21 Project Plan, effective January 1, 2018.

100 North Jefferson Street, Room 608, Green Bay, Wisconsin 54301-5026
(p) 920.448.3400 (f) 920.448.3426 greenbaywi.gov

On October 4, 2018, the JRB will meet to approve or deny the proposal. The decision must be based on the following criteria:

1. *Would the desired development occur without tax increment financing?*
2. *Are the economic benefits of new development greater than the cost of improvements?*
3. *Are the economic benefits of new development greater than the tax increments to be paid by property owners in overlying districts?*

In accordance with Wis. Stats. §66.1105(4)(i), the local legislative body shall provide the JRB with the following information and projections:

1. *The specific items that constitute the project costs, the total dollar amount of these project costs to be paid with the tax increments, and the amount of tax increments to be generated over the life of the tax incremental district.*

The Project Plan (p. 8-10) identifies $26,000,000.00 worth of potential project costs to be paid with tax increments, with $23,881,657.00 specifically allocated at this time. The City estimates that TID 21 will generate $25,381,187.00 of cumulative tax increment during the life of the TID.

2. *The amount of the value increment when the project costs in subd. 1. are paid in full and the tax incremental district is terminated.*

The City estimates that TID 21 will generate $46,404,100.00 of new property value increment upon its termination.

3. *The reasons why the project costs in subd. 1. may not or should not be paid by the owners of property that benefits by improvements within the tax incremental district.*

That "but for" the creation of TID 21, the development projected to occur as detailed in this Plan would not occur in a timely manner, in a manner desired by the City, or occur at all, because of: 1) additional costs associated with the rehabilitation of existing structures and parcels; 2) blighted parcels that deter private investment; and 3) additional costs associated with environmental cleanup and remediation

That being said, TID 21 increment should not pay for project costs, specifically incentives (grants and loans), to a recipient that fails to demonstrate that "but for" the use of public funds, the development projected to occur as detailed in the Project Plan would not occur in the manner desired by the City.

4. *The share of the projected tax increments in subd. 1. estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the tax incremental district.*

The City estimates the 2017 combined tax levy to be allocated among the taxing jurisdictions as follows:

- 41% Green Bay Area Public Schools
- 37% City of Green Bay
- 18% Brown County
- 3% Northeast Wisconsin Technical College
- 1% State of Wisconsin

5. *The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments in subd. 4.*

TID 21 enhances the community economic climate. As properties in the TID become more attractive in which to invest and conduct business, the amount of money circulating in the local market increases, which has a positive impact beyond the TID. When TID 21 has met all obligations and dissolves, the overlying taxing jurisdictions will receive additional revenue based on $46,404,100.00 of value increment.